THE FEDERAL AVIATION ADMINISTRATION'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

(110–63)

HEARING

BEFORE THE

SUBCOMMITTEE ON
AVIATION

OF THE

COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE
HOUSE OF REPRESENTATIVES

ONE HUNDRED TENTH CONGRESS

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July 20, 2007

SUMMARY OF SUBJECT MATTER

TO: Members, Subcommittee on Aviation

FROM: Committee on Transportation and Infrastructure, Oversight and Investigations Staff

SUBJECT: Hearing on "FAA's Aging ATC Facilities: Investigating the Need to Improve Facilities and Worker Conditions"

PURPOSE OF THE HEARING

On Tuesday, July 24, 2007 at 10:00 a.m., 2167 Rayburn House Office Building, the Subcommittee on Aviation will meet to examine the condition of the Federal Aviation Administration's (FAA)'s Air Traffic Control (ATC) facilities. The Transportation and Infrastructure Committee Oversight and Investigations staff has recently conducted an investigation of the FAA's program to maintain the current ATC infrastructure. FAA reports that terminal radar control (TRACON), towers, and en-route ATC facilities are relatively old, on average, and are overall in "fair to poor" condition using General Services Administration (GSA) Facility Condition Index (FCI) criteria.[1] Data collected on facility conditions paints a picture of numerous buildings with severe maintenance problems, and FAA employee reports of health-related complaints are becoming more numerous in various facilities throughout the system.

In the course of this investigation, several FAA managers have openly acknowledged that the agency has a substantial maintenance backlog for repairs at many FAA facilities. According to various documents obtained from FAA, the maintenance backlog estimates ranged between approximately $250 and $350 million. Yet, the FAA's annual budget for facility maintenance and improvement for FYs '06 and '07 was less than $60 million in each year.[2] At this rate of expenditure for facility maintenance, even the FAA's analyses show an ever increasing maintenance backlog.

[1] The GSA has developed facility rating criteria for use in the evaluating the condition of Federal Buildings. FAA performs its own ratings using these criteria.
[2] Data from FAA briefing supplied to Oversight and Investigations Staff dated May 2007.

The implications of this growing maintenance backlog are disturbing, since they are not currently included in FAA's Capital Investment Plan (CIP).

The problems identified in this investigation include the types of things expected in aging buildings. These more common types of problems include: roof leaks, mold, animal and insect infestation, poor air-quality/heating, ventilation, and air conditioning (HVAC) problems, presence of asbestos, space limitations, general unsanitary conditions, broken or damaged furniture, etc. According to the National Air Traffic Control Association (NATCA) and the Professional Airways Services Specialists (PASS), reports of employee health problems due to facility conditions are on the rise.

While aviation industry, Congressional, and FAA attention are firmly focused upon the capacity limitations of the current system, and the urgent need to upgrade ATC technology to a state-of-the-art Next Generation Air Transportation System (NextGen), the fact remains that the current system must be able to operate in a reliable manner, while providing a safe and productive working environment for FAA employees, who perform complex and demanding jobs on a daily basis. The earliest estimates for a significant transition to NextGen are a decade away. Thus, FAA and Congress cannot afford to allow the current system to deteriorate to an unacceptable and unsafe condition. FAA and Congress must address these very serious "facility sustainment" issues while developing and implementing NextGen.

BACKGROUND

Overview of ATC Facility Age and Condition

In a 2005 briefing entitled "FY 2005 Business Outlook: Capitol Hill" provided to T&I Committee Staff in 2005, then-FAA Chief Operating Officer (COO), Russell G. Chew summarized facility condition in the following way, "the average en-route facility condition index (FCI) currently is rated *poor* and getting worse each year." In that briefing, the FAA COO provided the following data on the average age of FAA ATC facilities:

Years in Service (2005 numbers provided by FAA)

30	Towers
34	TRACON Facilities
27	Primary En-Route Radars
16	Primary Terminal Radars
26	Secondary Radars
40	En-Route Control Centers
20	Flight Service Stations

Of these, the vast majority of FAA employees perform their duties in towers, TRACONs, and en-route control centers.[3] Overall, FAA manages over 22,000 facilities with an FY '08 budget of $262.2 million. From an analysis of FAA figures, it appears that less than $60 million per year is

[3] Flight Service Stations are now in the process of being transitioned to operation by a private contractor (Lockheed Martin).

dedicated to maintenance and repair of existing facilities, with the vast majority of Facilities and Equipment (F&E) funding allocated to building replacement or expansion.

According to the Department of Transportation (DOT) Office of Inspector General (OIG), total building replacement costs are uncertain, but they are estimated to be in the $6.3 billion range. Of this number, the replacement cost of en-route facilities is estimated in the $2.6 billion range, and terminal replacement costs are estimated at $3.7 billion, although the DOT OIG has not validated these replacement cost figures.[4]

FAA facilities are managed by three different lines of business under the Air Traffic Organization (ATO). Terminal (both tower and TRACON) facilities are under the management of the Vice President of Terminal Services, en-route facilities are under the Vice President of En-Route and Oceanic Services, and other facilities such as navigational aids, radars, etc., are managed by the Vice President of Technical Operations. One of the findings of this investigation is that there is no overall FAA Facilities "Czar" to coordinate the ATO's overall maintenance and repair plan. Thus, it appears to be left to each individual executive to compete for the annual F&E funding available for facility maintenance.

En-route Centers: The FAA operates 21 en-route control centers, all constructed at around the same time in the early 1960s and expanded several times since then. The average FCI is 90.3%, which is classified at the cutoff point between "fair" and "poor." Eleven of the 21 en-route centers have FCI values below 90%, which is indicative of a facility that requires attention. According to the FAA, there are areas within some of these facilities where the index is as low as 57%.

The FAA estimates that it spends $225,000 annually on improvements at each of the 21 en-route facilities. Additionally, the FAA states that it spends $500,000 per facility for "smaller sustain needs" and funds 4 or 5 "major sustain projects" per year. FAA estimated the en-route facility maintenance backlog at $121 million at the end of FY 2006.

Tower and TRACONs (Terminal): By far the FAA's most challenging facility issue is maintaining its 401 Tower and TRACON facilities. This includes 217 FAA-owned facilities staffed with FAA controllers, 74 "sponsor/airport"–owned facilities staffed with FAA controllers, and 110 FAA-owned facilities staffed with contract controllers.

Of the 401 terminal facilities that FAA is responsible for maintaining, the agency has conducted FCI's for only 89. The FAA claims that these 89 facilities are representative of the various Tower and TRACON construction types throughout the system. According to FAA statistics, the average FCI of these 89 facilities in 2007 was 93.2% on the GSA scale, which is representative of "fair" condition. Given the large number of facilities, the FCI for various facilities varies greatly from "good" to "very poor," and the majority of terminal facilities have not been assessed using the FCI methodology, thus the actual average is unknown. FAA estimated the terminal maintenance backlog at the end of FY 2006 at $124 million.

[4] May 17, 2007, DOT Office of Inspector General briefing to T&I Oversight and Investigations Staff.

Unstaffed Facilities: The FAA also is responsible for maintaining more than 9,000 smaller buildings and 13,000 structural towers associated with navigational aids, radars, and other components of the ATC infrastructure.

FAA's Facility Replacement, Maintenance, and Improvement Program

Within the FAA's F&E account, approximately $100 to $150 million per year is allocated for facility replacement. The average replacement cost is estimated at $30 million per terminal facility. This equates to approximately 33 replacements every 10 years. With a replacement budget set at $100 million annually, and assuming that the FAA does not replace the current FAA-owned Federal contract towers (FCT), for the remaining 217 FAA-owned and FAA-staffed towers, a facility commissioned in 2007 would be all replaced by 2094, or 87 years later. At a annual budget of $120 million, rotational replacement would be every 72 years, and at $200 million annually, rotational replacement would be every 43 years. These statistics underscore the importance of adequate funding from Congress and an aggressive maintenance and improvement program for FAA ATC facilities.

Between FYs 2000-2006, Congress appropriated approximately $845 million, or an average of $121 million per year for 98 terminal facility replacement projects. Forty-four of those sites have been commissioned, 21 sites are under construction, and 33 sites are currently being analyzed to determine their replacement requirements and timing. The time from beginning a facility replacement project through construction and commissioning is a minimum of 5 years.

FAA has completed the GSA FCI assessment process at 89 out of 401 terminal sites, and is planning future assessments at the rate of 12 per year. Since the vast majority of terminal sites have not been formally surveyed, existing problem conditions at all facilities are unknown. At the current FCI survey rate, it would take 25 years for the FAA to complete the formal FCI assessment process. FAA currently budgets between $30 and $50 million for terminal facility maintenance and rehabilitation, but at the same time projects that the "one time remediation costs" including the maintenance and repair backlog is $315,700,000.[5]

The main focus for en-route facilities is upon modernization and upgrade, not replacement. For unstaffed facilities, FAA is in the process of developing a prioritization process.

In summary, at the current rate of replacement, maintenance, and improvement funding, it is likely that the maintenance backlog will continue to grow larger without significant funding increases for maintenance, and ATC facility conditions will continue to deteriorate.

FAA Facilities and Equipment Budget Requests

Both chambers of Congress and the aviation community agree that increased capital investment is necessary to increase system capacity and avoid gridlock. These investments are funded by the FAA's F&E program.

For the fourth consecutive year, the President's Budget proposed a level of F&E funding below authorized levels. In 2003, the Administration's reauthorization proposal requested $3.1

[5] FAA Terminal Facility Briefing given to T&I Oversight and Investigation Staff.

billion for F&E in FY 2007. This was consistent with the FAA's CIP for FYs 2004-2008, which indicated that the F&E program needed an average annual funding level of $3 billion over that period. After FY 2003, the Administration significantly cut its F&E requests below authorized levels to approximately $2.5 billion in every year through FY 2007.

According to CIP estimates, roughly half of the F&E budget is set aside for equipment modernization, and the FAA has not requested additional F&E funding for routine maintenance and repair of aging FAA facilities. While the FAA continues to lay the groundwork for NextGen, it is important that the FAA ensure that the current system can continue to operate in a safe and reliable manner by investing in the maintenance and repair of existing infrastructure.

FAA Proposals for ATC Consolidation

FAA often cites aging facilities and the expense of maintaining such a large number of facilities as a primary justification for consolidating the ATC system into a much smaller number of facilities. The FAA has stated that a plan with an initial list of facilities is being evaluated for possible consolidation and collocation through 2014. Although not mandated by Congress, the FAA has yet to develop or present to Congress a comprehensive ATC facility consolidated plan. Included in the FAA's Reauthorization proposal was a provision establishing a process similar to the Base Realignment and Closure Commission utilized for recommendations on military base closures.

A provision in the Committee's FAA Reauthorization Bill, H.R. 2881, directs the Secretary of Transportation to establish a working group tasked with developing recommendations for the realignment and consolidation of FAA facilities. The Administrator must then report the recommendations to Congress before any facilities or services are realigned or consolidated. However, the provision does not require Congressional approval in the form of an up or down vote, and the agency could choose to ignore the recommendations.

FAA Employee Reports of Facility Condition

NATCA and PASS consistently maintain that the FAA has failed to provide adequate maintenance on the buildings and facilities that accommodate National Airspace System (NAS) equipment and systems. They report that the condition of the infrastructure appears to be a low priority for the agency; problem reports are often ignored, and that employees have been forced to work in conditions that are unsafe. Leaking roofs, deteriorating walls and ceilings, and obsolete air conditioning systems are among the many problems that FAA employees reportedly encounter every day, and it is reported by both organizations that health claims are on the rise. It is also reported that the FAA is in direct violation of safety regulations, including those mandated by the Occupational Safety and Health Administration (OSHA).

NATCA recently conducted a facility condition survey to assess the current state of 314 ATC towers, en-route centers, and TRACONs nationwide. Among the 220 facilities that participated, the most serious commonly-reported problems were: the presence of mold and other harmful contaminants, external leaks, and building ventilation and temperature control issues.

Based upon NATCA and PASS-supplied data, the major facility problems can be grouped into the following categories:

- **Exposure to Mold, Asbestos, Radiation or Other Harmful Conditions:** There are continual reports from facilities across the nation that employees are exposed to dangerous levels of mold, asbestos, leaking radiation or other hazards. FAA employees persistently report working in buildings infested with mold contamination and that respiratory ailments have become common. In other cases, exposure to radiation without the proper safety precautions led PASS to obtain radiation badges for all its members to ensure that they are protected. Exposure to these harmful contaminants has resulted in questionable worker conditions at a number of facilities. In the Detroit ATC tower, over 6,000 square feet of mold contaminated material was identified, which included black toxic mold (Stachybotrys), as well as several other toxic mold types in 2005. Remediation was conducted at the facility twice. In one instance, a chemical spray was used, resulting in 9 employees being rushed to the hospital. Employees have reported respiratory infections, asthma-like systems, rashes, nose bleeds, fungus infections, possible nerve damage, and various other issues. The Kansas City ATC tower identified toxic black mold in the facility at least twice; the extent of contamination is unknown. In the San Jose ATC tower, during the replacement of the air unit, potential toxic mold was found, and is conducting tests to determine the type of mold. Grand Rapids ATC tower has experienced several environmental issues in the last 10 years relating to bacteria contamination, water leaks and possible mold contamination.
- **Building Ventilation and Temperature Control**: One of the major findings of the facility survey was that in nearly every building sampled, employees reported poor heating, air conditioning and air quality. Controllers in these environments report frequent respiratory ailments. Unlike employees in other work environments, FAA medical standards for on-duty controllers preclude the use of many over-the-counter medications for respiratory relief.
- **Unstable Building and Infrastructure Conditions:** There are numerous reports of FAA employees (primarily PASS technicians) working in conditions that present a safety hazard, while maintaining facilities such as navigational aids. Employees report often performing this hazardous maintenance work without backup to render assistance in the event of an accident. PASS reports numerous instances where employees have suffered actual injury due to unstable building or other infrastructure conditions, including cases in which employees fell through rotting floors or were expected to climb damaged stairways over 30 feet in height to perform work on a platform. In many cases, NATCA believes that the conditions are in violation of OSHA safety standards.
- **Improperly Housed Equipment:** Many FAA technicians must work directly with high-voltage equipment. It should be expected that high-voltage equipment would be given the utmost attention in terms of being properly housed to avoid endangering the employees working on the equipment. In many FAA facilities, this is not the case. In one example, despite requirements for high-voltage transformers dictating that the equipment should be enclosed in metal enclosures, the transformer is simply surrounded by some wood railing and a plywood cover. In the same facility, another transformer is properly enclosed in a chain metal enclosure, making it blatantly clear that a wood enclosure is not sufficient to protect the employees from the high-voltage equipment.
- **Systems and Equipment Threatened by Infrastructure Issues:** Because of deteriorating building conditions, recently installed new equipment and systems are sometimes exposed to

damage. Employees in the field have reported to PASS several instances in which equipment is covered with plastic or tarps to keep leaking water from damaging the equipment. FAA has been rapidly upgrading NAS systems and equipment, but routinely placing modern, state-of-the-art equipment into facilities not suited to house such equipment.

- **Facility Roof Leaks:** Facility condition reports conducted by NATCA reveal that airport control towers and radar rooms across the nation have serious external leaks. Many of these leaks are into equipment rooms and jeopardize expensive and vital equipment. In many cases these external leaks lead to the development of potentially dangerous mold. NATCA field representatives have relayed that the Atlanta Center has had water issues in the facility for a number of years. In some instances it has been reported that controllers have to hold an umbrella over the radar scope. The Chicago O'Hare ATC tower started having major water leaks in the last couple of months. The extent of water damage and possible mold contamination is unknown at this point. A notable example is the recurrence of condensation accumulating on the windowpanes of tower cabs, causing reduced visibility, which in some cases can be extreme and unsafe. Visually identifying aircraft and vehicles and ensuring that control surfaces stay clear during aircraft operations is the single most effective means of reducing runway incursions and surface accidents.

110TH CONGRESS OVERSIGHT ACTIVITIES

On February 14, 2007, the Subcommittee on Aviation held a hearing on "The President's FY08 Federal Aviation Administration's Budget." One focus of the hearing was the funding given by Congress for FAA's F&E program.

In March 2007, the Subcommittee on Aviation held a series of hearings on FAA Reauthorization. One provision that was examined was the Reauthorization language allowing the Secretary of the Department of Transportation to establish a "Realignment and Consolidation of Aviation Facilities and Services Commission" to assess FAA's recommendations on facility consolidation.

H.R. 2881 – *The FAA Reauthorization Act of 2007* – was ordered reported out of the Transportation and Infrastructure Committee on June 28, 2007 with provisions to supply $13 billion for the F&E program, which is $1 billion over the Administration's request. The Congressional Budget Office is still in the process of evaluating the proposal's cost. As such, the Committee report has not yet been filed. The historic funding level attempts to address the backlog of repair and replacement of FAA facilities and equipment, while continuing to provide the resources for timely implementation of NextGen. In looking forward to NextGen transitional needs, the bill directs the establishment of a working group within the FAA to create recommendations for the realignment and consolidation of FAA facilities.

WITNESSES

PANEL I

Mr. David B. Johnson
Vice President for Terminal Services
Air Traffic Organization
Federal Aviation Administration
Washington, DC

Mr. Steven B. Zaidman
Vice President of Technical Operations Services
Air Traffic Organization
Federal Aviation Administration
Washington, DC

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Mr. Patrick Forrey
President
National Air Traffic Controllers Association
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Ms. Patricia Gilbert
Chair
National Legislative Committee
National Air Traffic Controllers Association
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Mr. Thomas Brantley
President
Professional Airways Services Specialists
AFL-CIO
Washington, DC

HEARING ON FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

Tuesday, July 24, 2007

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
SUBCOMMITTEE ON AVIATION,
Washington, DC.

The Subcommittee met, pursuant to call, at 10:00 a.m., in Room 2167, Rayburn House Office Building, the Honorable Jerry F. Costello [Chairman of the Subcommittee] presiding.

Mr. COSTELLO. The Subcommittee will come to order.

The Chair will ask all Members, staff and everyone to turn electronic devices off or on vibrate.

The Subcommittee is meeting here today to hear testimony on the FAA's Aging Air Traffic Control Facilities: Investigating the Need to Improve Facilities and Worker Conditions.

I will give a brief opening statement and then call on the Ranking Member to give an opening statement as well.

I want to welcome everyone here to our hearing today on the FAA's aging ATC facilities and the need to improve facilities and conditions for the FAA workers.

The FAA provides air traffic control services at over 400 Agency-operated air traffic control facilities throughout the Nation. Many of these facilities are over 40 years old, exceeding their useful life expectancy and not meeting current operational requirements. This has resulted in a General Services Administration Facility Condition Index rating of fair to poor.

Further, this Subcommittee and other interested stakeholders like NATCA and PASS have expressed concerns as to whether the FAA has adequately funded the much needed facility repairs and improvements, given the Agency's capital account has remained flat over the past several years. The Administration consistently proposes a level of F&E funding well below the authorized level.

In 2003, the FAA requested and received from the Congress an authorization of approximately $3 billion per year for its capital program. Yet, for the past three years, the Administration has requested roughly $2.2 billion per year for its F&E capital program, well below the authorized level.

The fiscal year 2008 budget is no exception. The Administration is once again requesting $2.46 billion for capital spending.

According to the capital investment plan estimates, approximately half of the F&E budget is set aside for equipment and mod-

ernization. Yet, the FAA has not requested additional F&E funding for routine maintenance and repair of aging FAA facilities.

I have said before that we cannot put the cart before the horse when it comes to modernization. While the FAA continues to lay the groundwork for modernization, it must also ensure that the current system can continue to operate in a safe and reliable way by properly investing in the maintenance and upkeep of existing infrastructure. The FAA must also provide safe, healthy working conditions for its employees.

That is why in H.R. 2881, the FAA Reauthorization Act of 2007, we provide historic funding levels for the FAA's capital programs including nearly $13 billion for F&E, over $1 billion more than the Administration requested.

I am disturbed by the employee reports of excessive unhealthy levels of mold and asbestos, leaking roofs and other infrastructure issues, insufficient ventilation, and improperly housed conditions and equipment.

Both PASS and NATCA report, the FAA is in direct violation of safety regulations including those mandated by OSHA. To illustrate the point, we are going to show a very brief video clip from the Grand Rapids tower at this time. This clip was actually filmed in the Fall of 2005.

I would ask at this time to show the clip.

[Video shown.]

Mr. COSTELLO. The Chair thanks Mr. Miller for showing the clip.

Obviously, again that was taken in the fall of 2005 at the Grand Rapids facility. It is alarming to see the water coming through the roof and actually on the counter of the control tower. This is just one facility. I believe that there are others that could have been filmed then or today.

Again, it is alarming and disturbing that we allow our facilities to deteriorate to this extent. No one should have to work in these conditions, and it is unacceptable.

I am interested in hearing our FAA witnesses' response to this clip and some of the other facilities that we will be discussing today.

I question whether the FAA has a comprehensive strategy to effectively manage the replacement, repair and modernization of its air traffic control facilities and equipment and whether sufficient funds are being used to carry out these important health and safety functions.

Finally, in the Administration's FAA reauthorization proposal, they provide for a BRAC-like process to consolidate and relocate facilities. A BRAC process is an abdication of responsibility on the part of the Congress. Congress has always made decisions and provided oversight based on recommendations and analysis from Federal agencies. In consolidating and realigning the FAA facilities, that process should be no different.

The FAA should not only engage with Congress but with the stakeholders affected. If the FAA identifies facilities that are truly not needed, then the FAA should identify those facilities, put them in their budget and come here and explain to the Congress where the facilities are located and why they should be consolidated or closed.

In our reauthorization bill that passed the Full Committee and is on its way to the Floor of the House, we created an open continuous and defined process, something which the FAA should have done from the start. Contrary to statements that may be made here today, the bill does not—and I repeat—the bill does not impose a moratorium.

Instead, our bill allows affected stakeholders to work together with the FAA to develop criteria and make recommendations that will be submitted to the Congress and published in the Federal Register for proper review and oversight. Any objections or changes made to those recommendations must again be submitted to the Congress. Congress does not relinquish its role but instead can provide thorough review, oversight and input.

With that, at this time, I welcome our witnesses here today and look forward to hearing their testimony.

Before I recognize the Ranking Member, Mr. Petri, for his opening statement, I ask unanimous consent to allow for two weeks for all Members to revise and extend their remarks and to permit the submission of additional statements and materials by Members and witnesses. Without objection, so ordered.

At this time, the Chair recognizes the Ranking Member, Mr. Petri, for his opening statement.

Mr. PETRI. Thank you very much, Mr. Chairman.

We are meeting to discuss the current condition of our Nation's air traffic control facilities and equipment.

While the FAA is ultimately responsible for the upkeep of its facilities, it is not alone in the responsibility for the current condition. Over the past years, Congress has authorized funding for the FAA to maintain and improved their facilities, yet it has continually been under-appropriated and earmarked by Congress. By the time the money reaches the FAA, the Agency ofttimes does not have the adequate discretion it needs on how to spend it.

The FAA has over 400 air traffic control facilities for which they are partly or wholly responsible for maintenance.

Clearly, no one here today is in denial that FAA tower facilities are in need of constant upkeep and repair. In fact, there are some that actually need immediate attention. However, their average facility condition level as determined by the scorekeeper, the General Services Administration, is 93.2 percent which earns a fair condition rating under the GSA's scorecard.

For comparison purposes, many other Government facilities earn lower grades. According to the GSA, the FAA headquarters building itself, where two of our witnesses are located, has a rating not of 93.2 percent as the average facility condition level but rather of 76 percent. The average Government family housing earns a rating of roughly 77 percent, and the average Federal office space has a rating of roughly 63 percent, fully a third lower than the facility rating for the average air traffic control facilities.

These numbers demonstrate that less than desirable facility conditions are not FAA-specific. Rather, they are government-wide, and we have a bigger problem than just this one.

According to the FAA, it receives a $100 million to $150 million annually for replacement costs. While it sounds like an ample amount of money, I understand that it is only enough funding to

complete just one-third of the replacements every 10 years. At this rate, a facility commissioned in 2006 would not be replaced until 2093, 87 years later.

Even if the FAA received $200 million a year, double what it is currently receiving for maintenance, the replacement schedule would still take more than 40 years per facility.

In an environment where resources are scarce, integrated planning and budgeting are needed, and so I am looking forward to hearing about FAA's plans going forward.

The fact remains that FAA's maintenance backlog for terminal facilities is not declining. Rather, it is growing. In 2006, it was $124 million, and it will reach $182 million backlogged by 2020.

The FAA needs the authorized funding levels made available to it and more in the future. It is unrealistic to think that the FAA can keep all of its facilities in excellent condition if they are not provided the money to do it.

Perhaps the most important factor in the state of our air traffic control facilities is the relation to the modernization effort. As we progress into the NextGen system, it will be vital that we update our facilities and keep them in the best possible condition and continue to update them with a mindful eye toward future needs. We cannot put our brand new and costly systems into buildings that are simply unfit to house them. Delaying the replacement and renovation of our air traffic control facilities will delay NextGen's implementation, and we all know that that is a cost that the Nation and the traveling public cannot afford.

Mr. Chairman, thank you for holding this important hearing. I look forward to hearing from our witnesses and yield back any time remaining.

Mr. COSTELLO. The Chair thanks the Ranking Member and now recognizes the gentleman from Texas, Mr. Lampson.

Mr. LAMPSON. Thank you, Mr. Chairman. I will be quite brief. I do appreciate you all holding this hearing.

The fact that we have such a significant need for maintenance in our Nation's air traffic control system and facilities is obviously critical.

I have been fighting these battles with TRACON for a number of years in southeast Texas and was opposed to much of the consolidation that has been going on. We have lost one facility in one of the districts that I represented at one time and now in another district. I think that there is continuing aging and disrepair of any of these facilities in the area where there is such significant growth.

The Hobby Airport which is in my district, Houston Hobby Airport, and the Bush Intercontinental Airport which is nearby, is the eighth largest passenger airport in terms of enplaned passengers, and they are showing a 67 percent increase of the past 10 years. Considering the vast amount of traffic at these airports, we truly have to make certain that every piece of equipment used to control these airplanes is maintained and in working order at all times.

Again, part of the reason why I opposed that consolidation is we have to take the responsibility to make sure that the equipment is working and that our passengers who are flying are safe.

I appreciate your holding the hearing, Mr. Chairman, and look forward to hearing from this distinguished panel.

Mr. COSTELLO. The Chair thanks the gentleman from Texas and now recognizes the Ranking Member of the Full Committee, Mr. Mica.

Mr. MICA. Thank you, Mr. Costello. I appreciate your hosting and conducting this hearing today.

I think that it is important that the working conditions for our air traffic controllers, problems we have experienced, are addressed. It has been a concern of mine. The professionals that keep our airways safe and all FAA employees should have a safe, comfortable and modern equipped workplace.

However, it is important to recognize that aging physical infrastructure is a government-wide problem that we face. The problem has accelerated in recent years because most Federal buildings were built over 50 years ago and are reaching the end of their useful lives. Other Government agencies including the State Department, NASA and GSA have maintenance backlogs totaling over $16 billion which is $6 billion more than we saw in the year 2005.

I put up a little chart to show you, and this is my chart. GSA did a review of FAA's air traffic control facilities, the first bar we see there. This is an index of facility conditions, and it shows that the average condition on a scale I guess to 100 is 93.2 for FAA air traffic control towers. For the FAA headquarters, it shows a 76 which is a lot lower in the quality of the conditions.

For hospitals, including our Veterans' hospitals which are Government facilities, air traffic control working conditions, tower conditions are actually better. If you skip over one to family housing which includes our military family housing, 77.59 percent. Unfortunately, we see a problem.

Our Committee deals with GSA and government housing in a number of areas and government facilities in a number of areas. As the authorizing Committee, the Transportation and Infrastructure Committee has consistently authorized funding levels consistent with the demands of the system.

Unfortunately, we have seen the funding levels reduced or earmarked in the appropriations process. This has made it difficult for the FAA to adequately perform the mandates sometimes issued by Congress and has created a lengthy backlog of repairs and replacement needs. I have a list of appropriator earmarks that reprioritize facilities and equipment. Replacement earmarked items that were relatively low on the FAA's attention list were moved to the top and ahead of higher priority facility needs.

Unfortunately, by Congress' constant meddling with the FAA repair priority list, it is no wonder we are having maintenance and we hear about some of these repair problems. Equally problematic as Congress' overriding repair assessments is Congress' interference in FAA's decision regarding airspace design and facility management and consolidation or closure.

Where is today's paper that I gave you earlier?

Here is a great example: FAA is Targeting Airline Delays. This is today's headline. It talks about how the FAA wants to deal with this.

Unfortunately, we see that even today on the House Floor, we will have measures that end up trying to close down some of the efforts for airspace redesign and we will also, I think, see an effort, at least I saw one amendment crafted, to thwart some of the consolidation.

Critical to the success of Next Generation and the day solvency of the FAA's facilities and equipment budget is the ability to realize the cost savings that consolidation and relocation can provide. We can provide new centrally located modernly equipped facilities that enable FAA to take advantage of new technologies and also take great steps towards the Next Generation air traffic control system. It does not make sense for FAA to continue to maintain old, obsolete facilities or the equipment housed there.

However, in a fit of parochial politics, again some Members are against seeking to put a moratorium on consolidations even today. I urge my colleagues to refrain from such actions and continue to allow FAA to manage the Agency's resources properly.

It also applies to FAA's attempts, as I said, to redesign our Nation's air space system. We have an air space system in the northeast that was designed, what, in 1987. Here, today, we are going to see another attempt to thwart a long process that we have tried to do in bringing in folks from around that region to come up with a new air space redesign.

One way to eliminate this sort of protectionism in dealing with the situation that I have proposed is a BRAC-like vote on a comprehensive plan for consolidation. I proposed that legislation similar to the one proposed by the Administration that would establish a realignment and consolidation board and a process for aviation experts to recommend to the President and Congress how best to align FAA's facilities and personnel in a manner that most effectively advances the capabilities of our Nation's air system and best serves the traveling public.

I would like to continue to work with my colleagues in the future on that provision. I hope we can adopt something.

Another option to create efficiencies under a tight Federal budget without risking safety is utilizing the private sector where and when deemed appropriate. Since 1982, the FAA has been contracting out air traffic control jobs to the private sector at VFR airports, visual flight rule airports. These airports that would not otherwise have a tower have service. Currently, 235 air traffic control towers are staffed by contract controllers, each of whom is certified by the FAA.

The FAA's contract tower program provides cost effective services—these aren't my words—"cost effective services that are comparable to the quality and safety of FAA-operated towers" according to then Inspector of the DOT, Ken Mead.

We found in another study before I became Chair of the Subcommittee that validated this and then one that I asked for validated these findings that the operational air deviation rate at contract towers is 2.5 times better than at similar all FAA-operated VFR towers.

In addition, in that September, 2003 report, the IG compared the cost to operate the 12 FAA towers to the cost of 12 contract private sector operated towers of similar size and operations and found

that each and every contract tower would save about a million dollars in operational costs than the all Federal towers. That is an average of $992,000 less per tower annually. These savings could be freed up and use the resources towards making certain that those facilities and all our facilities are in adequate repair.

I defy anybody here to walk into the halls, in fact, of Congress or walk into the halls of any public building, government-run public building, and just look at the maintenance and the repair and the conditions and then go downtown and walk into almost any private sector building. You can immediately tell the difference in the repair.

Finally, I am not sure who does all of the maintenance and repair at these facilities, but if they aren't keeping it up, they should be fired or if it is a contractor that is doing this, a private contractor, their contract should be terminated because our facilities, when we are paying taxpayer money to keep them up and repaired, they need to be in the best repair.

I did visit at NAV CANADA—we don't have a witness here today—which privatized their entire system which I am not advocating, but I saw some of the best working conditions. I think we have some photos. You showed leaks and repairs. I don't know if we have these, but I have got plenty that I will be glad to show you about awesome facilities that the private sector provides their air traffic controllers in Canada.

Our air traffic controllers, our professionals, should have no less in facilities, accommodation or working equipment than these folks to the north of us.

Thank you.

Mr. COSTELLO. The Chair thanks the Ranking Member and recognizes the gentleman from Colorado, Mr. Salazar.

Mr. SALAZAR. I want to thank you, Mr. Chairman, for this important hearing.

You know, Mr. Chairman, I find it disturbing that the FAA has substantial maintenance backlog for repairs of many of their facilities. The current system I think, should be able to operate in a reliable manner while providing a safe and productive working environment for FAA employees. We simply cannot afford to wait on the current system as it deteriorates, and I agree that the 401 TRACON facilities need immediate detention.

I have been talking to my constituents back in Pueblo and different parts of Colorado, and they also believe that we need to focus on the 9,000 smaller buildings and the 13,000 tower structures that need attention because that is where the user is going to see the biggest impact. It is those 22,000 structures. In my district, for example, the flying public has raised many concerns with the decommissioned VORs, with the ILS shutdowns and numerous maintenance issues which directly affect the Colorado aviation system.

Transitioning to NextGen will require significant investment by every user in order to save taxpayer dollars to maintain legacy equipment. Users will be able to effectively budget the investment necessary to have access to the NAS if the FAA will clearly articulate and publicize the plan.

This was not the case when I approached the FAA about the concerns I had with a rumored co-location of the Pueblo TRACON. It took numerous letters, meetings and phone conversations before the FAA reluctantly provided me with rough details about their proposed plan.

The FAA's initial efforts to decommission Nav-Aids and consolidate facilities suggest that the Agency is aware of current and future budget problems they face, but I firmly believe the solution lies in working with the stakeholders instead of surprising them with emergencies.

I don't think it is too much to ask that every state has a clear idea of what the FAA plan is to decommission or consolidate facilities as a way to modernize the system. The key lies in communication. The FAA needs to work with the State and users instead of delivering a plan at the end of a long process that becomes the only available option.

I would also like to stress how vital the F&E program is to the users of the system in maintaining the existing infrastructure. It is critically important to being able to successfully move to NextGen.

I can't emphasize the point enough: When changes need to be made, communications with stakeholders is critical.

I look forward to the testimony today, and I thank the panel and the Members for being here.

Thank you, Mr. Chairman. I yield back.

Mr. COSTELLO. Thank you, Mr. Salazar.

The Chair now recognizes the gentleman from North Carolina, Mr. Hayes.

Mr. HAYES. Thank you, Mr. Chairman, and thank you for holding the hearing today and our witnesses for being here. We need to hurry up and get to the witnesses, don't we?

I think this is a unique opportunity for the FAA and NextGen, the controllers, the stakeholders, the users to get themselves together. As Mr. Salazar said, communication will be critical.

The FAA has assured me, and I have no reason to disbelieve them, that this is a new generation of cooperation, coordination and communication between themselves and the controllers and other folks. That is a great thing and I am convinced that they are going to do that, and I am going to enthusiastically encourage them to do that.

Having said that, Next Generation holds tremendous promise for the aviation community, everybody involved. If we do this right, it will be the FAA doing something for the aviation community instead of the FAA doing something to the community. As we move forward with that and making sure that facilities are appropriate whether it be combination, and communication with the folks who may be affected in a reasonable time to do that will assure that.

So, having said all that, Mr. Costello, I think this again is a unique opportunity to bring all the players to the table in the right frame of mind and come up with something that at the end of the day will be a tremendous improvement and a cost savings to everybody concerned.

I thank you.

Mr. COSTELLO. The Chair thanks the gentleman and recognizes the gentleman from Texas, Mr. Poe.

Mr. POE. Thank you, Mr. Chairman. I want to thank both of you for being here today.

I represent that area of Texas that has Beaumont, Texas with a TRACON, and we border Houston Intercontinental Airport.

As you know, Mr. Johnson, people are very concerned in Beaumont, Texas. I want to thank you at the outset for your willingness to come to Texas in August and go into the lion's den and explain to folks in Beaumont the FAA's concerns. I don't think it will be as vicious as maybe you are expecting, but I want to thank you for coming there.

I am not convinced that fewer TRACONs will be safer or more efficient, and I am also not convinced that having more airplanes in the air and having fewer TRACONs will be safer. I am also concerned about consolidation and whether it is really going to save anybody any money. We heard all that with the BRAC closings. Now we are learning that maybe some of these closings of military bases didn't save the taxpayers any money at all include Ellington Field in Houston, Texas.

As a side note, we have air traffic controllers that are getting old, and I am very concerned about the future of that profession because I do think it is a profession.

One other thing, just in my limited experience of being in Congress, FAA seems to have a reputation with me and my office and other offices, maybe Mr. Salazar's, of not being quite as easy to deal with in communication. It is interesting that FAA, of all things, cannot seem to communicate very well about what their positions. I hope that that reputation does change with some action.

I think one step, Mr. Johnson, is the fact that you are willing to come to Texas and state a position to the stakeholders down in southeast Texas who are very concerned about the loss of that facility in Beaumont.

So thank you both for being here, and I yield back, Mr. Chairman.

Mr. COSTELLO. The Chair thanks the gentleman.

Do other Members have opening statements?

If not, the Chair will go to our first panel of witnesses. Let me introduce the witnesses on our first panel: Mr. David Johnson who is the Vice President for Terminal Services, Air Traffic Organization with the Federal Aviation Administration and Mr. Steven Zaidman who is the Vice President of Technical Operations Services of the Air Traffic Control Organization with the FAA.

Gentlemen, I would ask you to summarize your statements. Your entire statement will be submitted for the record.

I would like to follow up on Mr. Poe's comment because I share his view concerning consolidation of some of the TRACONs, I think there has been a lack of communication on the part of the FAA communicating not only with Members of Congress but also the stakeholders as well to solicit their input.

That is one of the reasons why in the reauthorization bill, the House bill, that we put a mechanism in place that, in fact, has the stakeholders involved in the process, solicits their opinions, and it is a process if, in fact, it becomes law that I believe that everyone,

not only the stakeholders but everyone who is affected, will have the opportunity for their input. That is something that has been lacking.

Let me also mention that the Ranking Member of the Full Committee, Mr. Mica, made a couple of points that I agree with. One is that the amendments that will be on the Floor today, one dealing with both air space redesign and consolidation of facilities, I intend to go to the Floor to oppose both of those amendments. There is no question, as the headlines suggested, we have a major problem in the New York-Philadelphia-New Jersey area, and we should let the FAA move forward with the air space redesign and we shouldn't stop the process in my judgment.

Secondly, with the consolidation of the TRACONs, again there is a process that we would like to see in place in the base bill, and we need to move forward with that process.

Finally, before I turn to you, Mr. Johnson, let me say that I am concerned. While there is no question we have heard from Members in their opening statements that there are Federal facilities outside of the FAA that are rated as poor, similar to many of the facilities that we will be discussing today, the fact is that the Federal Aviation Administration has an authorized level of $3 billion per year for the facilities and equipment account. The Congress saw fit at the request of the FAA to approve an authorization of $3 billion a year.

I will be interested in hearing from you as to why the Administration has requested less than the authorized level every year, knowing that many of these facilities need to be upgraded.

Finally, I would be interested in hearing from both of you. Everyone wants to see modernization as Mr. Mica and Mr. Hayes and everyone has commented on, but we all recognize that it is going to be a long process, that it may be as long as 10 years before it is implemented. The point that I made in my opening statement is that while we are focusing on NextGen and we all recognize that we need to move forward and we also know that it is going to take 10 years or so in order to get the system up and running, we cannot continue to neglect our existing facilities.

So what I would be interested in hearing from you is, one, why the Agency has not requested the full authorization level every year for the past three years and, two, my concern about all of the focus is on NextGen and neglecting the existing facilities that we are going to have to operate out of and from for the next 10 years.

With that, Mr. Johnson, you are recognized under the five minute rule.

TESTIMONY OF DAVID B. JOHNSON, VICE PRESIDENT FOR TERMINAL SERVICES, AIR TRAFFIC ORGANIZATION, FEDERAL AVIATION ADMINISTRATION; STEVEN B. ZAIDMAN, VICE PRESIDENT OF TECHNICAL OPERATIONS SERVICES, AIR TRAFFIC ORGANIZATION, FEDERAL AVIATION ADMINISTRATION

Mr. JOHNSON. Thank you, Chairman Costello, Congressman Petri, Members of the Subcommittee. We are pleased to appear before you today to discuss the Federal Aviation Administration's ef-

forts to improve aging air traffic control facilities and the worker conditions at those facilities.

Again, my name is Bruce Johnson, and I am the Vice President of Terminal Services in the ATO. I am responsible for all the towers, TRACONs and radar systems around the Country.

With me today is Steve Zaidman, the ATO's Vice President of Technical Operations, and Steve is responsible for the maintenance of the entire National Airspace System.

As you know, the FAA faces some tough challenges with some of our aging facilities. We have hundreds of air traffic control facilities around the Country and over 22,000 unmanned facilities and structures, and we recognize that we have maintenance and repair backlogs at a number of those facilities. We are addressing those on a continual basis.

We also have the challenge of making sure that the FAA will be able to reduce air travel delays by continuing on the path to a smooth transformation the Next Generation air traffic control system or NextGen.

To achieve these goals, we have developed the multi-tiered approaches below. First, we have our sustainment program which covers all maintenance and repair work. We also have a replacement program where we assess our facilities and replace them with new facilities when needed. Last, but by no means least, we are continuing our transition to NextGen by updating our equipment and technology.

As our facilities age, we strive to get the most mileage out of them. We complete hundreds of maintenance and repair projects at our staffed facilities every year. Maintenance and repairs impacting worker and operational safety, as always, are our first priority. Other high priority needs such as a leaking roof or an air conditioner outage during the summer are addressed immediately while lower priority needs such as new paint and carpet are planned through the normal budget cycle.

Additionally, we are taking steps to reduce the large maintenance and repair backlog. We are continually doing building condition assessments for various type facilities to determine what repairs are needed and how to budget for them.

Our transition to NextGen is also helping to address this backlog. As we move forward with NextGen, we are developing individual facility life cycle plans which will allow us to be more proactive in planning which of our facilities move forward. Additionally, we have facilities in our system that have so many issues that to repair and remediate them indefinitely would be financially unsound and, in some cases, completely at odds with NextGen.

A central element of the FAA's transformation into NextGen intersects with our work on replacement and consolidation of our facilities. Consolidation helps improve safety and efficiency by making new technologies available for controllers. These savings and improvements mean fewer air traffic delays and lower costs.

The FAA has proven that we can safely and efficiently consolidate both air space and facilities. For example, in 2002, the FAA consolidated the air space that used to be managed by five separate facilities in the Baltimore-Washington Metropolitan Area into one brand new facility called the Potomac Terminal Approach Control.

The Baltimore-Washington air space consolidation has been extremely successful, saving millions of dollars in fuel, reducing carbon emissions, reducing noise exposure and reducing delays.

However, we must note to the Subcommittee that H.R. 2881 as currently drafted would impose a moratorium on any FAA consolidation plans and prohibit FAA from managing our assets. This would halt our transition to NextGen at the time it is most needed. Additionally, it would affect numerous FAA programs including airport redevelopment and expansion.

We recognize that consolidation is a highly emotional and sensitive issue which is why the Administration proposed a process whereby objective recommendations would be made regarding which facilities to consolidate. Then public input would be considered. Presidential review would be required, and ultimately Congressional action would be necessary.

We believe this approach is the fairest way for FAA to make objective, informed decisions about facility consolidation. However, we must be able to continue forward with this initial group of consolidations while this process is being developed.

We strongly urge the Subcommittee to reconsider the Administration proposal when H.R. 2881 goes to the Floor for consideration. We are keenly appreciative of the uncertainty and concern change can cause, but it is simply unrealistic to expect that a major overhaul of the Nation's air traffic control system can result without it.

FAA's mission is to ensure aviation safety, and we want to do that in conjunction with minimizing delays as much as possible. As you all know, today's aviation system is operating at full capacity, making our transition to NextGen an absolute necessity.

At every phase, we are taking steps to minimize worker disruption and ensure smooth transitions. Wherever possible, we do not require anyone to relocate. In those cases where relocation is unavoidable, workers will be offered a fully paid move and notified well in advance of the transition.

In fact, worker conditions are always a major concern. Maintenance and repairs, replacement of facilities and transitioning to NextGen are all conducted with worker conditions in mind. We have procedures in place to protect worker safety as construction projects get underway.

FAA's transition to NextGen is a lengthy phased process. Until we achieve our final goals, we are committed to working on remedies available to us, whether that entails further maintenance and repairs or replacement of a facility. Our multi-tiered approach to maintaining, improving and replacing our aging facilities is designed to get us NextGen without any compromise in safety and with maximum levels of efficiency.

Mr. Chairman, this concludes our testimony. We will be very happy to answer any questions the Subcommittee may have.

Mr. COSTELLO. Mr. Zaidman, do you have an opening statement.

Mr. ZAIDMAN. No, I don't.

Mr. COSTELLO. So you have no testimony to present. You are here to answer questions?

Mr. ZAIDMAN. Yes.

Mr. COSTELLO. You will take the difficult questions, right?

Mr. ZAIDMAN. Absolutely.

Mr. COSTELLO. Okay.

Mr. Johnson, let me ask you. In your FCI, the Facility Condition Index, the assessment of the TRACONs and towers, it is my understanding that the FAA has only conducted and approved the FCI assessments on 89 of the 401 TRACONs and towers. Is that correct?

Mr. JOHNSON. Yes, Mr. Chairman.

Mr. COSTELLO. You have really only done an assessment on 89 of 401, so the vast majority of these TRACONs and towers have not been assessed.

Mr. JOHNSON. That is correct.

Mr. COSTELLO. I am wondering are you really in a good position to testify before this Subcommittee today or for the FAA to come here and talk about these facilities if you have only done an assessment on a small portion of that. Would you like to comment?

Mr. JOHNSON. Absolutely. What we did with the FCI program is we took a representative group of facilities which included this 89. We took examples from every type of facility that we had in the system. So we actually went through the entire list. We pulled out these as examples and did the full assessment on these 89.

We will continue to do 12 additional assessments every year, and again we will do different types and kinds of facilities as we do the assessment.

We think that the 93.2 percent rating that came out through the FCI is pretty indicative of the entire system as it looks now. We know that there are going to be outliers on that. But, in fact, the cost of these assessments, we felt like the 90 that we did was a fair assessment without burdening the budget to do every facility.

Mr. COSTELLO. When you say that you will do 12 a year, how do you determine which 12? How do you select those facilities?

Is it based on complaints? What is it based on?

Mr. JOHNSON. The planning group that we have will go through and, again, make sure that they take facilities from every group. It could be, in fact, that some of these are indicative of what may have happened during the case and in the case we had issues with some of the facilities, then we would put those on the list to be assessed.

Mr. COSTELLO. If there are a number of complaints at a particular TRACON or air traffic control tower, you would definitely put them on the priority list, is that what you are saying, versus a facility where there are no complaints?

Mr. JOHNSON. Right. We would want to look at those where we knew that we had issues.

Mr. COSTELLO. Do you have a process for investigating complaints from controllers concerning health complaints?

I think we will hear testimony in the next panel and I have read testimony about mold and other conditions and that these conditions are causing health problems with employees and with controllers. What is the process to make an assessment of a controller's health based upon any complaint that may be made?

Mr. JOHNSON. Well, there are, of course, always forms that are filled out by the controllers if they feel like that there was cause to do so, especially in the facility. At that time, the facility man-

ager would confer with the tech ops managers, and they would look at whatever condition it was that might have caused the complaint to be filed or the CA1 or CA2 forms that we call them if a controller is seeking medical attention or has an issue in facility.

Mr. COSTELLO. Can you or Mr. Zaidman tell the Subcommittee today how many forms have been filled out and filed with the Agency from controllers or any employees that have complained about health problems that they believe are a result of these unsafe and unhealthy conditions in the last year?

Mr. JOHNSON. I am sorry. I can get that for you, Mr. Chairman, but I don't have that information with me today.

Mr. COSTELLO. You must have some idea if there has been a complaint filed in the last six months. You have to have some idea. I don't expect the exact number.

Mr. ZAIDMAN. I can tell you specific to facilities but not a total at this time, Mr. Chairman.

Mr. COSTELLO. Can you move your microphone a little closer?

Mr. ZAIDMAN. Yes. For instance, we have had issues at Jacksonville. We have had issues at Dulles Tower, for example, and we have had between 5 and 15 controllers fill out this form, which is called in our parlance a CA1, indicating some health issues as a result of some unsatisfactory conditions in the facility.

Mr. COSTELLO. Walk us through the process. Once the form is filled out by a controller or an employee who says that they believe that they have a health problem related to the unsafe, unhealthy conditions, what is the next step after they fill the form out?

Mr. ZAIDMAN. Yes, and whether or not the form is filled out, it is the same process.

We have trained people called environmental and safety officials. They are FAA employees. We bring them in. We do a visual inspection often times with the employees. We assess the condition. We typically bring in a third party to do air samples when required. We mitigate the issue right away to the best of our ability, but there is also an underlying issue, a structural issue, many times, for why this happens.

We hire an engineering firm. We do an engineering assessment. Depending on the severity of the problem and the criticality of the issue, then we enter into what is called a corporate work plan to make the permanent repairs.

Mr. COSTELLO. Mr. Johnson, two questions that I asked before your testimony: One, can you tell the Subcommittee why the Agency has only submitted a request for $2.5 billion a year, much less than the Agency requested the authorization level to be at $3 billion?

The Congress approved a $3 billion authorization every year for the last 3 years in order to address these problems for the facilities and equipment, but then the Agency only requested less than what was authorized.

Mr. JOHNSON. I can tell you about the process coming out of Terminal. We do our assessment of what we feel our needs are. That goes up through our Air Traffic Organization Financial Group, and then they work with the ATO Financial Group to come up with the request. Sometimes, as you know, the request was for more. It goes

through the two financial groups and comes out at a different number.

So we make the request based on the amount of money that we feel like we would need, say, in Terminal. I can't speak for what En-Route or Tech Ops do, which obviously is considerably less than the total. I don't know where or know how the cut line is made.

Mr. COSTELLO. By the FAA's own admission, I mean you recognize these facilities are old. Some of them are in need of repair. You recognize that and everyone admits that.

It is your responsibility. This is your area of responsibility. Are you saying that you agree with the fact that you are receiving less than what the Congress has approved in order to carry out your duties and responsibilities?

I am not asking you to answer for the higher-ups as it goes through the food chain. I am asking you your responsibility for these facilities. Is the $2.5 billion a year adequate or would it have been better for the $3 billion to be approved so that you could have spent additional money to repair these facilities much quicker than what has been done?

Mr. JOHNSON. The $2.5 billion is adequate for the amount of work that we could get done in any given year to work on the facilities.

Now, again, I don't know. It is hard for me assess what comes out of Tech Ops and En-Route, reference the amount of money that comes out of Finance.

Mr. COSTELLO. So your answer is that the $2.5 billion is adequate for your needs?

Mr. JOHNSON. The 2.5 is the amount of money that we get to work with, and we will use that money to the best of our ability to make the repairs that are needed in the terminal.

Mr. COSTELLO. But the additional money certainly would have helped.

Mr. JOHNSON. Additional money would help, but the money that we get is the money that we use every year.

Mr. COSTELLO. The Chair at this time would recognize the Ranking Member of the Full Committee, Mr. Mica.

Mr. MICA. Thank you. Just a few questions and I am going to have to go down to the Floor to try to protect our turf here in a second.

Mr. Johnson, we have, what, about 400 and some towers total in the system?

Mr. JOHNSON. Correct.

Mr. MICA. I have 327 of those that FAA owns, correct?

Mr. JOHNSON. Correct.

Mr. MICA. Now there are also 74 airport-sponsored towers. Do they maintain them themselves or does FAA?

Mr. JOHNSON. They maintain them to the extent they can.

Mr. MICA. Were they part of your study or review? Did you review any of those?

Mr. JOHNSON. Yes, we did.

Mr. MICA. You did. How were the conditions with those compared to the all FAA towers, about the same?

Mr. JOHNSON. I would say they were representative from across.

Mr. MICA. We have FAA in charge of, then the responsibility for what, about 250 towers, maintaining them?

Mr. JOHNSON. Right. Yes, sir.

Mr. MICA. Is that all done in house or is some of that contract, the maintenance?

Mr. ZAIDMAN. Well, we have a responsibility for maintenance, and on occasion we do contract out.

Mr. MICA. But I mean can you tell me is 90 percent of it maintained by FAA and then 10 percent contracted out?

Mr. ZAIDMAN. The physical plants are virtually all maintained by FAA. We do contract out.

Mr. MICA. Have you looked at contracting that out?

Mr. ZAIDMAN. No, we haven't.

Mr. MICA. I will tell you one thing. I was the Chief of Staff for Senator Hawkins from 1981 to 1985. I used go to into the Federal building in Miami, and every day it was a depressing entry.

In fact, I go into these halls there, the Congress. It is depressing. This is like a medieval event where people throw their trash out and leave things, garbage in the hall. The maintenance is done in house, and it is terrible.

I will never forget going into the Miami courthouse one day in the early eighties. I looked in. You are from Miami. Everything glowed. It was clean. The elevator was clean. I walked in. I said, what happened? They said, we contracted out the maintenance, and we got a firm to do it.

Now if that maintenance is bad, somebody should be responsible. Do you have trouble firing people in FAA that don't conduct the maintenance?

None of our professionals, whether they are in the FAA building, which again is not my favorite place to visit for viewing modern, well kept buildings, why can't you get a handle on that?

Mr. ZAIDMAN. Let me just say I may be a little biased being a Federal employee for most of my life, but I think we have the best workforce and I would match it—

Mr. MICA. The maintenance workforce?

Mr. ZAIDMAN. I think they are terrific. I think they do a wonderful job. I think our challenge—

Mr. MICA. Well, that is not the report we are hearing here.

Mr. ZAIDMAN. I think our challenge—

Mr. MICA. How about repairs?

Okay, here is Grand Rapids. Was the leak in Grand Rapids?

Mr. ZAIDMAN. Yes.

Mr. MICA. What is the story with Grand Rapids?

Now I am a former developer. Leaks in a roof will drive you batty. I have some that just have taken months and sometimes years to resolve. Is that problem here or is there a problem with the process of getting that repaired in a hurry?

Mr. ZAIDMAN. We have, like was stated, 22,000 facilities. We have issues with less than 1 percent of those. Grand Rapids falls under that 1 percent.

Mr. MICA. I heard that it is still not fixed.

Mr. ZAIDMAN. It is an ongoing problem. We have just issued—

Mr. MICA. It is one of these chronic difficulties that sometimes we have. Florida is terrible because we get the heat and the expansion. It is very difficult to solve some leaks.

Do you keep a repair list and is it prioritized?

Mr. ZAIDMAN. Yes, we do.

Mr. MICA. Do we have that? Does the Committee have a copy?

Mr. ZAIDMAN. We can get you one.

Mr. MICA. Okay, I would like to see a copy because I think we should know.

Do you give that to the appropriators or do you just give them a total dollar figure?

Mr. ZAIDMAN. Well, if it is in our budget, we give them the individual projects.

Mr. MICA. I think it would be good for our Committee to look at how that is does.

Mr. ZAIDMAN. Be glad to do it.

Mr. MICA. Finally, replacement of buildings, you have a list of those and the order in which they would be replaced. I would imagine that also with TRACONs and others that we are looking at consolidation. We would look at where it makes sense to replace the buildings with new facilities and new equipment and also getting into Next Generation equipment.

Mr. ZAIDMAN. That is correct, sir.

Mr. MICA. You have that list and it is all prioritized. Do we have a copy? Can we get a copy?

Mr. JOHNSON. You should have a copy, but we will make sure that you get another copy.

Mr. MICA. I haven't seen it, but I would like to see that.

Thank you, Mr. Chairman.

Mr. ZAIDMAN. Thank you.

Mr. COSTELLO. Thank you, Mr. Mica.

The Chair now recognizes the gentleman from Colorado, Mr. Salazar.

Mr. SALAZAR. Thank you, Mr. Chairman.

Mr. Johnson, does the FAA have a master plan as to how we get from where we are today in updating and doing the maintenance on these TRACONs and whatever until we get into the Next Generation air system?

Part of the problem is that we are surprised by so many things that happen, and many times when we ask FAA what is going on, we don't really get an answer. So could you maybe let us know if there is a master plan of some kind?

Mr. JOHNSON. There is a facility master list that we have that, in fact, has rated all 534 facilities. There is no master plan per se for replacing those. What we do is up through 2014 we have a list of, I believe, 33 replacements that we are working on right now.

As we do each and every one of those facilities, as they come up for replacement, we look and see what makes sense for those facilities around the new facility, whether it makes sense to consolidate at that time. So it is kind of an ongoing process as we work down the list, what is around there, what would fit, what are the operational conditions that would fit in the facility, and we try to make good judgments about what would make sense to put in there.

We are always looking ahead to the NextGen. We know we have several operating systems in some of the smaller facilities that are not going to work with NextGen. So we are looking to try to get as many facilities into the STARS or IIIE platforms, which are our newer operating systems, because we know that will work with NextGen.

A lot of the time, what we are doing is looking to bring those facilities into the newer facilities that have the operating system. So it is ongoing.

Mr. SALAZAR. Wouldn't it make sense to have some kind of master plan that all of us would be familiar with and maybe that you could submit to Members of Congress so that we could maybe make some comments?

This picking and choosing just doesn't seem to when you get to different facilities when they need repairs or whatever. I mean it just seems to me that most business plan ahead for the next 10 years or next 5 years to figure out where they are going to be at and that way we have a better handle on what the costs are going to be.

Excuse me.

Mr. JOHNSON. No. It is a good question.

Of course, out to 2014, we are pretty solid in what we are going to do.

Now looking at each facility as we do them, what makes sense to consolidate, that is ongoing. That is what is contained or certainly what we would like to see in the bill, that we get a process that looks at, with the constituents, with the stakeholders, certainly with you about what makes sense, and I think that would fulfill that need as we move along.

It would be very difficult to try to do some sort of entire master list because conditions change so often. Airlines change hubs. They move around. Things happen in the system. We have air space redesign. So we have to have agility and fluidity as we look at these plans. But we are trying to, again, as we build new, make smart decisions.

Mr. SALAZAR. Also, could you explain a little bit about your objections to H.R. 2881?

Mr. JOHNSON. Well, I think for us, the key is that we need to be able to continue to do the consolidations that we have already announced that we need to do. The reason for that is that we are already in the funding process. So any change or stoppage to that would mean that we would have lapsing money in next year.

If we had to stop, if we had a two year hold, we would lose about $110 million in lapsing funds out of that. This would also mean that any projects around the Country would be held up for a couple of years.

A very good example of how this fits together is the new tower going in at Dayton. If we have to put that off at Dayton, the current tower at Dayton sits right on the terminal building. Well, the airport has plans to tear that terminal building down and do modernizations, and they have money invested in that. If we can't move our tower off there because we can't build new, that puts their plans back two years, so the snowball effect.

We have a lot of projects on the book that if we had to stop now in what we were doing, it would delay all of those by a couple of years, maybe even up into four years, because we would have to do replanning. We would have to make decisions on whether we were going to put a TRACON with them or not.

In cases where we hadn't planned to put in a TRACON, if we had to go back, the siting would have to be redone, the planning. The entire process would have to be redone. As NextGen goes and for what it would do to the system, it would be not good.

Mr. SALAZAR. Thank you, Mr. Chairman. I yield back.

Mr. COSTELLO. I thank the gentleman.

Let me clarify a point, Mr. Johnson. You are not testifying before the Subcommittee that the reauthorization bill stops the process, are you?

Mr. JOHNSON. It was my understanding that that was the language. You had expressed earlier that was not the language. So as long as the language that goes through does not stop us, then that is what we would like to see.

Mr. COSTELLO. For the record, let me clarify the point because we spent a great deal of time discussing how we should go forward in the reauthorization bill. It does not stop the process. It does not rescind the money.

What it does is it requires the FAA to come up with a plan working with stakeholders, and it gives, I believe, a nine month period where they have to produce a plan, but it does not stop what is ongoing in the process.

If we wanted to do that, we would not have Mr. Mica and Mr. Oberstar on the Floor of the House right now. They will be speaking against an amendment that would stop the consolidation of a particular TRACON. So it is not the intention of the Committee or the legislation to stop the process.

It is to be more inclusive so that the stakeholders have a voice in this, all of the players including the American people through both public hearings and through the Federal Register, that they have an opportunity as well to voice their concerns and to have their opinions heard, but it certainly does not stop or rescind the money.

At this time, the Chair recognizes the Ranking Member, Mr. Petri.

Mr. PETRI. Thank you very much.

I wonder if you could discuss this issue of the adequacy of maintenance of facilities from the point of view of the traveling public. What concerns, if any, should they have?

Is it at a point where it affects, in any way, service and safety and the timely operation of the system? If it is not, what would we need to look for as warning signs or how could it affect the traveling public?

Mr. JOHNSON. Let me start off, and I will turn it over to Mr. Zaidman to finish up.

In every case, on every day, in every situation, we will put safety first. So whether it is something that happens in a facility, if we would need to curtail operations, bring operations back, we are going to make sure that the system stays safe. Now, hopefully, anything that would happen would be a quick fix.

We have examples in the past where the actions that we took, we thought were the best actions, and it turned out after reviewing that, we could have done better. We certainly publicly acknowledge that and we learn from those and we are going to get better. Hopefully, we won't have very many occasions to get better, but history would tell us that is different.

In every case, Congressman, we are going to make sure that we keep the system safe. The traveling public needs to know every time they get on an airplane that they are going to be in a very, very safe system, in fact, the safest system in the world.

Mr. PETRI. As you know, we are very interested in the improvement of the system. It is called NextGen, the whole new technology that people are deploying around the world and we are hoping will be deployed in the United States.

How does this issue of facility maintenance affect, if it does at all, our ability to move forward as rapidly as possible with the new technology and moving to the new system?

Mr. JOHNSON. Well, I think the key in that is that as we look and as we build new facilities and as we have new operating systems in the field. The reason we have so many facilities, the large number that we have, is when we put in a radar system, we had to put in a TRACON. So it was one for one. You put in a radar. You had to have a TRACON to receive it because one operating system would only take one radar system

Now with STARS and the ARTS IIIE system, we can take 16 feeds in there. We now have the ability to do consolidations and colocations. That is why we want to make sure as we build new facilities, and we are able as NextGen starts to come online. We want to have as many facilities as we can on an operating platform, either the STARS or the ARTS-IIIE so that it can hook into NextGen and we can utilize that tremendous technology that is coming.

Certainly, with ADS-B, which will allow us one second updates and will allow us to decrease the separation standard, that is going to be huge for capacity. We want to make sure that we are ready on the facility side. We want to make sure that as we need to do air space redesign, that the facilities are ready to do that. That is a huge part of consolidation.

It is looking at facilities where we can actually start to erase lines between facilities. Having one operating platform means that we don't necessarily have to go from five miles down to three miles just because we crossed an imaginary line in space from an enroute facility to a terminal.

So being able to consolidate facilities, we can start to rub out those lines. We can move three miles all over the system. That is going to be huge for capacity, for reducing delays, for increasing the safety in the system with one second update. We want to have as many facilities ready for that as we can as we move forward.

Mr. PETRI. One last question: I know it is true in our family life, and I am sure it is true in business. If you are going to be making some changes in the next few years, the amount you are willing to do in serious restructuring or long term maintenance might go down.

Is there an impact on maintenance of facilities from the prospect of this whole new system which may require a different array of

facilities and so on? Is that affecting long term maintenance and so on of the facilities or not?

Mr. JOHNSON. Steve can probably add to this.

It is really almost mutually exclusive in that we can use our present facilities as long as they have the operating system that will merge with the NextGen technology. We know that as we more forward we are going to have this legacy system out there that we have to make sure stays in good working condition, and that is where we will be using our sustain and our modernization money as we forward.

Hopefully, we will have this two-tiered effect going on where we will be building new. We will be bringing facilities together into common operating platforms, and then, again, we will be doing the rebuilds with the new facilities.

Mr. COSTELLO. The Chair thanks the Ranking Member and now recognizes the gentleman from New York, Mr. Hall.

Mr. HALL. Thank you, Mr. Chairman and Mr. Ranking Member and thank you to both of our illustrious witnesses.

I just wanted to make a point. First of all, if I understand the numbers correctly, Mr. Johnson, your concern about losing $110 million due to H.R. 2881 could be looked at in light of the fact that the FAA has chosen not to request the full $3 billion that was authorized and chose to instead only ask for $2.5 billion. There is actually $500 million available to help out at any time should you feel yourself $100 million short.

But I wanted to ask in particular about the New York TRACON and Washington Dulles towers which were evacuated recently due to high levels of carbon monoxide. Similar incidents have taken place in Jacksonville, San Jose and elsewhere.

But being from New York, I am particularly aware of and concerned about the fact that at the New York TRACON, the operations manager would not allow the controllers to leave the room or permit first responders to enter despite the fact that several controllers were exhibiting symptoms of carbon monoxide poisoning. Some of the controllers needed to be taken to the hospital for treatment.

I guess the questions are: What are the early symptoms of carbon monoxide poisoning before one becomes unconscious and would they affect the ability to take proper actions as air traffic controller?

Is this consistent with your written and oral testimony that worker conditions are always a major concern?

Mr. JOHNSON. Sir, I don't have an answer to your first question on what would be the symptoms, and I wasn't there during the event.

I can tell you that during a review of especially the New York incident, we had some real good lessons learned there. I think having 20-20 hindsight, we certainly would have gone back and let the first responders in so that they could have taken immediate readings in the control room. In fact, we have put out guidance in the system that we make sure that we do that.

The example at Dulles, as soon as we had the gentleman that was using the saw down at the base of the tower, by the way, which was not coordinated through Tech Ops or any of our folks,

the first thing that they did was call the first responders to come in and take a reading. So we were happy about that. We are never happy when we have an incident or an issue.

I really don't have much to add to your statement other than I will certainly take your statement. There are a lot of different versions of the story, what happened at New York. We are certainly concerned any time we have an employee who think that they are unable to continue.

I would certainly be happy to talk to you later about any or all of those issues. I would just say that we did learn from them, and our commitment is that we are going to try to do better each and every time.

Mr. HALL. Thank you. I appreciate that.

I am also curious if the manager's decision-making process in New York to keep the staff in the tower and on the job was influenced in any way by lack of adequate backup staffing or staff capacity to cope with the temporary loss of operational personnel.

Mr. JOHNSON. I don't. Certainly, the information that we got in the aftermath, that did not occur. In fact, we were told that people were offered breaks and in fact took breaks. Again, not being there, I can only offer you third party information that I had.

Mr. HALL. I appreciate that.

Just one more question about an incident at Wilkes-Barre at the tower, Wilkes-Barre, Pennsylvania, which was reported under Chapter 5, Section 1, Paragraph 74 of FAA Order 6930.25 Maintenance of Structures and Buildings concerning the degeneration or deterioration of the tower, wind vibrations causing fatigue and members' loose bolts and nuts, cracked members and welds, chafing of attached components, et cetera.

You are probably familiar with this report.

Members may deform under loads of ice and snow. Repairs that cannot be made immediately will be scheduled for priority action.

Given this last statement in the above FAA order, can you explain why for over 10 years this structure at Wilkes-Barre has still not be corrected?

Mr. ZAIDMAN. I will take that one.

We did have some safety issues at Wilkes-Barre. We fixed them some 18 months ago. It is not a permanent solution. One of the challenges that we have is finding new real estate to relocate the tower on. We need to rebuild it and find some place to put it on.

So, for the meantime, we are making repairs. We have made them. We are monitoring it, and are looking for real estate to relocate and build a new one.

Mr. HALL. Thank you, both of you. I just once again remind you that there is money available from Congress to deal with these things in a more timely fashion.

I yield back, Mr. Chairman. Thank you.

Mr. COSTELLO. The Chair thanks the gentleman and recognizes the gentleman from North Carolina, Mr. Hayes.

Mr. HAYES. Thank you, Mr. Chairman.

Gentlemen, one quick question, what independence and autonomy does an individual supervisor have at a facility when he has got a maintenance problem?

How much independence does he have to advocate to his upper management, we have a problem, we need to get it fixed?

Mr. JOHNSON. Well, I know on the Operations side, they would immediately get in touch with the Tech Ops folks, report the problem and hopefully, typically, in a facility, get very quick results.

I would just like to add to what Mr. Zaidman said earlier. From a technician side, I think we have one of the finest workforces on the Tech Ops side that I have ever seen, certainly demonstrating almost heroic efforts and achievements after Katrina to put the system back together.

Mr. ZAIDMAN. I will just add to that. What we have done is we decentralized our internal budget. We don't have a bureaucratic chain. If essential repairs are needed, it keeps on going up to my level. We have subdivided into districts. We have 46 districts.

We give people the money, and we say, if you have a priority, you fix it. You don't have to come to Washington to get permission.

Mr. HAYES. I appreciate that.

I think it is obvious to everyone the high level of interest in this Committee in safe, reliable working conditions and some of these issues. If you stop the leak, then the maintenance staff can take over before the tech staff has to come in.

Thank you, Mr. Chairman.

Mr. COSTELLO. The Chair now recognizes the gentleman from North Carolina, Mr. Coble.

Mr. COBLE. Thank you, Mr. Chairman.

Good to have you all with us.

Mr. Chairman and Ranking Member, I was talking to a couple constituents back in my district recently, and one constituent admitted he had never flown. He said, I have great fear of flying. The second constituent admitted he flies frequently. He says, my main regret is having to go through an airport to get on the plane.

Airports are becoming more and more unpopular, and I am not blaming you all for that. I think it is just the era in which we live.

I think you may have touched on this in response to Mr. Petri's question, Mr. Johnson, but I assume that special consideration is extended for maintenance and/or improvements which are deemed necessary from a flight safety perspective. Is that correct?

Mr. JOHNSON. In every instance, certainly if it has a safety aspect to it, it rises to the top of the list. Yes, sir.

Mr. COBLE. I am encouraged to hear that because I think safety should never be compromised.

Let me ask you this. Regarding sponsor/airport-owned facilities staffed with FAA controllers, how do you go about addressing the facility maintenance and construction under this scenario?

I guess my specific question is who is responsible for funding maintenance and construction?

Mr. ZAIDMAN. Within FAA, we have three directorates, if you will. One is Mr. Johnson's, that is responsible for coming up with the budget requirements and the architectural studies for terminal facilities.

We have a different vice president, Mr. Day, who does the 20 enroute air traffic control centers, and I do the remaining work for that. Within my area, I am responsible for the construction of facilities.

The other vice presidents that I alluded to are responsible for setting the priorities, the requirements, and getting the budget to do that.

Mr. COBLE. I got you.

Mr. Johnson, you touched on consolidation earlier. Let me put a three-pronged question to you.

Does the FAA terminate employees as a result of consolidation, a; b, how does the Agency look after its employees as the Agency moves forward toward efficient facility management; and finally, if you continue to consolidate will some employees be terminated?

Mr. JOHNSON. Thank you.

No, on the termination question. We need every air traffic controller that we have in the system right now, so we would not do anything that knowingly would cause us to lose air traffic controllers.

When we do consolidations, we give longtime lead notice. There is coordination with the union on what is going to happen. We pay full PCS moves, which is permanent change of station, as you know, when we move the employees.

Usually, during the lead time, some of the employees may bid on other positions to go to other places. Typically, on consolidations, if we are just moving the TRACON, the tower facility will stay. So some of the employees may decide to remain at the tower and work in the tower only. Some of the employees may decide to go to the consolidated facility and work in the TRACON.

Mr. COBLE. I got you.

Mr. JOHNSON. There is no difference. In fact, we are actually going to add controllers to the system from where we are now.

Mr. COBLE. I thank you, sir.

Mr. Chairman, I want you to take note that I am yielding back my time before the red light appears.

Mr. COSTELLO. The Chair thanks the gentleman and would ask other Members to consider doing the same.

The Chair now recognizes the gentleman from Tennessee, Mr. Cohen.

Mr. COHEN. Thank you, Mr. Chairman.

Mr. Johnson, I don't know if it would be you or your fellow there, but I believe it would be you.

The numbers reviewed by our T&I Committee staff show the backlog of building maintenance repairs somewhere between 250 and 350 million dollars. FAA appears to be spending less than $60 million making those repairs. Why have we not requested or you not requested more money from Congress to make those necessary repairs?

Mr. ZAIDMAN. Yes, thank you for the question.

Well, back to the budget, we request what we need in terms of the F&E program. That was stated before. I am sure you aware that we have requirements on the Operations side as well, and so what we have to do is balance our day to day Operations budget, which does include the day to day maintenance and repair. It doesn't come out of the F&E account, which handles major capital construction projects.

So we look at both of these and try to balance the need for ongoing maintenance and emergency repairs with the need for new con-

struction of major facilities, which comes out of a different account. We put that together and go back to the Congress with our request which includes both the Operations side and the capital side.

Then, obviously, the third part of the budget is the grants program which is the Airport Improvement Development program, which also comes out of our budget.

Mr. COHEN. I understand that, sir. Do you think that 50 to 60 million dollars is inadequate to maintain the facilities that we have?

Mr. ZAIDMAN. No. No. We need. Obviously, with 22,000 structures and buildings, we can only touch a portion of those each year, and we prioritize them.

Mr. COHEN. Then why did you not request more monies from this Congress in the past?

Mr. ZAIDMAN. Because we requested what we needed in the Operations budget, which handles the critical repair and infrastructure repair. That, in turn, competes, if you will, against the capital budget. So we are able to come up with a total budget amount and present it to you.

Mr. COHEN. Could you not have requested more?

I mean at Christmas, I make a list. I used to make a list as a kid. I didn't stop with just a bicycle. I went for the basketball and the football.

Mr. ZAIDMAN. Well, internally, we do have our deliberations, and that is compared to the rest of the Department's needs and the Country's needs. I am sure you are more aware of the budget process than we are.

Mr. COHEN. Do you have any idea how much money we spend in Iraq for these types of facilities?

Mr. ZAIDMAN. Well, I have read in the press what we spend.

Mr. COHEN. Well, I haven't. Would you help me?

Mr. ZAIDMAN. I couldn't tell you offhand.

Mr. COHEN. Do you have a ballpark figure?

Mr. ZAIDMAN. I focus on aviation.

Mr. COHEN. But you have read the paper, so help me with what you have read.

Mr. ZAIDMAN. No, I couldn't cite a number today.

Mr. COHEN. You don't remember.

Mr. ZAIDMAN. Correct.

Mr. COHEN. Do you work at the Justice Department? They don't remember anything either.

Mr. Johnson, do you remember or have any idea?

Mr. JOHNSON. Restate the question again?

Mr. COHEN. How much money we are spending as a Government in Iraq and Afghanistan, for that matter, on their aviation.

Mr. JOHNSON. I do not know what the aviation figure that we are spending in Iraq. I know we support them with people that we send over there, but I don't know what the infrastructure costs?

Mr. COHEN. How about their infrastructure? Do you think we are just operating on Saddam's infrastructure?

Mr. JOHNSON. No.

Mr. COHEN. We destroyed it.

Mr. JOHNSON. Right. I think a lot of the radars that we are setting up there are radars that we have sent over.

Mr. COHEN. Can you get us that information?

Mr. JOHNSON. I certainly can try, sir.

Mr. COHEN. It is just, I think, another example of where we have inadequate monies here for our security and yet we are supplying it over there.

Let me ask you this. Do you all have any knowledge of what the situation is with the Memphis air traffic control, what repairs need to be made, what problems there might be?

Mr. JOHNSON. I don't. I don't, not in Memphis.

Mr. COHEN. Are there no problems in Memphis?

Mr. JOHNSON. That would probably be on the unsafe side to say there are no problems. I am just not sure or aware of any.

Mr. COHEN. Mr. Zaidman?

Mr. ZAIDMAN. No, not sitting here offhand. It hasn't come to my attention.

Mr. COHEN. So Memphis is in great shape.

Mr. ZAIDMAN. Well, I am not saying that, but we could certainly look at it. In terms of the priorities that we see on a day to day basis, Memphis is in pretty good shape.

Mr. COHEN. There was a report of a near crash the other day. Are you aware of that?

Mr. JOHNSON. Not at Memphis, I am not. I am sorry.

Mr. COHEN. No, it wasn't in Memphis. It was elsewhere. I think what I read—I did read that newspaper report—was that it might have had something to do with maybe inadequate training of the controllers or the inexperience of the controllers. Do you remember?

Mr. JOHNSON. I don't. I am sorry.

Mr. COHEN. You are not aware of that.

Mr. JOHNSON. I don't know.

Mr. COHEN. Thank you, Mr. Chairman. I yield my time.

Mr. COSTELLO. I thank the gentleman.

Just a quick question and point. The question is you, Mr. Johnson, Mr. Zaidman, you really do not have the final say-so in what the level of your budget is for the F&E account, do you?

Mr. ZAIDMAN. No, but we input our priorities, and that is correct.

Mr. COSTELLO. I didn't understand. Can you pull the microphone closer?

Mr. ZAIDMAN. I am sorry. We don't have the final say. We are part of the process but not the final decision-maker on that.

Mr. COSTELLO. As part of the process, do you request a specific amount for the F&E account?

Mr. ZAIDMAN. We request it by project. So when you add it up, it does come to a specific amount.

Mr. COSTELLO. Do you recall for the current fiscal year what amount you requested within the Agency?

Mr. ZAIDMAN. No, I don't recall.

Mr. COSTELLO. Do you have any idea? Do you know what you requested or spent the year before, the prior fiscal year?

Mr. ZAIDMAN. Well, the capital account was about $2.5 billion. That has been consistent over the past several years.

Mr. COSTELLO. Do you recall if you ever requested in the past 3 years over $2.5 billion?

Mr. ZAIDMAN. Well, in our total deliberations, and we rank the projects, they come above $2.5 billion. So yes, in terms of if we were able to do everything that our staffs ask us to do, it would exceed $2.5 billion. I don't want to call it a wish list but a list of potential projects.

Mr. COSTELLO. You are telling this Subcommittee that internally you received every dollar that you requested from within the Agency?

In other words, you put a request in. This is what we are going to need to do everyday maintenance and repair of the TRACONs and the air traffic control towers. We need $2.5 billion and no more, and you got every dollar you requested.

Mr. ZAIDMAN. We don't get every dollar we request internally when we add it up. It would go far beyond.

Mr. COSTELLO. Mr. Zaidman, that is my whole point.

Mr. ZAIDMAN. Okay.

Mr. COSTELLO. I mean the point is whether you requested more. This Congress authorized for the last 3 years $3 billion each year. The Agency requested $2.5 billion, $500 million less than the Congress authorized.

My question to you is, and I know you do not make the final decisions, so we are not here to beat up on you. What we are here to point out is that there are needs in the field that are not being met.

My question to you is this. You didn't make the final decision, but did you request only $2.5 billion or did you request more and somewhere along the line in the Agency or OMB or in the White House, they ended up on a figure of 2.5 as opposed to what you requested?

Mr. ZAIDMAN. Well, the Agency requested 2.5, and internally it would be higher if we had an unbounded budget process.

Mr. COSTELLO. I know it would be higher. But my question is did you request more than the $2.5 billion?

Mr. ZAIDMAN. Well, not me, personally. Not me, personally.

Mr. COSTELLO. Did your Department request it?

Mr. ZAIDMAN. No.

Mr. COSTELLO. Let us quit dancing around the issue and answer the question.

Mr. ZAIDMAN. I am trying. Internally, we have a committee which spans our Air Traffic Organization. The total requirements quoted will exceed $2.5 billion to do all the construction and capital projects that we think we need to do.

Mr. COSTELLO. So, within the Agency, you made an assessment and said that we need more than $2.5 billion to meet our needs, to address the needs. In the end, you received $2.5 billion.

Mr. ZAIDMAN. At the staff level, the assessment was higher. But let me, if I can, Mr. Chairman. We also have an Operations budget. The Operations budget is the budget that addresses the maintenance and repair of the system.

Mr. COSTELLO. I understand.

Mr. ZAIDMAN. In that, we have adequate money.

Mr. COSTELLO. The Chair now recognizes at one time a former Chairman of this Subcommittee, Mr. Duncan from Tennessee.

Mr. DUNCAN. Well, thank you, Mr. Chairman. Thank you for the great job you are doing as Chairman of this Subcommittee.

Gentlemen, the testimony you have given so far and the answers have, I think, been very informative and helpful. There has not been anything yet that has really surprised me or shocked me, but there is one thing that I am very curious about.

Every time we have a hearing, we are given very formal briefing papers about the hearing, and these are, I am told, joint efforts by the staffs on both sides. I am sure that most of this information in here originally came from the FAA, but it says the thing I am really curious about. It says the FAA manages over 22,000 facilities.

You have an Agency with roughly 45,000 employees. I have been in many FAA facilities around the Country or quite a few anyway, and there are always many employees there. Now, surely this is wrong or there is a few thousand FAA facilities with just one employee or maybe thousands of FAA facilities with no employees.

I am just wondering. Surely, you can tell me this is wrong.

Mr. ZAIDMAN. Well, let me explain what those numbers are.

Mr. DUNCAN. Explain it to me.

Mr. ZAIDMAN. We have about 420, 450 facilities that are manned facilities, occupied by air traffic controllers.

We have structures that house electronics that are unmanned. These put out electronic signals in space for navigation, for instance, and they are counted as part of those 22,000.

We have radio towers that permit controllers to talk to airplanes and vice versa. That is counted as one of these 22,000.

Mr. DUNCAN. I see. So most of those 22,000 are unmanned facilities.

Mr. ZAIDMAN. That is correct, sir.

Mr. DUNCAN. Have you done any estimates of what the costs of maintaining all these facilities as opposed to consolidation of some of these facilities?

Have there been any preliminary studies or estimates made? Do we have any rough guess?

Mr. JOHNSON. We can tell you that on average when we build a new facility, which could include consolidation, the average cost is around $30 million to build a new facility.

Now we have a high end on that, which is that we will spend $90 million for a facility that may be constrained because of the siting. The new Phoenix tower TRACON was one of those. Because the siting was constrained where it was, we paid quite a bit of extra money for blast walls, and the cost of steel went up. The cost of concrete went up.

So even though we try to set that level at what we think we are going to spend for a facility, we have noticed over the last few years that our costs are rising by about 30 percent.

From a cost of facility, from a cost of consolidation, I don't have a figure for that.

Mr. DUNCAN. Do you have any idea how many new facilities you need at this time?

Mr. JOHNSON. Well, we have 33 on the list. We have around 78 facilities that are less than 10 years old that we have built, that are wonderful facilities that are out there. They get around 10

years old, and of course they are starting to need maintenance and upkeep.

Again, we have 33. Some of those are in various stages of completion in the system.

Then the list, the master list where we look at the needs of the facilities and when we would replace them on a priority order, all 524 facilities are on that list. That is reworked periodically when we get new information.

Mr. DUNCAN. You don't really have any estimate at this point about how much you could save by consolidation?

Mr. JOHNSON. Not from a total figure, no, we don't.

That kind of gets rolled up. Again, as we look at new builds and we look at what we are going to bring in, then we certainly have a figure for what it didn't cost us, cost savings, not to, say, build a TRACON onto a facility, usually four to five million dollars just for the structure itself. Then you start adding the electronics and the other gear, and the cost certainly climbs.

Yes, we could put very specific figures to that. I couldn't give you an exact figure because it depends on the size of the facility.

Mr. DUNCAN. One last thing I am a little curious about since Mr. Coble asked about would any employees be terminated and earlier Mr. Mica talked or mentioned about how it is almost impossible to terminate an employee. Do you have a rough guess as to how many FAA employees are terminated or fired each year?

Mr. JOHNSON. I would say it is a very small number. I don't have an exact figure, but I would say it is a very small number.

Mr. DUNCAN. All right. Thank you very much.

Mr. COSTELLO. The Chair thanks the gentleman and now recognizes the gentleman from Missouri, Mr. Graves.

Mr. GRAVES. Thank you, Mr. Chairman. I will be brief. I apologize for being late. I had a meeting with on CAFTA.

But I am very curious. One of the facilities, one of the tower facilities in question with the mold issue is the Kansas City tower which is actually a fairly new tower. We do have some mold issues there.

I sent a letter to Administrator Blakey with Senator Bond about a month ago and hadn't received a response yet. I was just curious if that issue is being addressed and hopefully it is being addressed quickly. I would like to see that cleaned up. I visited the tower about three weeks ago and took a look at the problem, and it is definitely there.

Mr. ZAIDMAN. Yes, sir, it is there. We just issued a contract to do an engineering analysis to determine what we need to fix. We anticipate issuing a contract award to clean up the mold and make repairs this September.

Mr. GRAVES. I would like if you would keep me informed of that. The biggest thing is I want to make sure it is being addressed and being addressed quickly, and if you would please keep my office in the loop on how that is progressing and what is happening.

Mr. ZAIDMAN. Be happy to. It is an issue for us.

Mr. GRAVES. Thanks, Mr. Chairman.

Mr. COSTELLO. The Chair thanks the gentleman.

Let me at this time thank you, Mr. Johnson and Mr. Zaidman, for your testimony. At this point, we will dismiss you.

Again thank you for being here this morning and presenting your testimony. We will have our staff follow up with the requests that Mr. Mica and others have made. I know that we have at least one list in our possession, and we may need to get another from you, but we thank you for being here today and for presenting your testimony.

We would ask the second panel, as Mr. Johnson and Mr. Zaidman leave the witness table, if you will come forward, please.

I will go ahead and make introductions as you are coming forward. In the second panel, we will hear from Mr. Patrick Forrey, the President of the National Air Traffic Controllers Association; Ms. Patricia Gilbert, Chair of the National Legislative Committee for the National Air Traffic Controllers Association; and Mr. Tom Brantley, President of the Professional Airways Services Specialists, if you will all three be seated.

Mr. Forrey, you are recognized under the five minute rule if you are prepared to find the right page and take your time. Whenever you are ready, you are recognized under the five minute rule.

TESTIMONY OF PATRICK FORREY, PRESIDENT, NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION; PATRICIA GILBERT, CHAIR, NATIONAL LEGISLATIVE COMMITTEE, NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION; TOM BRANTLEY, PRESIDENT, PROFESSIONAL AIRWAYS SERVICES SPECIALISTS, AFL-CIO

Mr. FORREY. Mr. Chairman, thank you again for the opportunity to come before your Committee.

My name is Patrick Forrey. I am the President of the National Air Traffic Controllers Association.

NATCA has been fortunate enough to enjoy a good working relationship with the Members of this Committee. As many of you know, our organization is the exclusive representative of over 14,000 aviation safety-related professionals.

Mr. Chairman, Ranking Member Petri, I would like to begin by expressing our sincere appreciation to both of you and the Members of this Committee for your interest in the conditions of the FAA's air traffic control facilities around the Country. We are particularly grateful for your willingness to learn about the experience of the employees who are working for these facilities. NATCA members can help to provide unique perspective on the state of the towers, centers and TRACONs nationwide.

NATCA recently conducted a field survey of over 200 facilities. The survey identified a wide variety of problems and needs. Conversely, there are also facilities that did not exhibit maintenance challenges. My colleague, Patricia Gilbert, who is sitting next to me on my left, will present on that survey's findings after my testimony.

The air traffic control system has made vast strides in safety and technology in its short existence. Unfortunately, many of the aging air traffic control facilities that house the systems and our controller workforce have gone unchanged or fallen into disrepair. More importantly, the facility maintenance has not kept pace with the weakening controllers' ability to operate the largest and most congested air space system in the world.

NATCA believe that with proper maintenance, many of these facilities can and should continue to be viable sites for air traffic control systems regardless of their age. In that respect, we strongly support the enactment of H.R. 2881, the FAA Reauthorization Act of 2007, which authorizes critically needed funding levels that will enable the FAA to make needed repairs and replacement of existing facilities and equipment.

We commend you, Mr. Chairman, and the Members of your Committee for that effort.

Simply stated, the maintenance and preservation of its aging air traffic control facilities has not been a priority for the FAA. On many occasions, we have been found FAA employees have been forced to work in conditions that are unsafe which, in turn, can create unsafe conditions for the flying public.

But just as concerning to us has been the repeated mishandling of unhealthy situations by FAA management officials. While buildings do get old and sometimes accidents happen involving harmful materials and noxious fumes, and by the way mostly by contractors, quick and effective management actions can mitigate the short and long term damage.

I have personally brought this to the attention of the FAA Administrator in the wake of many controllers still suffering debilitating serious health problems after exposure to harmful conditions. It is important for any employer to have the trust of its employees that they will have a safe working environment.

Exposure to these harmful contaminants has resulted in unsafe working conditions in many facilities across the Nation. In the Detroit tower, for instance, over 6,000 feet of mold contamination, an identical tower to Kansas City, by the way, was contaminated with material identified as black mold or stachybotrys.

Despite the obvious confirmation of a hazardous situation, the Agency consistently marginalized NATCA's concerns and suggestions and would not work collaboratively to solve the problem. While the Agency has put resources into remediation of the mold problem discovered during a safety inspection in 2004, the problem still exists today.

NATCA has also discovered that nearly half of all facilities have some sort of external leaks. Many of these leaks are into equipment rooms that jeopardize vital equipment. For example, controllers in the Atlanta ARTCC, which is a center down in Atlanta, have to guide aircraft while using an umbrella to protect them from water cascading into the roof on top of the equipment.

As seen in the video clip earlier at the Grand Rapids facility, there really are no words necessary to express what is going on there.

Additionally, significant chemical exposure incidents have results in respiratory injury. Three incidents recently at major facilities involving failed maintenance projects resulted in over a dozen employees being severely sickened.

On February 28th, a contractor-botched roofing project and failed cleanup efforts at Jacksonville TRACON resulted in employees having to breath toxic odors. To date, five controllers are still out of work and being treated by the Mayo Clinic.

In April, scheduled maintenance at an engine generator in the New York TRACON sent diesel exhaust fumes into the ventilation system of the building, resulting in a slow leak of deadly carbon monoxide gas. Six controllers were affected and showed the familiar signs of carbon monoxide poisoning, yet the facility's operations manager refused to allow the fire department to respond and forced the controllers to remain on the job.

On May 9th at the Dulles air traffic control tower, the FAA delayed evacuation of controllers from the tower for 45 minutes after noxious fumes from an airport construction project were circulated in the tower's ventilation system, sending 5 employees to the hospital.

Here is the key in all these instances. The Agency is slow to respond to the employees' health concerns, and the Agency denied the attempts to work with the FAA to correct the problem.

Talking about facility consolidations, some have made the argument that the best way to deal with aging facilities is to consolidate them. We disagree. Our position is that the FAA must first fulfill its 30 year obligation to meet a specific operational need as well as cost reduction before consolidation can be considered. Safety of the system, modernization, service to the users, the impact on the employees are all considerations that need to be considered above and beyond just a dollar value that may be saved in consolidations.

With funding comes responsibility and oversight of the proper accounting of taxpayer dollars. NATCA believes that the FAA must be held accountable to make better maintenance investment of ATC facilities.

Just this February, the U.S. Department of Transportation Inspector General issued an audit announcing in which the FAA could not account for $4.7 billion of their September 30th, 2006 end of year funds regarding for property, plant and equipment line items. We find that quite interesting since up to this date, the Agency does not spend the amount of funding that they have been given, and yet they can't account for 4.7 billion over the last several years.

In conclusion, we believe that the FAA must be held accountable to make better maintenance investments in ATC facilities. These are taxpayer-financed, and the taxpayers' investment must be protected.

We support enactment of 2881, the FAA Reauthorization Act of 2007, which authorizes critically needed funding levels for the F&E accounts and will enable the FAA to make needed repairs and replacements of existing facilities and equipment.

NATCA strongly supports participation in collaborative process with the FAA and the Agency's air traffic control programs and initiatives. NATCA also calls on the FAA to improve its procedures for dealing with hazardous workplace conditions and install carbon monoxide detectors and other appropriate monitors in all occupied structures.

Thank you, Mr. Chairman.

Mr. COSTELLO. The Chair thanks you, Mr. Forrey, and recognizes Ms. Gilbert.

Ms. GILBERT. Thank you, Chairman Costello and thank you, Chairman Oberstar and Ranking Member Petri for letting me appear before you today.

My name is Patricia Gilbert. I am an air traffic controller at Houston Air Route Traffic Control Center and have been there for 19 years. As well as being a full time air traffic controller, I serve as NATCA's National Chairperson to the Legislative Committee.

I would like to begin by expressing our deep appreciation for your interest in the condition of FAA facilities. The condition of the facilities, air traffic facilities, are a great concern to NATCA and its members especially in light of incidents that have jeopardized the employees' ability to perform their job safely.

For example, unacceptable working conditions came to light when controllers became ill after noxious fumes entered work areas at a number of FAA facilities. Mr. Forrey touched on how the controllers in New York TRACON and Washington Dulles tower were recently taken ill when suddenly exposed to carbon monoxide. Other employees at facilities in Jacksonville, Florida, San Jose, California and Eugene, Oregon, faced a similar scenario when unidentified fumes entered their work areas as well. In each of these instances, the employees felt the Agency response did not correspond with their concerns.

The FAA has never, to our knowledge until we heard Mr. Johnson's testimony, compiled an overall list of environmental, equipment, health or safety issues for its 314, and these are FAA air traffic facilities. His testimony said they talked to and got information from 89.

Based on that lack of available data and the overwhelming volume of specific complaints from individual facilities, NATCA decided earlier this year to request individual facility reports from its field representatives for compiling into a national database. The survey gathered reports from air traffic control towers, FAA enroute traffic control centers and FAA terminal radar approach controls or TRACONs.

When reviewing the results of our survey, we looked for any issues that potentially presented a safety concern. While information for some facilities was not received, over 220 facilities provided data in varying detail. This nationwide field survey identified a wide variety of problems and needs.

In reviewing the research, we looked for trends as opposed to individual and routine maintenance issues. In this regard, the most commonly reported problems were mold and other harmful contaminants, external links and building ventilation and temperature control.

The FAA's disregard of facility maintenance has resulted in harmful contaminants in many of its facilities. Exposures to these dangerous contaminants has resulted in unsafe worker conditions at facilities across the Nation.

In the Detroit air traffic control tower, two years ago, black toxic mold as well as several other toxic molds were found. Chicago O'Hare air traffic control tower had fire suppression pipes break and flood various parts of the facility in February, and initial NATCA test results show possible mold.

Kansas City tower recently identified mold in various rooms. Contaminated insulation was found below the raised flooring which is located directly in front of the air supply discharge.

It is my understanding that FAA's approach to mold remediation is exactly the reverse of accepted practice. Their current intent is to remove and to treat mold first, then only at a later date, address the causes of the mold. Grand Rapids has had several environmental issues in the last 10 years relating to bacteria contamination, water leaks and possible mold contamination.

The survey also revealed that air traffic control towers and radar rooms across the Nation have serious external leaks. Many of these leaks are into equipment rooms and jeopardize expensive and vital safety equipment. The Chicago Air Route Traffic Control Center, located in Aurora, had major leaks over the back wall of the building and in the basement. The extent of possible mold contamination is unknown at this point.

Our research has found that in nearly every facility survey, the operators and occupants report poor heating and air conditioning and air quality. In several air traffic control towers, the poor environmental conditions represent potentially serious situations not just to the employees but to the flying public.

A notable example is the recurrence of condensation accumulating on the window panes of tower cabs in San Juan in South Florida causing reducing visibility which in some cases can be extreme and unsafe. This picture on the monitor shows that due to condensation the San Juan tower cab windows, air traffic controllers are sometimes blind without the ability to scan the runways or taxiways. In this picture, you can barely make out an Airbus crossing in front of the tower.

The following are some quick facts and statistics about the survey. Nearly 100 percent of the facilities responding reported declining environmental equipment, safety and/or health issues. Most facilities reported overall conditions of their facilities as merely fair with 62 reporting their condition as poor and an additional 18 reporting their condition as dangerous.

Forty facilities report significant mold issues. Many are dealing with toxic mold and its associated health risk with the most extreme cases reporting employees already suffering long term and permanent injuries from exposure.

Asbestos in buildings, other abatement issues and dangerous releases are still a serious concern at over 30 facilities. New York Center, Atlanta Center and Fargo, South Dakota tower, among others, are still awaiting years-long promised asbestos abatement.

Seventy-five facilities report water leaks of which at least a half a dozen report frequent leaks directly on controllers or equipment. Adding to this are serious issues at many facilities with fumes leaking into the work areas from jet fuel, jet exhaust, insecticides, solvents and generator or other engine exhaust. Several facilities report employees still unable to return to work due to exposure side effects.

Over 100 facilities report significant issues with heating and cooling, resulting in extreme seasonal temperature variations and inconsistent temperatures from area to area. Even brand new facilities such as Addison tower in Dallas, Texas, which was commis-

sioned in 2006, report temperature variations with lows in the fifties and highs over a hundred degrees in the operating quarters, resulting in obvious human discomfort as well as equipment risk.

Of these facilities, over 50 report chronic air quality issues including cold and flu-like symptoms, respiratory and breathing problems, headaches and controllers' routinely sickened from lack of ventilation.

Northern California TRACON has recurring issues with snakes in the building during the summer and fall months while St. Louis tower deals with the challenge of bats. Both are relatively new facilities. Twenty-eight other facilities report invasive infestation issues with rats, mice, wasps, termites, ants and flies.

Other issues of concern at numerous facilities including poorly placed equipment obstructing the operation or obscuring visibility, windows in tower cabs routinely fogging up on the inside as you saw with the San Juan tower cab, lead-heavy or malodorous or contaminated drinking water, excessive dust or other surface contaminants.

We believe that it is clear that the FAA must be held accountable to make better maintenance investments in its air traffic control facilities. These are taxpayer-financed, and taxpayers' investments must be protected.

Thank you, Chairman Oberstar, Chairman Costello and Ranking Member Petri.

Mr. COSTELLO. We thank you, Ms. Gilbert.

The Chair now recognizes Mr. Brantley.

Mr. BRANTLEY. Thank you. Chairman Costello, Congressman Petri and Chairman Oberstar and Members of the Subcommittee, thank you for holding this important hearing today and thank you for inviting PASS to testify.

The Professional Airways Systems Specialists represent more than 11,000 FAA employees including those in our Air Traffic Organization Technical Operations Unit who install, maintain and certify the radar, navigation and communication systems making up the National Airspace System.

For too many years, the FAA has neglected its infrastructure, specifically the buildings and facilities that accommodate NAS equipment and the employees who operate and maintain those systems. The images displayed on the screen reveal a disturbing pattern of deteriorating buildings, leaking roofs and unstable infrastructure that places employees and equipment at risk.

Technicians in the field have reported many instances in which employees fell through rotting floors or fell off unstable platforms. In addition, exposure to mold and asbestos is a serious issue at numerous facilities that has the potential to impact the health of employees for years to come. I believe that the examples provided by PASS and NATCA in our written testimonies along with the pictures being displayed clearly demonstrate the severity and scope of the problem.

The FAA spent a lot of time over the last several years talking about how it is becoming more businesslike and how it carefully weighs its decisions regarding how it accomplishes its mission like a business. According to FAA leadership, modernization and operation of the NAS are now being pursued in the same manner as

any successful business in the Country would follow. That may play well as a sound bite, but it clearly does not apply to the FAA's management of its infrastructure.

Would a successful business allow critical buildings and facilities to fall into such disrepair that they are not only a threat to the equipment they house and the users who rely on that equipment but also a very real threat to the safety of the employees who operate and maintain them? No.

Would a successful business refuse to ask for the resources necessary to repair or replace these critical facilities? Again, the answer is no.

Why then would FAA leadership allow these buildings and facilities to deteriorate so badly?

Why would the FAA have a plan for completing inspections at its manned facilities that will take another 25 years to complete?

Why would the FAA continue with a modernization plan that often includes placing new systems and equipment into facilities that are unacceptable for those systems and unsafe for the employees who use and maintain them?

No successful business could be operated in such a hazardous way nor would a successful business allow facilities considered vital to its mission to exist in such conditions. However, I can assure you, as can our technicians in the field, that these facilities are critical to safe and efficient air travel. The FAA cannot continue to deny the importance of these facilities and employees by ignoring the infrastructure problems plaguing the NAS.

The time for rhetoric from FAA leaders has passed. It is time for someone, anyone in FAA leadership to step up and deal with this crisis before it is too late.

We have all seen and heard about the recent steam line explosion in New York City. I believe the similarities with the FAA's infrastructure are striking and frightening. They are both considered part of the infrastructure and therefore not visible in a public way. When things are not clearly visible to the public, there is a reluctance to focus energy or resources on them, but following that logic will always lead to disaster, as we recently saw in New York.

I believe the FAA must take the following actions to avoid the same type of crippling disaster: The FAA should immediately analyze all currently available information regarding its most critical infrastructure problems and request the resources to fix them.

The FAA must complete inspections of its manned and unmanned facilities within two years. The information gathered from these inspections must be factored into the Agency's budgeting from now on. It is clear that correcting problems in the early stage is more effective and much less costly than waiting until a complete failure happens.

Last, but certainly not least, the FAA must begin to listen to the people who are the true experts on the state of the NAS and its infrastructure, the employees who operate and maintain it.

Thank you and I look forward to any questions you may have.

Mr. COSTELLO. The Chair thanks you, Mr. Brantley.

The Chair now recognizes the distinguished Chairman of the Full Committee, Chairman Oberstar.

Mr. OBERSTAR. Thank you very much, Mr. Chairman, and thank you and Mr. Petri for your good work in launching this hearing. Our Committee investigative staff were digging into the issues.

I regret not being here at the outset, but I was on the Floor, defending Lake Michigan against predations of a similar nature by British Petroleum planning to dump toxics into Lake Michigan.

To the rain at Grand Rapids, Michigan, the black mold in the Western Pacific tower, mold at Dallas-Fort Worth, O'Hare, Kansas City, Detroit, you can add snow in the tower at Duluth, Minnesota, snow and flies in the winter. The air traffic controllers plugged the holes in the windows to keep the snow out, but then they were batting flies that came out of the woodwork in the middle of January with zero degrees outside.

Finally, the FAA came and replaced the windows and pronounced the tower in good shape. This is a tower that predates the jet age by about 20 years, and they haven't seen fit to build a new one.

It is, to me, just astonishing that we have the entire aviation industry, essentially both houses of Congress, the FAA, DOT, all focusing on capacity limitations of technology in the current system, the need to upgrade technology to NextGen, and they are not paying attention to the workplace within which this new technology is going to be located and the men and women who have to operate that equipment under these appalling conditions.

Our investigative staff has documented the roof leaks, the mold, the pest infestation, the poor quality heating, ventilation, air condition, asbestos, space limitations, unsanitary conditions, broken or damaged office equipment that hasn't been replaced or restored. You know if the headquarters folk of DOT or FAA had to operate under those conditions, there would be a really fast response.

In fact, even this Committee, here you have the Department of Transportation headquarters with such bad and poorly functioning heating/air conditioning units that they had mold causing illnesses within similar to Legionnaire's disease within the building. This Committee, seven, eight years ago approved a new structure for DOT costing nearly a billion dollars. It didn't take them long to fix that.

Maybe we should have shaved some of that money off the new DOT headquarters and put into the air traffic control facilities. We were counting on FAA to be not only good stewards of safety in the air but good stewards for the women and men who operate the air traffic control system to make sure that safety is maintained at its highest level.

It is a great tribute, Mr. Forrey, Ms. Gilbert and Mr. Brantley, to your members that they operate under these deplorable conditions. I have been in those towers. I have been in the facilities that have the mold, that have the leaks, and in the case of Duluth in my district that have the snow coming in the windows.

FAA needs to spend a little more time and pay a good deal more attention to the needs of the very system that they are trying to operate and to upgrade.

What do you think is needed, Mr. Forrey, Ms. Gilbert?

What are your thoughts about what kind of investments and what timetable and schedule and what needs to be fixed internally

within FAA to get their attention, to address these problems and to do so in short order?

Mr. FORREY. Thank you, Mr. Chairman.

I believe probably the biggest thing that they could start with doing is to include their employees, the experts on all of these things, to what the solution should be.

Mr. OBERSTAR. I mean there are no surveys? There are no sort of air traffic controller town meetings held with the Administrator to hear your concerns?

Mr. FORREY. Not that I am aware of.

There are surveys that are put out. I think the last survey that the Agency put out, the Employee Attitudes Survey, was they ranked, I think, a whole 13 percent of job satisfaction by the employees or 9 percent job satisfaction.

They came out 243 out of 243 as far as employee dissatisfaction with their Agency based on a lot of these issues, a lot of the things that are going on with the Agency today, the state of the facilities, what their conditions they work in, the way they are treated by management, the way they are left out of the process of any decision-making. All those things have a morale so low in the FAA that you can only go up, quite frankly.

Mr. OBERSTAR. That is deplorable.

Ms. Gilbert?

Ms. GILBERT. As far as the Agency, I was a little disturbed to hear testimony earlier from the first panel that funds were available and they have yet to use those funds to maintain their facilities.

I would say in addition to the collaboration piece, working with their employees to improve the working conditions, they should also look closer at their workman's comp claims and not controvert those as they come into their desks and actually look at these people and take them serious instead of what Mr. Johnson did in his testimony which is advocate that those people had a chance to leave New York TRACON.

I immediately heard it when I went into my building the very next day that those controllers, from FAA management perspective, made the whole story up. Forget the story that they went into a hospital after the fact and did test positive for carbon monoxide in their system.

So workman's comp claims, I think if they paid attention to those, it would help quite a bit as well.

Mr. OBERSTAR. What cost will it take, Mr. Brantley? Have you done some estimates of annual or recurring costs needed to upgrade facilities?

Mr. BRANTLEY. Mr. Chairman, I think part of the answer is that it depends because the way the FAA currently performs the maintenance on its infrastructure is they wait until it is completely failing, and the cost then is so much higher than it would be if you fixed it originally. So the cost should be much lower than it will ultimately be.

I believe the estimates are somewhere between $250 and $350 million for the current backlog on the manned facilities. The other 22,000 that were discussed earlier, I have no idea what that cost would be, and consolidation isn't the same kind of a panacea for

unmanned facilities that some believe it is for the manned facilities. Most of these are navigation systems, communication systems that have to be there regardless of where the TRACON or tower is located.

They have to begin doing it now, and they have to begin doing it right or the problem is going to snowball until it is something that is unmanageable.

Mr. OBERSTAR. Let me ask your help in preparing for the Committee in the next week or so before we hopefully bring the FAA Reauthorization Bill to the House Floor. A compilation of facilities that you would rank in some order of urgency of need of repair and a ballpark cost estimate, get that to us, and let us see if there is some way that we can work with that before we bring the authorization bill to the House Floor.

Mr. BRANTLEY. Absolutely. I would be happy to do.

Mr. OBERSTAR. I think we ought to do that. We owe it to you. The FAA owes it to you.

Thank you, Mr. Chairman.

Mr. COSTELLO. Thank you, Chairman Oberstar.

Ms. Gilbert, you mentioned in your testimony that there are at least 40 facilities that you are aware of that have reported problems with mold.

We have heard testimony earlier. You heard me ask the question of Mr. Johnson from the FAA, how many facilities that they actually made an FCI assessment on, and it was the Committee's information that 89 of 401 facilities actually had been assessed, obviously a very small number.

My question is if, in fact, you are aware of 40 facilities that have mold, do you have a list now? Either NATCA or PASS, have you compiled a list based upon the complaints from your members, listing those facilities that have mold, that have other structural problems or other problems that present unsafe or unhealthy conditions?

Ms. GILBERT. Yes, we do have a list of those facilities, and we can provide that to the Committee. Of the facilities that we do know of that have, at least 40, and I am saying at least 40. There may be more.

My facility itself has roof leak issues, and so there are facilities around the Country. You don't know what kind of problems you have when the leaks don't get fixed and the mold is allows to get worse in facilities. So we can provide that.

Mr. COSTELLO. The list that you have, is it prioritized starting with the facility that you believe should be addressed first based upon the existing conditions?

Ms. GILBERT. Yes. It is a result of our survey. We can gather further data from those that did not respond. We did rank them based on the type of issues they had in their facilities and the severity of those issues.

Mr. COSTELLO. I heard in your testimony and I would like you to clarify for me that you were somewhat surprised when Mr. Johnson talked about some type of list that the FAA has that apparently you were not aware of, is that correct?

Ms. GILBERT. That is correct.

Mr. COSTELLO. Clarify that for me. You were not aware that they have a list at all?

They obviously had not solicited your opinions, solicited information from you or your members. Is that a correct statement?

Ms. GILBERT. That is correct.

Mr. COSTELLO. Obviously, and I think I pointed out with the first panel that Mr. Poe from Texas made the point on the TRACON and tower consolidation effort by the FAA, that there has been a horrible lack of communication not only with Members of Congress and our staff and the Committee but also with the stakeholders, with the controllers and with everyone involved in the system.

Obviously, that is a problem with this situation as well, that they are not soliciting information from their own employees, from members of PASS, members of NATCA and others to ask for your help in reporting these problems so that they can be addressed.

Also, I made the point over and over that, of course, Mr. Johnson does not have the final say on the FAA's budget, on the F&E account, but this Congress approved a $3 billion authorization for the F&E account. For the last three years, the FAA has requested less than the authorized amount. They have requested $2.5 billion versus $3 billion. They have left $500 million behind, and that is one of the reasons why in my judgment that we have all of these maintenance challenges that they are not undertaking.

The Congress recognized the problem, and the Congress authorized the money, but the FAA has not used the money or requested the full authorization level.

I have a question about process. You heard me ask Mr. Johnson the process if, in fact, an employee feels that they have health problems as a result of the conditions in the tower or the facility where they are working. What is the process, and he said, well, the employee fills out a form and files the form with the Agency.

One, Mr. Forrey, I would ask you to walk us through the process from the employees' perspective, from your members' perspective, and I would ask Mr. Brantley to do the same. What is the process?

I will have some other questions when you are finished explaining.

Mr. FORREY. The process is when an employee gets injured on the job, it is a workman's comp claim, what they refer to as CA1 or a CA2 or an occupational disease meaning long exposure to some condition at work.

In all these cases, the Agency is controverting every single claim filed by the employees. They have hired people from the Department of Labor that understand workman's comp claims and are showing them how to beat them in court or how to win them back. It is actually pretty disgusting what they are doing in my opinion.

I have employees right now that the answer to any claim that is approved by the Department of Labor, a lot of times the answer by the Agency as well, is they have their claim, that is their compensation, but yet these people have to go back to work sometime.

I have a couple of people at Detroit that were affected by the mold. The one has stachybotrys antibodies in his blood system. His brain is deteriorating. There is no way he is ever going to be able to go back to work. The Agency fights his claim, and now the guy

is looking to filing bankruptcy. This is the kind of stuff that is going on in the field.

The employees down at Jacksonville where the contractor let the toxic chemicals come through the ceiling, where controllers were complaining about the smell. It was making them nauseous, and they were having a difficult time concentrating and seeing. They got a hard time with the manager there because they don't want to interrupt the operation.

It took five days—five days—for the Agency to do something. The result was they brought in some big fans to blow air, and then they test the air in front of the big fan and say, see, the air is fine in here.

At Detroit, they won't even test the mold. They won't even test it to verify that it is black mold any recent time.

We offered as a union to supply the money to put air scrubbers and to monitor the air when they did these projects when they first started, and they refused that. So now they spent millions of dollars trying to remediate that building, and it has still got mold growing in it.

That is the kind of fighting that the Agency has been doing with us, and I don't understand why. We are there to help them. I mean we even offered to pony up to say we will pay for the air scrubbers if you don't want to do, and yet we find out that they have 500 million that they don't even spend. I don't understand that at all.

Mr. COSTELLO. Mr. Brantley?

Mr. BRANTLEY. Thank you, Mr. Chairman.

I agree with the process as described by Mr. Forrey of when an employee is exposed to something or is injured on the job. They fill out the form, and then they begin defending themselves for the next several months or years, however long it takes to get resolved.

When it comes to an employee maybe not being injured but finding a problem, it is a very similar process. It is a different form, but they will fill out a form. They will make an entry in a maintenance log for that facility, saying that they found whatever the problem is. They will report it to their supervisor, and that is where it sits.

It is kind of ironic that one of the things that we noticed first after you announced the hearing was upcoming was the word got out to the field that if anyone had any maintenance problems, they should get them in so that they could get them into the budget. I am sure as soon as any attention blows over, that is going to become irrelevant again, but it kind of illustrates how the Agency views it. It is a problem when someone is paying attention and other than that, there is no process to actually resolve them.

Mr. COSTELLO. Also, the statement that you made about the word went out for an assessment certainly goes to the point that aggressive oversight by the Congress and by Committees of the Congress, in particular in this case, this Committee. Aggressive oversight gets results from Federal agencies, and the lack of oversight gets no results.

Mr. BRANTLEY. Yes, sir, and we thank you for that.

Mr. COSTELLO. Let me ask you. In your judgment, when an employee files a workman's comp claim, does it trigger an FCI assessment by the FAA?

In other words, if an employee files a claim, a workman's comp claim, if they are either injured or have some type of problem, health problem, as a result of working in a particular facility, does the FAA come out and make an assessment, Mr. Forrey?

Mr. FORREY. I am not aware of that. I mean that was the first I heard of this FCI assessment today anyway. I had no idea they were doing that. I would not know if that triggers anything in their mind.

Mr. COSTELLO. So you had no idea before the testimony today that there was an FCI assessment that even existed?

Mr. FORREY. No, I wasn't aware of it.

Mr. COSTELLO. Ms. Gilbert?

Ms. GILBERT. No, I was not aware of that.

Mr. COSTELLO. Mr. Brantley?

Mr. BRANTLEY. I was made aware in the last week in preparing for the hearing, but no, to my knowledge, it doesn't trigger any kind of analysis.

Something, if I might add, our internal experts have told us that they believe the FCI assessments are maybe not being done as well as they should be or as thoroughly either, that it may be more of a checklist that someone is going through and not actually doing an analysis to figure out where problems are.

Mr. COSTELLO. Final question and then I will turn to the Ranking Member of the Subcommittee.

You have indicated in your testimony, Mr. Forrey, and I think you as well, Mr. Brantley, that some of these conditions, you believe are in violation of OSHA standards. So my question is have either you on behalf of your members or any of your members filed a complaint with OSHA and asked OSHA to come out and make inspections to determine if there are violations?

Mr. FORREY. Yes, we have in several locations, and OSHA has come out in several locations and filed a complaint or a notice to the Agency that they need to fix a certain situation ongoing.

Then there is some gray area as to what OSHA requires under like remediation for mold and what the industry standard requires. So we play games back and forth about that instead of just doing what is right for the employees, and that is unfortunate as well.

Yes, we have gotten OSHA involved in many of these situations.

Mr. COSTELLO. Mr. Brantley?

Mr. BRANTLEY. Yes, Mr. Chairman, we have also done that. When it involves a situation where employees are or there is an immediate threat that they will be in some way injured or their health will be at risk, we have had good luck with OSHA being willing to come.

One of the things we find is if it is just a potential risk, OSHA is very reluctant to even come do an inspection. They have their marching orders too, and I think as much as possible they are told to leave the Federal Government alone unless they have to do something.

Mr. COSTELLO. Well, in addition to Chairman Oberstar's request of providing a list to us of facilities that have problems, I would ask you to provide a separate list of those that you believe are in violation of OSHA standards.

Mr. OBERSTAR. Mr. Chairman, if I may interrupt for just a moment if the Chairman would yield.

Mr. COSTELLO. Yes, please.

Mr. OBERSTAR. I find it astonishing that FAA is hiding behind the excuse: We need to modernize to NextGen our air traffic control facilities. Therefore, we can't improve these facilities.

The comment, in fact, by an FAA witness was that our transition to NextGen would be at risk. The result would be aviation gridlock. They are not going to have NextGen in place for 10 years. Meanwhile, they are going to ask all these air traffic controllers to suffer in the mold and the insects and the disease visited upon them by these wretched facilities. That is appalling. We have to fix that.

Thank you.

Mr. COSTELLO. The Chair thanks the gentleman and now recognizes the Ranking Member, Mr. Petri, for any questions or comment.

Mr. PETRI. Thank you very much and thank you for your testimony here today.

I guess I am kind of sitting here, thinking about what we can do to improve the situation going forward. It is easy. It is not easy, but it is important to point out problems and it is frustrating.

We have very talented, dedicated, able people who are air traffic controllers with a lot of responsibility. I met with the Association of the Supervisors, and they are gung-ho and hard-focused people as well.

There must be some way we can do a better job of involving people in coming up with solutions for managing the environment that they are working in properly. It is not just money. In fact, there might be ways of saving money if it is done with better communication and more involvement.

One of the frustrations in any of these large organizations is that you fill something out and nothing happens. If there is better communication and there is some way of solving a problem, it helps morale and the glass is then half full instead of half empty.

I don't know if there are ways we can be helpful at all, and this hearing may help some, not in a gotcha exactly, but it focuses on a problem. We need to focus on areas of making the job more satisfying and making the environment better and making sure we helping morale. That helps safety in the long run if people feel that they have respect and if they have a problem.

We can all be wrong, too. In some areas, it may be that there is a reason why things are the way they are.

I don't know if you have any comments on that, but if there are some things because we are working on a reauthorization now. It can be put in a political context, but this has been going on for many years in one Administration or another. It is sort of a bureaucratic organizational problem.

I know you are new, so you would like to try to help, I suspect. If there are some ways that we can be constructive going forward, I would be eager to work with you on it.

Mr. FORREY. Thank you, Mr. Petri. I may be new in this position, but I have been involved with the FAA for almost 23 years now and as a representative of the union for almost 19.

I think up to a few years ago, we worked quite well together between the Agency and the unions as far as collaboratively to make things better and looking into the future.

I don't know what the rationale behind the Agency is that they don't want to spend money appropriated to them or authorized for them to spend on their maintenance of the system. I mean I am somewhat cynical after working for the Agency and dealing with them for the last 23 years, that if they let these buildings go into disrepair, it is much easier to consolidate. That is, I think, some of the motivation here, to be honest with you.

Again, we are not opposed to consolidations. This is the 21st Century. We need to think ahead to the Next Generation of the air traffic control system which right now is nothing more than a concept anyway. To do that together is the best way to do that.

But we can't forget the here and now. I mean we still have 314 facilities across this Country that are providing safety services to the public, and we need to make sure that the people operating those facilities can do the jobs that they were hired to do and trained to do.

Collaboratively, I think you guys touched on it in H.R. 2881 as far as the process for consolidations. The whole deal with air space, the whole deal with modernizing the system, they need to bring the experts into this process and right now we are not in this process. We have been shut out of this process.

Until that changes and you, by this Congress, can change that, it would be the best thing to do to get us moving in the right direction.

Mr. COSTELLO. The Chair thanks the Ranking Member.

The final question that I have before I go back to the Chairman of the Full Committee, Mr. Oberstar, Mr. Forrey and Mr. Brantley, in particular, you are aware of the process that we have set up in the FAA reauthorization bill for the consolidation of the TRACONs and towers.

My question is that, obviously, what we attempted to do is to bring the stakeholders, to get everyone's opinion, to have a process where obviously one of the problems here with the unsafe and unhealthy working conditions is that the FAA is not talking to or listening to the employees who have to work in these facilities every day. With the consolidation and closing of TRACONs and towers, we want to make certain that the stakeholders are involved, that the people who work in those facilities every day have input as to what should happen as far as consolidation is concerned.

The question that I have, you have had an opportunity to review the language in the legislation that passed the Full Committee and hopefully is on its way to the House. I wonder if you might comment on the process that we have established in the bill.

Mr. FORREY. Thank you, Mr. Chairman.

I have. I think that the language in the current bill is very good language. I think it could be tightened up quite a bit.

Again, it is my cynicism of dealing with the Agency over the last several years. They want to continue forward with the consolidations that they have on the table right now, but they have not evaluated whether that is a safety issue, whether service to the users,

and they want to just barrel ahead because that is the way they have done things.

That would be my only, for lack of a better word, criticism of the bill is it still gives them the ability to forge ahead even though they are listening to us. They are listening, but that doesn't mean they are going to take anything into account that we say.

So I think that would be helpful, something in the language of the bill that would tighten that up a bit, that would at least force the Agency to adopt some of these issues that these user groups are coming up with that meet within obviously the budget and the admission of the Agency. I mean that is all I can say on that.

Mr. COSTELLO. In the process, of course, as I mentioned in my opening statement, the Congress has the last say.

Mr. Brantley?

Mr. BRANTLEY. Yes. Thank you, Mr. Chairman.

I think the language is extremely good and helpful because I don't see it stopping anything. What I do see is it requiring good decisions made for the right reasons and done in the light of day, and I think that is always much better than just doing something and making everyone come along, whether it is a good idea or not. I think it is something that could help the Agency consolidate where it makes sense—when it makes sense.

If I might, if I could beg your indulgence for a moment, something just struck me that I would like to respond to from a couple of remarks earlier about the idea of the maintenance either not being done properly or even there was a comment that maybe it is too hard to fire people if they can't do their jobs.

The reality is when we are talking about people responsible for the maintenance of these facilities, there is no one left to fire. That workforce has been reduced so much that they don't send them out to do maintenance. The bulk of their time is spent on new construction, new installation. There is just, frankly, no one left to do the work.

Mr. COSTELLO. The Chair thanks the gentleman.

I understand that Mr. Boozman may have a question.

Mr. BOOZMAN. I just have a question, a couple questions, Mr. Chairman.

Mr. COSTELLO. The gentleman is recognized.

Mr. BOOZMAN. Thank you very much.

I guess the question I would have is that these things, I know you have had some challenges working with the Administration the last few years or whatever as you alluded to, Mr. Forrey. These things don't just happen overnight, though. In other words, things just don't go in disrepair.

I have a great deal of sympathy for people that are working in adverse conditions, and it is something that we need to get fixed. I guess my question is, again, this is something that hasn't just happened. There is something systemically wrong in the system or we wouldn't be in this condition.

In other areas, the VA and things like that, the authorizing Committee specifically working, in the case of the VA or whomever, works with that. Hopefully, they work with everyone within the agency, and then they come up with a list of hospitals and things

that need work and this and that to try and depoliticize the process.

I guess my question is do we need to look at the process? Do we need to look at maybe doing some things like that that perhaps would make us a little bit more efficient?

I think there is probably two things going on. Just a lack of money, a lack of resources, and certainly that is out there. The other thing is that there probably is some politicization of the process, and maybe money is at times getting there because of a squeaky wheel that it winds up getting in that situation.

Could you comment on that? Would that be helpful if we looked at perhaps?

Again, I am not advocating that we do that tomorrow but start looking in that direction, maybe we as the authorizing Committee getting a little bit more involved with specific projects authorized based on input from the workers and the FAA.

Mr. FORREY. I think anything that the Committee can do that would include all the stakeholders like the current language does in the bill is a positive step in the right direction.

What would concern me about, and maybe I heard you wrong and I think what has happened in the past is that certain constituencies have kind of stolen some of that money to do something in this district instead of working on a project that was in disrepair, that needed fixed over here. I think some of that has gone on in the past and probably will in the future.

But I think the maintenance of the facilities, it is like the infrastructure problem that Tom Brantley brought up earlier. It is not seen. People don't see it, and people don't have to look at it every day, day in and day out, and they don't understand how bad it is and in how much disrepair it is.

I think that anything that you could have, any process that is in place that provides input from all users and all the stakeholders, that identifies that and prioritizes what needs to get fixed would be great. We don't have that right now.

Mr. BRANTLEY. Thank you for the question.

I think I agree that any input or any help that the Subcommittee could give to help bring people together and actually talk through the problem and try to find solutions that make sense would be more than welcome. I think figuring out what the real problems are might be harder than it seems on the surface.

I think, as you mentioned, lack of resources. I personally have a hard time with the Agency talking about other priorities getting in the way and then the money is then diverted for something, whether it has been earmarked by a Member or whatever.

The fact is if they need $350 million and they ask for $60, you can't take something away that they never got. So I think the whole idea of that is just to me, ludicrous.

I think they need to be a little more forthcoming about why. Frankly, I don't care why, but they need to start asking for what they need. That is very important.

Mr. BOOZMAN. Thank you, Mr. Chairman.

Mr. COSTELLO. The Chair thanks the gentleman and now recognizes the distinguished Chairman of the Full Committee, Chairman Oberstar.

Mr. OBERSTAR. Thank you, Mr. Chairman, and I thank our panel for their thoughtful observations and for the factual presentation.

We do not allow earmarks in the FAA authorization bill. Sometimes they creep into appropriations bills for one or another facility but usually in Committee report language and not in bill legislative language.

Over all my service in Congress, we have trusted the FAA to make good decisions within the scope of the NAIP, the National Aviation Investment Plan, for what is in the best interest of aviation nationwide, for investment in runways and taxiways, the hard side of airports to create the greatest opportunity for capacity enhancement.

We have trusted the FAA to make its decisions on installation of new technologies at air traffic control facilities. When the DSR was installed, we didn't say put it in this place or in that facility. When the STARS was installed, we didn't tell them which facilities to start with. When the VSCS, Voice Switching and Control System, was put in place, we didn't tell FAA which facility to start with. We trusted to their judgment.

We are not proposing—I am not proposing at least—in asking for a listing of facilities to categorize those in a bill but to give FAA specific direction to deal with their health of their workers in the workplace.

When flight attendants said smoking is damaging our health, it is causing us increased expense to maintain our work uniforms, this aluminum tube is our workplace, this Committee held 10 hours of hearings, 10 hours of markup to fix the problem. Eventually, we had to take it to the House Floor and impose, through an amendment impose first a limitation and then elimination of smoking in that workplace.

Well, we need to address the workplace of air traffic controllers. I don't care if NextGen comes in next week. They need to fix those facilities now. There is no excuse to have mold, rain dripping in your workplace, snow blowing into the windows, flies in the wintertime asbestos circulating through the workplace. That is intolerable.

The FAA cannot hide behind modernization of air traffic control and say, oh, by the way, we can't fix these facilities because we want to consolidate them. That consolidation is going to take five or ten years. It is nonsense.

I am sorry I missed the FAA panel. I wanted to tell them that firsthand. But they are following this. They will hear it, and they are going to hear it from me directly. I hope that by the time we get to the House Floor, we will be able to fix it in the authorization bill.

Mr. COSTELLO. The Chair thanks Chairman Oberstar and thanks our panel of witnesses.

Let me not only thank you for being here today to present your testimony but also to let you know that we intend to continue to provide oversight over the Agency and this will not be the last time that we visit this issue. I assure you we will revisit the issue and make certain that the FAA proceeds with a plan to address these facilities.

We thank you, and the Committee stands adjourned.

[Whereupon, at 12:42 p.m., the Subcommittee was adjourned.]

STATEMENT OF
THE HONORABLE JERRY F. COSTELLO
SUBCOMMITTEE ON AVIATION
HEARING ON
THE FEDERAL AVIATION ADMINISTRATION'S AGING AIR TRAFFIC CONTROL FACILITIES:
INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS
JULY 24, 2007

- I want to welcome everyone to our Subcommittee hearing on Federal Aviation Administration's (FAA) aging ATC facilities and the need to improve facilities and worker conditions.

- The FAA provides air traffic control services at over 400 Agency-operated air traffic control facilities throughout the Nation. Many of these facilities are over 40 years old, exceeding their useful life expectancy and not meeting current operational requirements. This has resulted in a General Services Administration Facility Condition Index of "fair to poor."

- Further, this Subcommittee and other interested stakeholders, like NATCA and PASS, have expressed concerns as to whether FAA has adequately funded the much-needed facility repairs and improvements, given the Agency's capital account has remained flat over the past several years.

- The Administration consistently proposes a level of F&E funding well below the authorized level. In 2003, the FAA requested and received from Congress an authorization of approximately $3 billion per year for its capital program. Yet, for the past three years the Administration has requested roughly $2.5 billion per year for its F&E capital program.

- The FY08 budget is no exception -- the Administration is once again requesting $2.46 billion for capital spending.

- According to the Capital Investment Plan (CIP) estimates, approximately half of the F&E budget is set aside for equipment and modernization. Yet, the FAA has not requested additional F&E funding for routine maintenance and repair of aging FAA facilities.

- I have said time and again that we cannot put the cart before the horse when it comes to modernization – while the FAA continues to lay the groundwork for modernization, it must also ensure that the current system can continue to operate in a safe and reliable way by properly investing in the maintenance and upkeep of existing infrastructure. The FAA must also provide safe, healthy working conditions for its employees.

- That is why in HR 2881, the *FAA Reauthorization Act of 2007,* we provide historic funding levels for the FAA's capital programs, including nearly $13 billion for F&E – over $1 billion more than the Administration's proposal.

- I am disturbed by the employee accounts of excessive, unhealthy levels of mold and asbestos; leaking roofs and other infrastructure issues; insufficient ventilation; and improperly housed equipment.

- Both PASS and NATCA report that the FAA is in direct violation of safety regulations, including those mandated by the Occupational Safety and Health Administration.

- To illustrate this point, please take a look at a video clip from the Grand Rapids Tower.

- **[Pause for clip]**

- Again, it is alarming and disturbing that we allow our facilities to deteriorate to this extent. No one should have to work in these conditions -- it is unacceptable. I am interested in our FAA witnesses' response to that clip.

- I question whether the FAA has a comprehensive strategy to effectively manage the replacement, repair, and modernization of its air traffic control facilities and equipment and whether sufficient funds are being used to carry out these important health and safety functions.

- Finally, in the Administration's FAA Reauthorization proposal, they provide for a BRAC like process to

consolidate and relocate facilities. A BRAC process is an abdication of responsibility by Congress. Congress has always made decisions and done oversight based on recommendations and analysis from our agencies.

- In consolidating and realigning the FAA facilities, that process should be no difference. The FAA should not only engage with Congress but with the stakeholders affected.

- If the FAA identifies facilities that are truly excess and are not needed, then the FAA should identify those and put them in the budget and come up here and explain it to Congress and the affected communities.

- To go forward and blindly close facilities when we are not even sure what the benefits and effects are on safety is not good policy.

- That is why in HR 2881 we create an open, continuous, and defined process – something which the FAA should have been doing from the start. Contrary to statements that will be made today, the bill does NOT impose a moratorium. Instead, our bill allows affected stakeholders to work together with the FAA to develop criteria and make recommendations that will be submitted to Congress and published in the Federal Register for proper review and oversight. Any objections or changes made to those recommendations must again be submitted to Congress. Congress does not relinquish its role but instead, can provide thorough review, oversight and input.

- With that, I want to again welcome our witnesses today and I look forward to their testimony.

- Before I recognize Mr. Petri for his opening statement, I ask unanimous consent to allow 2 weeks for all Members to revise and extend their remarks and to permit the submission of additional statements and materials by Members and witnesses. Without objection, so ordered.

Statement of the Honorable Doris O. Matsui
House Transportation and Infrastructure Subcommittee on Aviation
Hearing: FAA's Aging Air Traffic Control Facilities
Tuesday, July 24, 2007

Mr. Chairman, thank you for calling this hearing today. Our Committee continues to take action to address the safety of the flying public, and today's hearing is yet another step in the right direction on this front.

Those of us on this Committee, and certainly those on our panels today, know that air traffic controllers are the silent backbone of our nation's aviation system. They work in a high-pressure environment, guiding aircraft to and from their destinations.

Every plane that takes off and lands safely is a testament to the skill and commitment of our air traffic controllers. These professionals often juggle more than one flight at a time. They are multi-taskers in one of the most difficult and pressurized jobs on the planet.

Anyone who has ever used our air traffic control system owes our controllers a debt of gratitude.

Congress has recognized this fact. Recently, our Committee took action to ensure that our air traffic controllers work in the best and most collaborative environment possible.

We recognize and understand that our controllers hold the lives of our constituents in their hands each and every day that they come to work. Now it is time for this Committee to reinforce our commitment to the people who are the backbone of our aviation system.

Today, we will continue our Committee's oversight of critical aviation infrastructure. We will draw attention to the condition of the buildings and technology that are essential for our controllers to do their jobs.

Unfortunately, Mr. Chairman, the condition of these buildings and technology is not good. The FAA estimates that our air traffic control system needs literally billions of dollars in upgrades.

Some of these billions worth of improvements are set to occur in my hometown of Sacramento. They are well-warranted for a growing and expanding airport like Sacramento International.

This airport's air traffic control tower has not been improved since it was first built. This might not sound like a concern, Mr. Chairman, until one realizes that the tower was built in 1967.

Sacramento's air traffic control facility also has an inadequate backup power supply. Its fire system is antiquated. The air traffic control tower is served by electronic cables that are deteriorating rapidly.

Despite these challenges, the people who run Sacramento International operate one of the finest airports in the country. I fly in and out of it whenever I go home. I am always pleased at the smooth approaches and efficient handling of aircraft that characterizes our airport.

But even the best controllers in the world cannot entirely mask the toll that forty years of constant use has taken on Sacramento International's tower.

I want to work closely with the FAA to ensure that this and similar facilities receive the funding they need to fulfill their crucial functions. Anything less jeopardizes the safety of the flying public.

I know that is unacceptable to me. I know that is unacceptable for those who work tirelessly at airports in my district. I hope it is unacceptable for the FAA as well.

Thank you, Mr. Chairman. I yield back the balance of my time.

Statement of Rep. Harry Mitchell
House Transportation and Infrastructure Committee
Subcommittee on Aviation
7/24/2007

--Thank you Mr. Chairman.

--Today we are examining the FAA's Air Traffic Control (ATC) Facilities, and it could not come at a better time.

--These facilities are experiencing a maintenance backlog of disturbing proportions.

--According to the FAA, nationwide, air traffic control facilities need between $250 and $350 million for repairs. However, over the last two

years the budget for improvements and repairs has been stuck at $60 million.

--We are hearing reports of employees being exposed to dangerous levels of mold, asbestos and leaking radiation.

--We need to ensure that the our air traffic control system has the resources it needs to keep both the air traffic controllers safe, as well as the flying public.

--I look forward to hearing from today's witnesses about what we can do to improve the state of our air traffic control facilities.

--I yield back the balance of my time.

STATEMENT OF
THE HONORABLE JAMES L. OBERSTAR
CHAIRMAN, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON AVIATION
HEARING ON
FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS
JULY 24, 2007

I want to thank Chairman Costello for convening this Aviation Subcommittee hearing on the Federal Aviation Administration's (FAA) aging Air Traffic Control (ATC) facilities and the need to improve facilities and worker conditions. The strains on our ATC system are becoming more and more apparent this busy summer travel season, and it is essential that we continue to operate the current system safely and efficiently, while continuing to work diligently toward the transition to a Next Generation (NextGen) ATC system, that will handle the nation's tremendous demand for more capacity.

The Committee's Oversight and Investigations staff has recently conducted an investigation of the FAA's program to maintain the current ATC infrastructure. By FAA's own admission, terminal radar approach control (TRACON), towers, and en-route ATC facilities are relatively old and are overall in "fair to poor" condition using General Services Administration rating criteria. Data collected on facility conditions paint a picture of numerous buildings with severe maintenance problems, and FAA

employee reports of health-related problems are becoming more numerous in various facilities throughout the system.

In the course of this investigation, several FAA managers have openly acknowledged that the agency has a substantial maintenance backlog for repairs at many FAA facilities. According to various documents obtained from FAA, the maintenance backlog estimates ranged between approximately $250 and $350 million. Yet, the FAA's annual budget for facility maintenance and improvement for FYs '06 and '07 was less than $60 million in each year. At this rate of expenditure for facility maintenance, even the FAA's own analyses show an ever increasing maintenance backlog. The implications of this growing maintenance backlog are disturbing, since they are not currently included in FAA's Capital Investment Plan.

This investigation found far too many aging FAA buildings, which have not been properly maintained over the years. These problems include: roof leaks, mold, animal and insect infestation, poor air-quality/heating, ventilation, and air conditioning (HVAC) problems, presence of asbestos, space limitations, general unsanitary conditions, and broken or damaged office equipment.

According to the National Air Traffic Control Association and the Professional Airways Services Specialists, reports of employee health problems due to facility conditions are on the rise. While building age is a factor, it is obvious that with proper maintenance, an older building can be utilized indefinitely. We suspect that the FAA has fallen too far behind in properly maintaining many facilities.

While aviation industry, Congressional, and FAA attention are firmly focused upon the capacity limitations of the current system, and the urgent need to upgrade ATC technology to a state-of-the-art NextGen, the fact remains that we must continue to operate the current system in a reliable manner, while providing a safe and productive working environment for FAA employees, who perform complex and demanding jobs on a daily basis. The earliest estimates for a significant transition to NextGen are, at least, a decade away.

As a nation, where the air transportation system is critical to our healthy, burgeoning economy, we simply cannot afford to allow the current system to deteriorate for the next 10 or more years to unacceptable and unsafe conditions—conditions where workers are exposed to sometimes hazardous and uncomfortable working environments and expected to continue performing their extremely demanding jobs efficiently and safely. Controllers and technicians perform vital

safety-related work where there is very little tolerance for error. FAA must address these very serious "facility sustainment" issues while developing and implementing NextGen.

I look forward to hearing from our witnesses today. I hope this hearing will lead to a renewed FAA emphasis on maintaining our neglected, current ATC infrastructure, while transitioning to NextGen.

Opening Statement
Congressman John T. Salazar
T&I Aviation Subcommittee Hearing
Hearing on FAA's Aging ATC Facilities: Investigating the Need to Improve Facilities and Worker Conditions
July 24, 2007

Thank you, Mr. Chairman.

I find it disturbing that the FAA has a substantial maintenance backlog for repairs at many of their facilities.

The current system must be able to operate in a reliable manner, while providing a safe and productive working environment for FAA employees.

We simply cannot afford to wait as the current system deteriorates.

I certainly agree that the 401 TRACON facilities need immediate attention.

But my constituents also believe we need more focus on the 9,000 smaller buildings and 13,000 tower structures that need attention.

Because that's where the user is going to see the biggest impact: it's those 22,000 structures.

In my district, for example, the flying public has raised many concerns with the decommissioned VORs, ILS shutdowns, and numerous maintenance issues, which directly affect the Colorado aviation system.

Transitioning to NextGen will require significant investment by every user in order to save taxpayer dollars in maintaining legacy equipment.

Users will be able to effectively budget the investment necessary to have access to the NAS if the FAA will clearly articulate and publicize the plan.

This was not the case when I approached the FAA about concerns I had with a rumored co-location of Pueblo's TRACON.

It took numerous letters, meetings and phone conversations before the FAA reluctantly provided me with rough details about their proposed plan.

The FAA's initial efforts to decommission NAVAIDS and consolidate facilities suggest that the agency is aware of the current—and future—budget problems they face.

But I firmly believe that the solution lies in working with the stakeholders instead of surprising them with emergencies.

I don't think it's too much to ask that every state has a clear idea of what the FAA's plan is to decommission or consolidate facilities, as a way to modernize the system.

The key lies in communication.

The FAA needs to work with the States and the users instead of delivering a plan at the end of a long process that becomes the only available option.

I'd also like to stress how vital the F&E program is to the users of the system and maintaining the existing infrastructure is critically important to being able to successfully move to NextGen.

I can't emphasize the point enough—when changes need to be made, communication with stakeholders is critical.

I look forward to the testimony today and I thank the panel members for being here.

Thank you.

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Founded 1977

STATEMENT OF TOM BRANTLEY
PRESIDENT
PROFESSIONAL AIRWAYS SYSTEMS SPECIALISTS (PASS)
AFL-CIO

BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE – SUBCOMMITTEE ON AVIATION

ON
FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

JULY 24, 2007

Chairman Costello, Congressman Petri and members of the subcommittee, thank you for inviting PASS to testify on the critical need to improve air traffic control facilities and worker conditions. The Professional Airways Systems Specialists (PASS) represents more than 11,000 Federal Aviation Administration (FAA) employees in five separate bargaining units throughout the United States and in several foreign locations. The largest PASS bargaining unit is the Air Traffic Organization Technical Operations unit, consisting of technical employees (systems specialists, electronics technicians and computer specialists) who install, maintain, repair and certify the radar, navigation and communication systems making up the air traffic control system.

For many years, the FAA has neglected its infrastructure, specifically the buildings and facilities that house National Airspace System (NAS) equipment and systems and the employees who operate and maintain the equipment and systems. Since the condition of the infrastructure has always been a low priority for the agency, employees work in conditions that are unsafe, sometimes significantly interfering with their ability to perform their jobs as effectively and efficiently as necessary to ensure the integrity of the aviation system. While there are some FAA locations where facilities are not neglected, many FAA facilities are decades old and in need of major repair or replacement. Leaking roofs, deteriorating walls and ceilings, and obsolete air conditioning systems are among the varied problems technicians encounter everyday—problems that potentially endanger the lives of these employees and the efficiency of the aviation system. In fact, in several cases, the FAA is in direct violation of safety regulations, including those mandated by the Occupational Safety and Health Administration (OSHA).

Although there are a variety of issues that plague the NAS infrastructure, we have organized the problems into three categories that highlight the widespread problems. These categories include employee exposure to mold, asbestos, radiation or other harmful conditions that interfere with employees' ability to perform their work and, more importantly, have the potential to impact their health; unstable building and infrastructure conditions that threaten safe working conditions; and the impact these infrastructure issues have on vital air traffic control systems and equipment.

Exposure to Mold, Asbestos, Radiation or Other Harmful Conditions

In numerous instances, the FAA has ignored for years conditions in which exposure to harmful contaminants is a major issue. At numerous facilities across the nation, employees are exposed to dangerous levels of mold, asbestos, leaking radiation or other hazards. Exposure to mold and asbestos is the most prevalent of these problems, with examples existing at facilities nationwide.

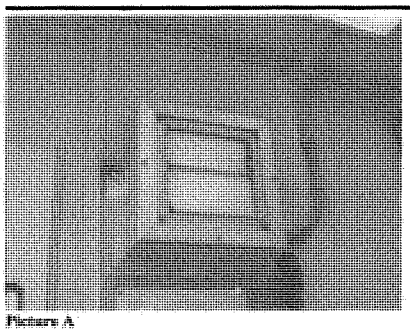
According to OSHA, mold can cause adverse health effects by producing allergens and these health concerns are "important reasons to prevent mold growth and remediate existing problem areas."[1] OSHA details several ways in which a facility can prevent the growth of mold, including repairing leaks as soon as possible and ensuring proper moisture and condensation levels.[2] Regardless of these specific guidelines, technicians in the field relate several instances where leaks have gone unrepaired

[1] U.S. Department of Labor, Occupational Safety and Health Administration, Directorate of Science, Technology and Medicine, Office of Science and Technology Assessment, "A Brief Guide to Mold in the Workplace," SHIB 03-10-10 (Washington, D.C.: October 10, 2003).
[2] 29 CFR 1010.1001, Appendix G.

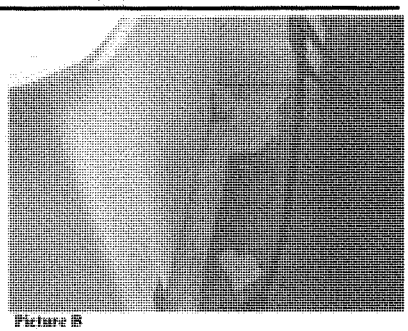
for years or ventilation systems have not been properly maintained, leading to increasing levels of humidity and moisture. All of these conditions, according to OSHA, are ripe for production of molds.

Contact with asbestos presents an even greater health risk. According to OSHA, asbestos can cause "disabling respiratory disease and various types of cancers" and the symptoms of these diseases "generally do not appear for 20 or more years after initial exposure."[3] Therefore, many FAA employees are being exposed on a daily basis to chemicals that may not affect their lives for two decades.

Disturbing examples of exposure to mold and asbestos can be found at numerous facilities nationwide. It cannot be overstated that in many situations, the harmful conditions have existed for years without the FAA addressing the problems. Employees working at the non-directional beacon facility in Rutland, Vt., are being exposed to dangerous inhalants on a daily basis (see Pictures A and B). Asbestos tiles are cracked and broken and there is black mold on the walls of the facility, creating a serious health hazard for personnel. The asbestos problem was originally identified in 2004 and has yet to be addressed; nonetheless, this facility is still fully commissioned and FAA employees are performing regular maintenance within this building. Other examples of the FAA's disregard of these problems include asbestos being detected at the Remote Communications Air to Ground site in Garden City, Kan., for over five years without any effort being made to replace the flooring; and mold being a problem at the Houston Hobby Very High Frequency Omnidirectional Range (VOR) in Texas for over seven years.



Picture A



Picture B

Non-Directional Beacon Facility, Rutland, Vt.

In one recent example, only negative attention from the media, resulting from a PASS press release, finally spurred the FAA to action. In December 2006, PASS issued press releases detailing the unsafe working conditions of facilities in Detroit. Six facilities in the Detroit area were inundated with mold, asbestos, radiation and other hazards. Leaking radiation was also detected at a Detroit Radar facility and reported to the FAA, but the FAA took two months to address the problem. However, PASS understands that the air traffic controllers continue to have problems at the tower in Detroit.

[3] Id.

While exposure to mold and asbestos may be the most common of health issues associated with deteriorating or aging infrastructure, it is certainly not the only health-related problem for technicians in the field. For instance, radiation exposure has become a major concern at several facilities. In one example from March 2006, PASS reported on an occurrence at a radar facility in Vermont where employees were unknowingly being exposed to potentially hazardous levels of radiation for at least six months due to radiation leaks inside the long range radar facility. The radiation leaks had been first detected in August 2005, but FAA supervisors waited until February 2006 to alert the workers. In June 2005, at the same facility, several employees were negligently exposed to PCBs, a mixture of chemicals demonstrated to cause a variety of adverse health effects by their supervisor when instructed to clean up an oil spill. Although the FAA has since made moves to correct these problems, there is no way to measure the future health impacts this exposure may have on employees. In order to ensure employees are not continuing to be exposed to radiation, PASS, not the FAA, has purchased radiation detection badges for members in several locations since the FAA was not providing this important protection.

In addition, several employees report rodent problems at their facilities, with many employees stating that rodents are common at the older facilities. For example, at the Radio Communication Link facility for the Kansas City Downtown Municipal Airport, there has been a problem with rodents for over five years; at the Columbia VOR facility in Missouri, rodent infestation has been a problem for more than 10 years; and problems have also been reported at the Pecos and Ft. Stockton VOR facilities in New Mexico. Exposure to rodents has been shown to lead to infection, such as hantavirus disease, a respiratory disease transmitted when individuals breathe contaminated air or otherwise come in contact with the virus through rodent urine, droppings or saliva.

Unstable Building and Infrastructure Conditions

Regardless of the unstable building and infrastructure conditions at FAA facilities, employees must still perform work at these facilities in order to maintain the safety of the NAS. For dedicated FAA technicians, there have been occasions when these employees are required to work under conditions that present a real threat to their personal safety. Making the situation worse is that employees are usually performing this work alone without the required support of having another individual present in case there is an accident. PASS has learned of numerous instances in which employees have suffered actual injury due to unstable building or infrastructure conditions, including cases in which employees fell through rotting floors or fell off unstable stairways.

As with the health-related problems detailed above, the FAA finally took steps to correct dangerous conditions in Detroit after PASS publicly reported on the problems. The FAA had knowingly failed to address many of the infrastructure problems at six facilities in Detroit, ignoring the conditions for nearly a decade in some cases. In some of the facilities, water had penetrated the buildings, causing damage to the floors, walls and ceilings, thus rendering them unstable, and there were at least two incidents of employees falling through the floors due to these conditions. The negative media attention and the threat of an OSHA report following the PASS press releases has resulted in the FAA addressing these unsafe working conditions it had been disregarding for years.

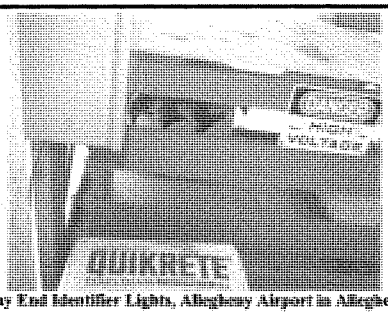
In other instances, the FAA has ignored safety recommendations made by independent companies. For example, in 1988, the FAA installed a Medium Intensity Approach Lighting System and Runway

Alignment Indicator Lights (MALSR) at the Wilkes Barre/Scranton International Airport in Wilkes Barre, Penn. The MALSR is used by pilots during instrument landing approach to align the aircraft with the centerline of the runway. The Wilkes-Barre MALSR, consisting of 11 towers and an 80- to 90-foot-high catwalk connecting the towers, was installed on top of an abandoned mine. Over time, the mineshaft began to collapse, affecting the stability of the MALSR installation. The structural problems grew progressively worse, and in 1990, an engineering consulting firm performed an analysis of the problems with the supporting towers and walkways. In its report to the agency, Esmer & Associates, Inc. Consulting Engineers detailed extensive structural problems with one of the towers, including buckling and twisting. In addition, the guy wires that supported the tower were uneven, meaning that the wires on one side of the tower were loose and the wires on the other were extremely tight, leading to a dangerously unstable structure. The engineering company concluded that "it is prudent practice on the part of the FAA not to maintain this facility at the present time because of the unknowns about the structural integrity of this facility due to liability consideration."[4] The company provided options for the FAA to address the problems and emphasized that while the tower was being repaired, "FAA maintenance personnel should not maintain the facility to ascertain prevention of future liability."[5]

Disregarding these recommendations and additional safety violations at the Wilkes Barre MALSR, the FAA made no changes to protect its employees until a PASS safety representative performed an evaluation in 2004. Motivated by this report, which was sent to upper levels of management, the FAA finally corrected some of the more serious OSHA violations, but nothing was been done to make the tower stable and the problem remains to this day. In other words, despite being specifically told that the tower was unsafe for employees, the FAA has knowingly been allowing technicians to work on the tower for *over 17 years.*

In other examples, improper or unstable housing of high-voltage equipment poses a threat to employees required to work with such dangerous equipment. It should be expected that this FAA equipment would be given the utmost attention in terms of being properly housed in order to avoid endangering the employees working on the equipment and ensure that the equipment works properly. In many FAA facilities, however, this is not the case. The building housing Runway End Identifier Lights, which provide rapid and positive identification of the approach end of a particular runway, at the Allegheny Airport in Allegheny County, Penn., includes several high-voltage transformers. Requirements for high-voltage transformers dictate that they should be enclosed in metal enclosures. One transformer located outside the building at the facility is inside a chain link enclosure. Inside the building, however, is a second transformer with only some wood railing around it and a loose plywood cover (see Picture C). Placing a high-voltage transformer in a wooden container with an inadequate cover is in direct violation of the requirements for housing such equipment. Even more disturbing is that this has been the situation at the facility for decades despite an annual requirement for safety inspections.

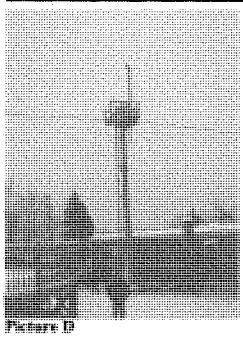
[4] Esmer & Associates, Inc. Consulting Engineers letter to Peter Macaluso, Federal Aviation Administration, regarding Problems with MALSR System and Supporting Towers and Walkways, Wilkes Barre/Scranton International Airport, May 7, 1990, p. 1.
[5] Id., p. 7.



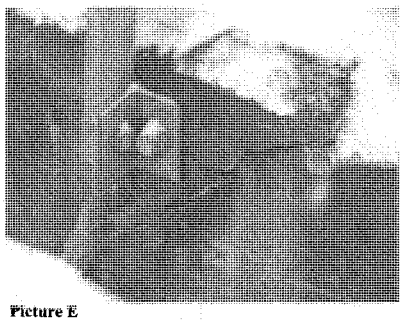
Picture C: Runway End Identifier Lights, Allegheny Airport in Allegheny County, Penn.

The following additional examples highlight the many dangers involved with such perilous working conditions:

- The tower for the MALSR at Allegheny Airport is in critically unstable condition, threatening the safety of employees as well as private citizens who reside near the tower. Employees working on the MALSR tower have reported that the base shifts when they are working on it. Local FAA management told a PASS safety representative that they were aware of the cracks, but that the tower had been deemed stable in an engineering report. However, management would not provide the PASS safety representative with a copy of the report. An employee was witnessed climbing the tower and, as soon as he moved around on the platform at the top, he was ordered back down because the steel base of the tower shifted on the concrete foundation and even lifted slightly in one corner, an indication that the bolt was pulling free from the concrete (see Picture D). This is not only an obvious threat to FAA employees, but the nearby residence is at risk of being destroyed if this tower fell down (see Picture E). Management has since labeled the tower as off limits for employees. Furthermore, the entire lighting array is wired together so if this tower goes down in a storm, the whole lighting system for the runway will go out.



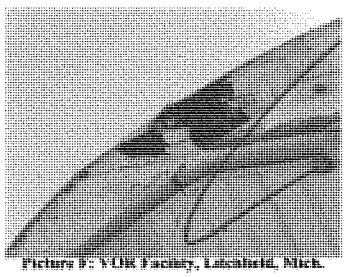
Picture D



Picture E

Medium Intensity Approach Lighting System and Runway Alignment Indicator Lights (MALSR), Allegheny Airport in Allegheny County, Penn.

- The VOR facility in Litchfield, Mich., is deteriorating and in desperate need of repair or replacement. The building is in a severe state of general disrepair, the door is rusted and not sealing correctly, and the antenna platform is physically rotting away (see Picture F). The VOR is a type of radio navigation system for aircraft, and the stability of the VOR and its antennas is crucial for the proper operation of this facility.



Picture F: VOR Facility, Litchfield, Mich.

- Conditions at the Remote Transmitter and Receiver facility in Wichita, Kan., which supports the Air Traffic Control Tower and runway navigational aids, are placing employees in serious danger. The facility has a rotting floor, which is an obvious hazard to employees working at the facility. Even more disturbing is that the door handle locks behind you when you enter the building, meaning that an employee could feasibly get trapped inside the building. This has been the situation at the facility for more than 12 years.

- The Remote Communications Air to Ground facility in Rangley, Colo., has a single point 90-foot antenna tower. The concrete base of the tower is deteriorating. Since this is a single point tower, there are no other legs to hold the structure in place if the central point collapses.

- Facilities housing the localizer, glideslope and middle marker in Tulsa, Okla., and Bartlesville, Okla., have been in terrible condition for over five years. The floors at the facilities are buckled, walls are corroded and moldy, and tiles are protruding from the floor. The equipment located at this facility is vital to air navigation and communicating with aircraft.

PASS and the FAA employees we represent are constantly trying to communicate the dangers associated with unstable building and infrastructure conditions to the FAA as well as attempting to gather additional information on this critical subject. Unfortunately, although the FAA should be making every effort to improve working conditions for its employees, PASS's efforts have largely been stonewalled or ignored. Even more disturbing is that PASS's requests for further information from the FAA, including safety inspection reports, injury reports and employee safety training reports, has been denied.

Systems and Equipment Threatened by Infrastructure Issues

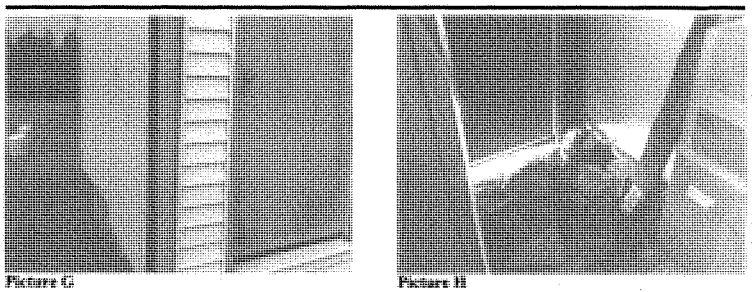
Since the FAA has allowed many infrastructure issues to get worse over the years, equipment and systems has been put at risk. While the FAA has always maintained a strong public position that modernization of the NAS is critical to the agency's success, it has seldom included the buildings and facilities that support the NAS as part of the equation, routinely placing modern, state-of-the-art equipment into facilities not suited to house such equipment.

The FAA is putting its most recent modernization plan, the Next Generation Air Transportation System (NextGen), at risk of failure because the current FAA facilities cannot accommodate the new systems without major work, which the FAA has yet to include in its planning. The FAA must make improving FAA air traffic control facilities and working conditions a priority in order to ensure successful modernization of the air traffic control system.

Consider the following examples of vital aviation equipment being put at risk due to infrastructure problems:

- Problems with the fencing surrounding the long range radar facility in Mt. Humboldt, Ariz., create a serious security threat at the facility. Since the fence does not fit flush against the ground, it is possible for someone to crawl under the fence and be quickly within the perimeter. Management has been repeatedly told of this problem over the last several years, but nothing has been done to correct the situation. In addition, security sensors on the facility windows do not work, which means anyone could come through the window and no alarm would sound.

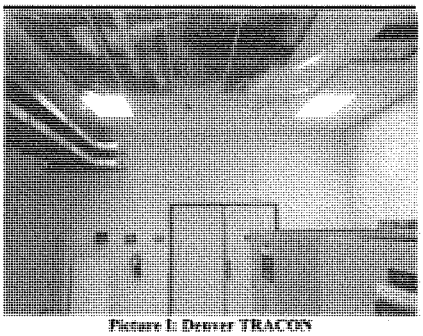
- The radar communications building for the environmental support unit for the Chicago Midway radar facility, which also acts as a backup to Chicago O'Hare International Airport, is in terrible condition, including rusting doors, peeling siding and general disrepair (see Picture G). There is also water damage from a leaky roof on the building that houses the communication equipment less than 15 feet away. A gap under the doorway leading into the building allows water and rodents/insects to enter the building (see Picture H). Additionally, the exposure to outside conditions causes temperature to vary greatly within the building due to escaping heat or air conditioning, which in turn can affect NAS equipment performance.



Picture G Picture H

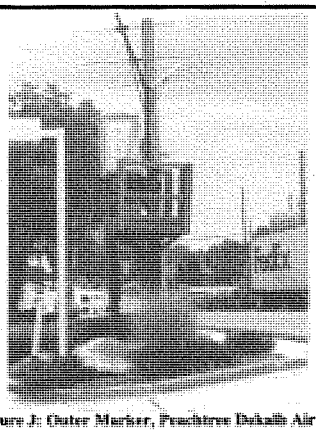
Radar Communications Building, Chicago Midway Radar Facility, Indiana.

- A leaking roof at the Denver Terminal Radar Approach Control (TRACON) facility is putting the important aviation equipment within the building at risk of being damaged. A makeshift "leak catcher" has been installed at the facility instead of fixing the problem (see Picture I). The leak catcher runs from the ceiling into a bucket on the floor. The tubes are mere inches from the air handler, power cables and outlets. This has been the condition at this facility for over a year.



Picture I: Denver TRACON

- The Outer Marker at the Peachtree Dekalb Airport in Georgia sits in an unsecured location beside a gas station at a busy four-way intersection (see Picture J). Although a technician has informed the FAA that the platform is unstable and too small to conduct maintenance activities, no corrective action has been taken for over two years.



Picture J: Outer Marker, Peachtree Dekalb Airport

- At a Tactical Aircraft Control and Navigation facility near Kansas City, a leaking roof resulted in an equipment outage when water interfered with the operation of the equipment. Water leaked into a cabinet at the facility, which provides pilots with continuous information regarding range and bearing, causing a five-hour delay in June 2007. Employees at the facility have put a plastic sheet over the equipment to protect it from future leaks.

- There is no air conditioning at the Lakeland Outer Marker located near Tampa, Fla. The outer marker is the principle point that defines the beginning of the instrument landing system procedure during inclement weather and requires air conditioning in order to properly cool the electronics equipment and prevent excess humidity. The state of the facility is obviously a major problem for the employees as well since the lack of proper air conditioning has led to mold developing at the facility.

- Additional examples of problems with rotting or unstable floors and leaking or unsteady roofs, both of which threaten the safe operation of the equipment within the facilities, include the following:
  - The VOR facility in Galveston, Tex., is on stilts due to a rotting floor. This has been the case at the facility for over five years.
  - The VOR facility in Virginia Key, Fla., has had floor problems for years, placing the equipment at risk of being damaged. The floor is rotting and spongy and employees are concerned that it could collapse completely if the conditions are not addressed.
  - Two additional VOR sites in Putnam, Conn., and Templeton, Mass., are both very old structures with leaking roofs and rodent issues. Although this has been a problem at these two facilities for years, placing the VOR equipment risk, management appears interested in renewing the lease at the sites despite the current conditions.
  - The leaking roof at the VOR facility in Hallsville, Mo., is threatening the operation of the equipment. Employees at the facility have been forced to place plastic sheeting over the equipment to protect it from further damage and outages. The roof has been leaking for approximately five years.

Conclusion

The FAA has a responsibility to guarantee a safe working environment for its employees as well as ensuring that every effort will be made to see that infrastructure issues do not interfere with system and equipment operation. FAA neglect of these issues has led to dangerous working conditions, unstable housing of vital air traffic control equipment and systems, and negative health impact on many of its employees. The FAA has recently introduced an ambitious plan to modernize the air traffic control system. However, such a plan cannot be executed without a stable infrastructure in place. To continue moving forward with plans to modernize the NAS without first ensuring a solid infrastructure will only increase the likelihood of problems and even more dangerous working conditions in the future.

We are very pleased that funding has been included in the FAA Reauthorization Act of 2007 (H.R. 2881) to increase the FAA's facilities and equipment (F&E) account in order to enable the FAA to address the multiple infrastructure issues within the NAS. PASS is in full support of this legislation and looks forward to working to improve the air traffic control infrastructure as well as working conditions for our members. In pursuit of this, and in order to ensure a stable infrastructure, PASS

believes that it is important that the FAA consult with the employees who work within the NAS infrastructure everyday. As such, PASS is pleased that language is included in H.R. 2881 that requires the FAA to include stakeholders in modernization projects, which should include NAS facility infrastructure issues.

FAA technicians are vital to the safe operation of this country's aviation system. Providing them with a safe work environment should not even be up for debate. The FAA should be held responsible for ensuring that these dedicated federal employees have fundamental protection and that the NAS infrastructure is stable and secure in order to allow these workers to fulfill their very important responsibility of protecting the safety and efficiency of this country's aviation system.

Testimony of

Patrick Forrey, President,
National Air Traffic Controllers Association
and
Patricia Gilbert, National Legislative Chair,
National Air Traffic Controllers Association

Before the House Transportation and Infrastructure
Subcommittee on Aviation
Tuesday, July 24th, 2007

FAA's Aging ATC Facilities:
Investigating the Need to Improve Facilities and Worker Conditions

THE FEDERAL AVIATION ADMINISTRATION'S AGING AIR TRAFFIC CONTROL FACILITIES: THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

INTRODUCTION

The National Air Traffic Controllers Association (NATCA) is the exclusive representative of over 14,000 air traffic controllers serving the Federal Aviation Administration (FAA), Department of Defense and private sector. In addition, NATCA represents approximately 1,200 FAA engineers, 600 traffic management coordinators, 500 aircraft certification professionals, agency operational support staff, regional personnel from FAA's logistics, budget, finance and computer specialist divisions, and agency occupational health specialists, nurses and medical program specialists. NATCA's mission is to preserve, promote and improve the safety of air travel within the United States, and to serve as an advocate for air traffic controllers and other aviation safety professionals. NATCA has a long history of supporting new aviation technology, modernizing and enhancing our nation's air traffic control system, and working to ensure we are prepared to meet the growing demand for aviation services.

The air traffic control system has made vast strides in safety and technology during its short existence. Radar systems have advanced. Satellite-based surveillance systems continue to make some progress – though we are concerned about the proposed selling off of some of the major components of the system, such as ADS-B. Unfortunately, the aging air traffic control facilities that house these advances have gone unchanged. More importantly, the maintenance and basic structures are not keeping pace with the rest of the industry and this is weakening controllers' ability to operate the largest and most congested airspace system in the world. NATCA believes that with the proper maintenance, many of these facilities can and should continue to be viable sites in the ATC system, regardless of their age.

NATCA applauds Chairman Oberstar and Chairman Costello and committee leadership for their support of ATC infrastructure in H.R. 2881, the "FAA Reauthorization Act of 2007." HR2881 provides historic funding levels for the FAA's capital programs. Between fiscal year 2008 and fiscal year 2011, the bill provides nearly $13 billion for FAA Facilities & Equipment ("F&E") and will give the FAA the resources to make needed repairs and replacement of existing facilities and equipment. This funding level should enable the FAA to address many of the issues that will be discussed in this important hearing and this testimony. With funding, comes responsibility and oversight of the expenditure of tax payer dollars. NATCA believes that the FAA must be held accountable to make better maintenance investments in ATC facilities. These facilities are taxpayer financed and the taxpayer's investment must be protected. Just this February, the U.S. Department of Transportation Inspector General issued an Audit Announcement (Department of Transportation Fiscal Years 2007 and 2006 Financial Statements – 2/7/2007) in which the FAA received a "qualified" opinion from the auditor. The issue was that Agency's financial statements could not account for $4.7 billion as of September 30, 2006 in regards a Property, Plant and Equipment line item. Simply stated, NATCA believes this is unacceptable and we must not allow this situation to negatively impact relevant dollars needed for facility maintenance.

THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

The maintenance and preservation of its aging air traffic control facilities, which house the employees who operate and maintain the safety of the National Airspace System (NAS), have not been a priority for the FAA. The resulting environmental conditions have jeopardized the safety of workers, as well as the effectiveness of the equipment they use – both of which can negatively impact the safety of the air traffic system. Specifically, employees have been forced to work in conditions that are sometimes unsafe, or conditions that impede the employees' ability to perform their jobs safely. In many cases, NATCA believes that the conditions are in violation of Occupational Safety and Health Administration (OSHA) safety standards.

Earlier this year several examples of unacceptable worker conditions came to light when a number of incidents at FAA facilities interrupted operations and controllers became ill after noxious fumes entered work areas. Carbon monoxide affected controllers at the New York Terminal Radar Approach Control (TRACON) in April, and the same problem occurred at the Washington Dulles tower in May. Controllers and other employees at facilities in Jacksonville, Fla., San Jose, Calif. and Eugene, Ore. also faced a similar scenario when unidentified "fumes" entered the work area. In each of these instances, the employees felt the Agency response did not match their concerns.

NATIONWIDE SURVEY OF ATC FACILITIES

It is NATCA's position that the Agency has a responsibility to guarantee a safe working environment to each of its employees – from the engineers who evaluate airplane designs to the controller in a tower – as they perform invaluable safety tasks for the public. Therefore, NATCA initiated a facility survey, conducted by air traffic controllers (NATCA representatives), targeting the FAA's 314 air traffic control facilities. The survey results provide a unique perspective on the state of FAA's facilities, such as:

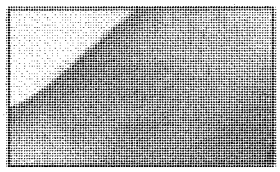
- **Air Traffic Control Towers (ATCT)** - An ATCT is located at the airport. Towers handle all takeoff, landing, and ground traffic.

- **Air Route Traffic Control Center (ARTCC or 'Center')** An air traffic control facility, usually called 'center.' Centers handle 'en route' traffic, generally flying on instrument flight plans, as they move across the United States.

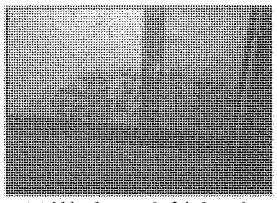
- **Terminal Radar Approach Control (TRACONs)** The air traffic control facility that controls airplanes, typically when they are within 30 miles of the airport, or transiting airspace near the airport.

The nationwide field survey identified a wide variety of problems and needs. Conversely, there were also facilities that did not exhibit maintenance or environmental challenges for the employees. In reviewing the research, we looked for trends as opposed to individual and routine maintenance issues. In this regard, the most commonly reported problems were mold and other harmful contaminants, external leaks, and building ventilation and temperature control.

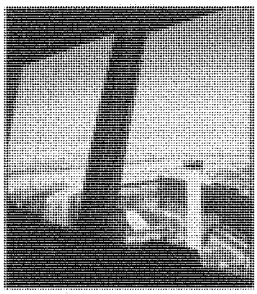
Exposure to mold and other harmful contaminants: The FAA's disregard of facility maintenance has resulted in harmful contaminants in many of its facilities. Exposure to these dangerous contaminants has resulted in unsafe worker conditions at facilities across the nation.



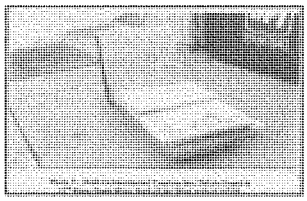
Impact of mold in Detroit



Mold in elevator shaft in Detroit



Tower cab at O'Hare using hoses and buckets to capture water leaks

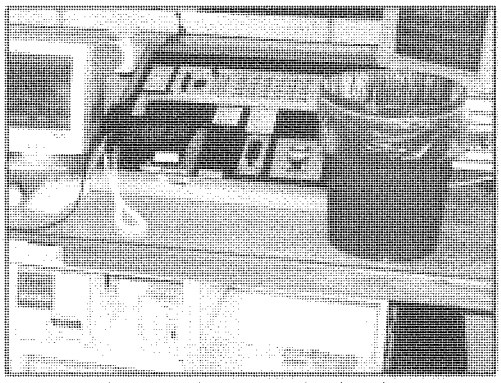


Kansas City contaminated construction debris

- In the Detroit Air Traffic Control Tower two years ago, over 6,000 square feet of mold-contaminated material were identified which included black toxic mold (Stachybotrys) as well as several other toxic mold types. Remediation was conducted at the facility four times – one time included a chemical spray which resulted in eight employees requiring medical treatment. Employees continue to experience respiratory infections, asthma-like symptoms, rashes, nose bleeds, fungal infections on vocal cords, possible nerve damage, and various other issues.

- The Chicago-O'Hare ATC Tower had fire suppression pipes break and flood various parts of the facility in February. The FAA did not allow NATCA involvement in the cleanup or input in mitigating the possible health issues (related to mold). NATCA initial test results show possible mold.

- The Kansas City tower recently identified that mold was found in various rooms not previously inspected, primarily caused by condensation, miscellaneous floor drain issues, and building water leaks. Contaminated insulation was found below the raised flooring, which is located directly in front of the supply air discharge. This may become a source of airborne contaminants and requires immediate attention in order to reduce or eliminate the likelihood of an increased health risk to facility occupants. At the Kansas City International Tower, and at other facilities, the FAA's approach to mold remediation is exactly the reverse of accepted practice. Their current intent is to remove and or treat the mold first, and then only at a later date, address the causes of the mold. This plan will not only make the initial mold removal ineffective but will most likely result in a duplicate expense in retreating for mold after any repairs.



Rainfall leak onto equipment at Grand Rapids, Mich. Tower

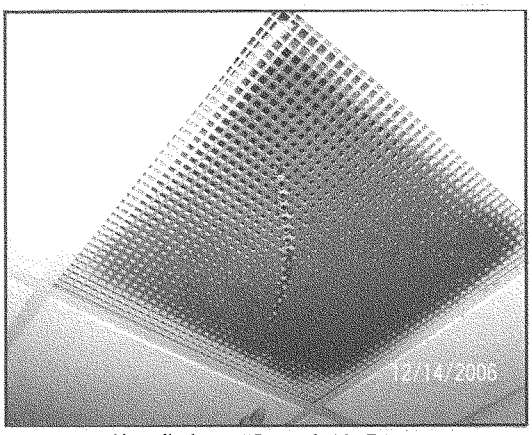
- In San Jose, during the replacement of the air unit, potential toxic mold was found. The facility is in the process of testing to determine if the material found in the facility is a toxic mold.
- Grand Rapids has had several environmental issues in the last 10 years relating to bacteria contamination, water leaks and possible mold contamination.

External Facility Leaks: Facility condition reports conducted by NATCA reveal that airport control towers and radar rooms across the nation have serious external leaks. Many of these leaks are into equipment rooms and jeopardize expensive and vital safety equipment. In many cases these external leaks lead to the growth of dangerous mold.

- NATCA field representatives have relayed that the Atlanta Center has had water issues in the facility for a number of years. In some instances it is so bad controllers have to hold an umbrella over the radar scope in order to see the planes and hope they do not get electrocuted while working.
- The Chicago Center, located in Aurora, had major water leaks over the back wall of the building (2004) and in the basement. The extent of possible mold contamination is unknown at this point.

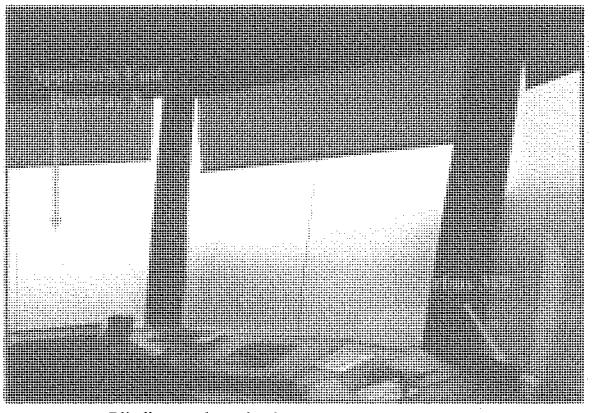
Leaking roof at Atlanta Center

Building Ventilation, and Temperature Control: Poor conditions not only affect the safety of the flying public but the occupants and operators of the national airspace system. It is commonly recognized that being an air traffic controller is among the most stressful careers that one can undertake. However, our research has found that in nearly every facility surveyed, the operators and occupants reported poor heating, air conditioning and air quality. These conditions present a major distraction to the controllers and an unnecessary distraction when full concentration is essential to public safety. Worse yet, controllers in these environments report frequent respiratory ailments. Ironically, because of the medical standards and limitations that controllers must adhere to, even over-the-counter medications for these ailments aren't available for relief.



Air quality issues at Pensacola, Fla. Tower

In several airport control towers the poor environmental conditions represent a potentially serious situation, not just to the employees, but to the flying public. A notable example is the recurrence of condensation accumulating on the windowpanes of tower cabs in San Juan and South Florida, causing reduced visibility, which in some cases can be extreme and unsafe. Visually identifying aircraft and vehicles and ensuring that control surfaces stay clear during aircraft operations is the single most effective means of reducing runway incursions and surface accidents. The failure of the FAA to mitigate these problems is inexcusable.


Blinding condensation in San Juan, Puerto Rico

The adjacent picture shows that due to the condensation on the San Juan tower windows, air traffic controllers are sometimes 'blind' without the ability to scan the runways or taxiways. A wrong turn by an aircrew could be disastrous.

CONTROLLERS SURVEYING CONTROLLERS ON FACILITY CONDITIONS

The FAA has never, to our knowledge, compiled an overall list of environmental, equipment, health or safety issues from its 314 air traffic field facilities. Based on this lack of available data and the overwhelming volume of specific complaints from individual facilities, NATCA decided earlier this year to request individual facility reports from its field representatives for compiling into a national database. While information for some facilities was not received, over 220 facilities provided data in varying detail and the results are alarming.

Nearly 100 percent of the facilities responding reported environmental, deleterious equipment, safety and/or health issues. These issues jeopardize the reliability and effectiveness of the personnel tasked with the actual responsibility of ensuring and performing the safe execution of our nations air traffic requirements as well as the equipment they must interface with to accomplish that mission.

Rating	Facilities Reporting	Percentage
Danger	18	8%
Poor	62	28%
Fair	69	31%
Good	57	26%
New	14	6%
Total Reporting	220	

Most facilities reported the overall condition of their facilities as merely fair, with 62 reporting their condition as poor, and an additional 18 reporting their condition as outright dangerous. When asked what constitutes a dangerous situation, the respondents were concerned with their personal well being as well as the facility's ability to handle the daily aircraft operations. A summary of a few of the numerous problems is below:

- 40 facilities report significant mold issues, many are dealing with toxic (black) mold and its associated health risks, with the most extreme cases reporting employees already suffering long term or permanent injuries from exposure.
- Asbestos in buildings, other abatement issues and dangerous releases are still a serious concern at over 30 facilities. New York Center, Atlanta Center and Fargo, SD Tower among others are still awaiting years long promised asbestos abatement.
- 75 facilities report water leaks of which at least a half a dozen reported frequent leaks directly on controllers or equipment. Even facilities as new as seven years old report water running down the interior walls during storms.
    - Rome, NY and Springfield, IL deal with virtual bucket brigades to keep up with all of their leaks, while Washington center reports not only rivers of water in the bathrooms and some common areas but predictable annual water pipe bursting each winter.
- Adding to this are serious issues at many facilities with fumes leaking into the working areas from jet fuel, jet exhaust, insecticides, solvents (toluene) and generator/other engine exhausts. Several facilities report employees still unable to return to work due to exposure side effects.
- Over 100 facilities report significant issues with heating and cooling resulting in extreme seasonal temperature variations and inconsistent temperatures from area to area. Even

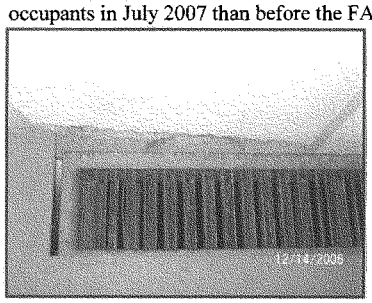
brand new facilities report temperature variations with lows in the 50's and highs over 100 degrees in the operating quarters, such as the recently built Addison Tower in Dallas, Texas, resulting in obvious human discomfort as well as equipment risk.

  - Of these facilities, over 50 report chronic air quality issues including cold and flu-like symptoms, respiratory/breathing problems, headaches and controllers routinely sickened from lack of ventilation.
  - Evansville, IN Tower controllers have had to work in extreme unbearable temperatures in the TRACON despite the below freezing conditions outside while the tower in Asheville NC fluctuates plus or minus ten degrees in a 20-30 minute period.

- Northern California TRACON has a recurring issue with snakes in the building during the summer and fall months while St. Louis Tower deals with the challenge of bats. Both are relatively new facilities. 28 other facilities report pervasive infestation issues with rats, mice, wasps, termites, ants and flies.
- Other issues of concern at numerous facilities include poorly placed equipment obstructing the operation or obscuring visibility, windows in tower cabs routinely fogging up on the inside, lead heavy or malodorous or contaminated drinking water, excessive dust or other surface contaminants amongst others.
  - NATCA has serious concerns, for instance, about the safety of articulating arms in facilities nationwide. The potential for injuries to employees and disruption of air traffic control operations is significant if the articulating arms in other facilities are defective. NATCA requests that the FAA conduct an inspection of all articulating arms at each facility in order to ensure the safety of FAA employees and avoid equipment failures that could impact operations.

POOR WORKER ENVIRONMENTAL CONDITIONS ARE ENDEMIC AT FAA FACILITIES

As stated earlier, exposure to these harmful contaminants has resulted in unsafe worker conditions at facilities across the nation. In the Detroit Metro Tower, mold contaminated material was identified which included black toxic mold. The FAA has spent considerable financial and human resources after initial mold problems were discovered during a safety inspection in September 2004. Unfortunately the selection of the projects to work on and the management of these projects created conditions inside the building that are worse for the occupants in July 2007 than before the FAA began their efforts in January 2005. Despite the obvious confirmation of a hazardous situation the Agency consistently marginalized NATCA's concerns and suggestions. As a result, the Agency has spent over $1.2 million on building improvements but has steadfastly refused to confirm that the primary source of contamination now impacting the building occupants is the mold infested elevator shaft liner. For over two years the Agency has stonewalled NATCA's efforts to collect core samples of the shaft liner which would prove that their building improvement projects have not resolved the problems for the men and women who work there and have the responsibility of protecting the flying public.



Naval Air Station, Meridian, Miss.

This madness of the Agency refusing to protect its own employees is not limited to the Detroit facility. Controllers in the Atlanta ARTCC have had to guide aircraft while using an umbrella to protect them from the water cascading in from roof leaks. After more than five years of persistent complaints of indoor air quality related health problems, NATCA invested dues dollars to have a comprehensive inspection completed. As in other facilities, the Agency has snubbed our efforts to cooperate in improving workplace conditions.

Even in cases where the health concerns are a result of an identifiable short term problem, the FAA has consistently marginalized the health impacts that their poor project management has created. This year significant chemical exposure incidents in the tower in San Jose, Calif. and the TRACON in Jacksonville, Fla. have resulted in severe respiratory injuries. In both facilities the Agency took days to even begin investigations.

The following is a list of contaminants identified in various FAA facilities where NATCA had to investigate due to the poor maintenance by the FAA of their buildings and projects which caused a harmful working environment for the employees. The breadth of contaminants and disparity of locations indicates that the problem of poor maintenance is endemic within the FAA system.

ADDITIONAL INDOOR AIR QUALITY PROBLEMS IDENTIFIED AT FAA FACILITIES

Asbestos	Aurora, IL
Bacteria	Jacksonville, FL
Cadmium	Boston, Pittsburgh, Atlanta, Detroit
De-icer Fluid	Washington, DC
Exhaust	Kalamazoo, MI
Fungus/mold	Detroit, MI and many other facilities
Glue/Adhesive	Tampa, FL
Humidity	San Diego, CA
Isopropanol (roof mastic)	Cleveland, OH
Jet Fuel	Reno, NV
Ketone (caulking compound)	Atlanta, GA
Lead Dust from Paint	Myrtle Beach, SC
Mercury	Milwaukee, WI
Ozone/Electronic	Oakland, CA
Pesticides	Memphis, TN
Quercus (oak pollen)	Chicago, IL
Radon	Denver, CO
Sodium Azide	Grand County, WA
Tobacco Smoke	Las Vegas, NV
Unidentified Source	Melbourne, FL
Volatile Organic Compounds	Salt Lake City, UT
Welding Fumes	Various facilities
Xylene	Reno, NV
Yeast	Battle Creek, MI
Zinc	Memphis, TN

COLLABORATING TO ENSURE SAFE WORKING CONDITIONS

NATCA believes the FAA should consider the safety and well-being of its employees a matter of extreme importance, considering the safety of the flying public is in their hands every minute of every day. In this respect, proper maintenance of Agency facilities must be a priority. When maintenance negatively affects the working conditions of the facility, and therefore the safety of the employees, NATCA believes the Agency must make collaboration with the employees' exclusive representative a priority to ensure the

Asbestos restricted area in Atlanta Center

safest remedy to the situation. Not using a collaborative approach to unexpected, failed facility maintenance has resulted in unsafe, costly mistakes.

Three recent incidents at major facilities involving failed maintenance projects resulted in over a dozen employees being severely sickened.

- On Feb. 28th, a botched roofing project and failed cleanup efforts at Jacksonville TRACON resulted in employees having to breathe toxic odors. Controllers began to suffer from various side effects: dizziness, nausea, skin tingling, and chest pains. Local FAA management was approached repeatedly about this issue, but they refused to acknowledge that the harmful vapors existed in the TRACON part of the facility. By the 10th day of the ordeal, controllers were beginning to suffer the effects of being exposed to these dangerous chemicals for a long period of time. To date, five controllers are still out of work and being treated by the Mayo Clinic.

- On April 25th, scheduled maintenance on an engine generator at the New York TRACON sent diesel exhaust fumes into the ventilation system for the building, resulting in a slow leak of deadly carbon monoxide gas. Six controllers in the Newark Area of the TRACON were affected and showed the familiar signs of carbon monoxide poisoning: headache, nausea, extreme fatigue, loss of concentration and dizziness. The facility's operations manager forced the controllers to remain on the job and in the room. Even worse, the Agency refused the controllers' request to call the fire department to test the air in the facility and tend to the injured employees.

- And on May 9th, at Washington Dulles Air Traffic Control Tower, the FAA delayed evacuating controllers and other tower employees for 45 minutes after noxious fumes from an airport construction project were absorbed and circulated by the tower's ventilation system, resulting in prolonged exposure to high levels of carbon monoxide that ended up sending five employees to the hospital. In all three instances, the Union attempted to collaborate with the Agency, but was denied the ability to do so.

As NATCA has testified before this Committee in the past, there are several serious discussions about the NAS that air traffic controllers are being shut out of by the Agency- to the detriment of the system. Controllers have played an important role in the development of new air traffic control technologies; but we are currently shut out of NextGen modernization. In the past, controllers and the FAA have worked in tandem to consolidate outdated facilities in order to make the airspace more efficient; but today we have no voice in consolidations. In the past, controllers have collaborated with the FAA to determine – using scientific data – safe and accurate staffing levels needs for ATC facilities across the country; but earlier this year the FAA unilaterally imposed vague staffing ranges that not only fail to staff to traffic, but also fail to provide the scientific data used to support the new staffing numbers. Now, air traffic controllers are also being shut out of discussions that effect their own health and well-being.

The Agency's refusal to acknowledge that conditions in their buildings are having a detrimental effect on the controllers' health has directly caused significant suffering by their own employees and cost the taxpayers millions of dollars for misdirected projects, grievances, workers' compensation, lost productivity and inefficiencies. On many occasions their refusal to listen to

NATCA members, acknowledge their real life experiences, and work cooperatively to identify and resolve problems, has endangered the public because of the physical or health conditions that the controllers are forced to endure.

CONSOLIDATION IS NOT THE QUICK FIX ANSWER – PROPER MAINTENANCE IS

NATCA rejects the notion that consolidation of ATC facilities, without full involvement of the stakeholders, is the best and easiest approach to addressing the Agency's past neglect of facility maintenance. NATCA's position has been and continues to be that we are not opposed to ALL consolidations. Our position is that the FAA must first fulfill its 30-year obligation of meeting a "specific operational need" as well as cost reductions before consolidation can be considered; value cannot be the exclusive purpose for consolidating control facilities. Involving the input of air traffic controllers will ensure that consolidations will improve efficiency, safety, or service, support modernization efforts, protect employees, and ensure that cost reductions are actually realized. Equally important to NATCA is that services are not reduced and that the remaining tower will not be privatized.

Case in point, Palm Springs (PSP) radar facility was and is in complete disrepair because the FAA has simply failed to maintain it, allowing the facility to be infested by "foot-long rats." Neglect led the Agency to consolidate the radar facility to the Southern California TRACON, motivated exclusively by costs. Their belief that it is cheaper to consolidate than to properly maintain and fix such facilities is wrong. However, as professionals whose primary responsibility is the safety of the flying public, and despite the FAA's late invitation for us to participate, NATCA agreed to try and work this particular consolidation out to the mutual benefit of all concerned – the employees, the users, the community, the FAA and Congress.

The PSP agreement to consolidate is not a one size fits all approach with facility consolidations. What works for PSP will not necessarily work for any other facility that the FAA intends to consolidate. It does, however, demonstrate NATCA's willingness to be involved in a collaborative approach on the issue of collaboration. Each potential consolidation needs to be critically examined for the impacts on safety, service, efficiency of the system, modernization potential, the impacts on the users and the employees, including forced moves and privatization of the tower left behind, before a decision should be made. NATCA believes the PSP agreement could represent a start to the collaborative process, and we welcome the opportunity to participate in other important matters that affect the NAS and the safety of the flying public.

CONCLUSION

It is NATCA's belief that the Agency has a responsibility to guarantee a safe, working environment for air traffic controllers and other safety aviation professionals that perform inherently governmental safety functions. The fact is that many FAA employees nationwide do not think the FAA value's the health and risk of its employees who are tasked with the responsibility of keeping the skies safe.

The poor and many times unsafe working conditions compound an already-existing problem: the air traffic control system is significantly understaffed. The system is down to only 11,500 fully certified controllers (FPLs – does not include trainees), as of the end of May of 2007. This

is the lowest level since the end of FY96 and over 1,100 fewer than on 9/11, when there were 12,580. The GAO has confirmed that many of the most experienced, veteran controllers are retiring at an accelerated rate. At previous hearings, members of this committee, echoing the April recommendations from the National Transportation Safety Board (NTSB), have cited the resulting fatigue of controllers as a major concern. Working at the most stressful occupation there is, these employees, now more than ever, must be certain that their employer considers the safety of their working environment a priority. NATCA believes that the FAA must be held accountable to make better maintenance investments in ATC facilities.

NATCA commends Chairmen Oberstar and Costello for their leadership in developing H.R. 2881, the FAA Reauthorization Act of 2007. In addition to many important policy initiatives, this legislation authorizes critically- needed funding levels for the FAA's F&E account that will enable FAA to make needed repairs and replacement of existing facilities and equipment. We support enactment of this critical legislation and hope it will compel the FAA's implementation of the required maintenance.

NATCA calls on the FAA to adhere to the Air Quality Policy and Mold Remediation Policies they finalized in September of 2006 but then failed to enforce at its facilities. The Agency needs to embrace the industry standard of care that is part of their own policy and be aggressive in removing mold-contaminated porous materials – but do it in a way that will not cause more problems after the removal than it did before. Including NATCA representatives and our experts in the planning stages for dealing with environmental projects will help the Agency identify clear endpoints and safe procedures so that neither the controllers nor the public are put at undue risk by the remediation efforts.

Because of the great number of facilities that are currently experiencing mold problems **NATCA calls on the FAA to convene a small group of labor and management representatives in a collaborative approach to identify and resolve such problems**, similar to the group that developed a Memorandum of Understanding regarding asbestos concerns in 1992. The harm being suffered by controllers and supervisors alike demands that the Agency partner with NATCA to prevent such situations from imperiling the health of the building occupants rather than reacting to conditions which have deteriorated to the point where highly trained and productive employees suffer needlessly and are forced from their career.

NATCA calls on the FAA to implement a collaborative investigation process in each instance where controllers or other occupants in air traffic facilities are exposed to chemical contaminants. NATCA also believes that when these harmful situations arise, the Agency must address the situation more quickly with an eye towards the care of its employees as well as full inclusion of their representatives in the problem resolution. The risk to the flying public and health of Agency employees is too important not to learn from past mistakes. Failing to conduct a rigorous examination of exposure incidents, and denying NATCA's participation in such incident reviews virtually guarantees that such problems will continue to occur and that management decisions in such cases will jeopardize the health of the controllers.

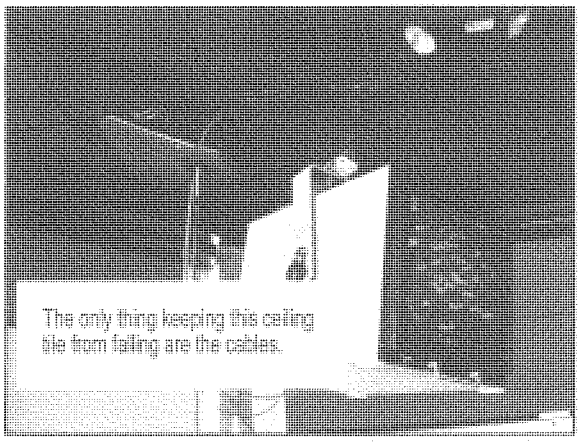
NATCA also calls on the FAA to improve its procedures for dealing with hazardous workplace conditions, and install carbon monoxide detectors and other appropriate monitors in all occupied structures. Because of the critical work that controllers and other FAA employees perform the carbon monoxide detectors put in Agency occupied structures

should have a digital display, which continually shows carbon monoxide gas levels, as well as a peak-level memory feature. The units should be capable of detecting and displaying carbon monoxide levels well below the 70 parts per million that trigger the alarm as exposure to low levels of this odorless contaminant can impair controller performance through headaches and fatigue.

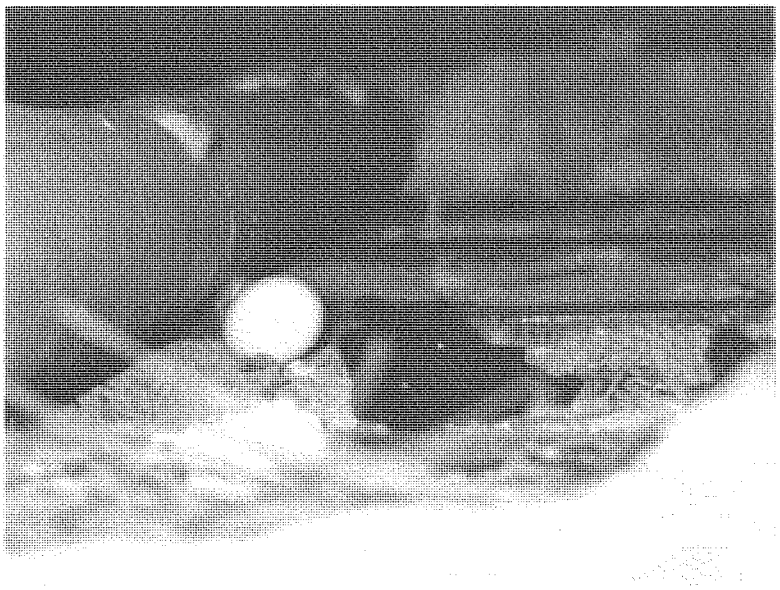
Thank you Mr. Chairman.

Just last Thursday afternoon, the following report went out from Tri-Cities, Bristol, TN rerouting traffic due to water damage in the TRACON:

W3 TRI APCH RSTNS UFA...TRI APCH OPERATING OUT OF TOWER CAB UFA DUE TO WATER DAMAGE IN TRACON...IF PRACTICAL REROUTE ALL ENROUTE TRAFFIC AROUND TRI APCH AIRSPACE...ENSURE ALL ARRIVALS TO TRI APCH ARE LEVEL AT 11Ø....ARRIVALS AT 9Ø OR 1ØØ CLIMB TO 11Ø.....191482TH



Dulles Tower



West Palm Beach Tower ceiling

STATEMENT OF BRUCE JOHNSON, VICE PRESIDENT OF TERMINAL SERVICES, AND STEVEN ZAIDMAN, VICE PRESIDENT OF TECHNICAL OPERATIONS, FEDERAL AVIATION ADMINISTRATION BEFORE THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE, SUBCOMMITTEE ON AVIATION, ON THE FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS, ON JULY 24, 2007.

Chairman Costello, Congressman Petri, Members of the Subcommittee:

We are pleased to appear before you today to discuss the Federal Aviation Administration's efforts to improve aging air traffic control facilities and the worker conditions at those facilities. My name is Bruce Johnson, and I am the Vice President of Terminal Services in the FAA's Air Traffic Organization. With me today is Steven Zaidman, the ATO's Vice President of Technical Operations. Improving our air traffic control facilities is one of the FAA's greatest challenges, in breadth and in depth, and we appreciate having the opportunity to discuss it with you. We have an extensive multi-tiered program to address our aging facilities, and we look forward to continuing our efforts as we transition to the Next Generation Air Transportation System.

The Challenge

As you know, the current air traffic system is built around 1960s radar technology and is constrained by its limitations. At the time the system was built, each air traffic facility could receive signals from only one radar. That operational limitation required that we build more than 300 air traffic control facilities spread across the country. That number has grown to 526 terminal and en route air traffic control facilities across the country. Out of these, the FAA has responsibility for replacing and transitioning over 400 to

NextGen. Additionally, FAA is responsible for maintaining more than 9,000 smaller buildings and 13,000 structural towers associated with navigational aids, radars, and other components of the ATC infrastructure. Our airspace is also divided into artificial boundaries based on the limits of legacy radar technology.

Today, radar and air traffic control automation technology permits individual facilities to handle up to 16 radars. In the meantime, as we replace and transform these facilities, we still need to sustain them, that is, performing maintenance and repair where needed and bringing the facilities up to building code, where applicable.

In 1999, the FAA began assessing our terminal facilities, which include Airport Traffic Control Towers and Terminal Radar Approach Control facilities (TRACON), to collect information about the condition of the facility and the costs associated with maintaining the facility. In addition, we have a facility planning process in place that methodically analyzes each facility for potential modernization, including replacement. As part of this planning process, we include a facility life-cycle model that will better enable us to predict the maintenance and repair costs of each facility, as it undergoes modernization or replacement. Finally, our long range plans under our airspace redesign efforts include potential facility consolidation, which will result in better service to air travelers, better work environments for our controllers, and lower costs to the taxpayer.

Sustaining Current Facilities

As both our en route and terminal facilities age, we strive to get the most mileage out of them. We collect and review our maintenance and repair needs annually in order to budget appropriately for them. Once we identify what is needed, we prioritize our needs – maintenance and repairs impacting safety, as always, are our first priority, followed by waterproofing, HVAC and electrical issues, and on down the line. High priority needs, such as a leaking roof or an air conditioner outage during the summer, are addressed immediately while lower priority needs, such as new paint and carpet, are planned through the normal budget cycle.

Additionally, we are striving to be more proactive in our approach to maintenance and repairs. We have developed our processes to identify and process maintenance and repair issues as they arise. When a critical need that immediately affects operation arises, we reprioritize our maintenance and repair schedule as needed to address it. We recognize that we have a backlog of maintenance and repair, and we are taking steps to reduce that backlog. We have completed condition assessments for various facility types to determine what repairs are needed and how to budget for them. We have also developed systems to ensure that the highest priority backlog items are addressed first. I am pleased to report that we are making headway on the backlog and will continue to do so over the coming years. Finally, as we transition into NextGen, we are developing individual facility life-cycle plans, which will allow us to be more proactive in planning for sustaining our facilities over their lifespans.

Replacing Facilities

It is an unfortunate fact that some of our facilities have aged to the point where the responsible thing to do is replace them. We have facilities in our system that have so many issues that to repair and remediate them indefinitely would be financially unsound. We certainly appreciate that replacing an air traffic control facility is a major financial investment. Thus, the FAA has set out criteria for facilities replacement that are intended to ensure that resources are allocated responsibly.

First, we are only replacing facilities that have a solid business case and meet fixed requirements. When we identify a tower deficiency, we examine all of the options for addressing the issues. In some cases, we determine that it is a better long-term solution, technologically and financially, to replace the facility. In others, we have found that a complete replacement is unnecessary, and that we are able to update the facility sufficiently. Thus far, 13 new sites have been commissioned from FY 2005 – FY 2006, and we have 12 sites that we plan to commission between FY 2007 – FY 2008.

Transition to NextGen

As you all know, today's aviation system is operating at full capacity, making our transition to NextGen an absolute necessity. As we maintain our current facilities to make the most of them, and replace them when needed, we are simultaneously working to transition facilities into NextGen by identifying where and when new technologies and equipment can be put into place. For instance, at the Morristown, New Jersey facility, the FAA made the business decision to modernize instead of replace. That modernization effort is currently in the design phase and scheduled to be complete in Spring 2008.

Consolidation

A key element of the FAA's transformation into NextGen is consolidation of our facilities. The number and specific locations of many existing FAA facilities were determined by the capabilities and limitations of 1960's technology. In the subsequent four decades, the available technology has vastly improved, rendering the long-existing pattern of FAA facilities no longer the best configuration. Without consolidation, the FAA is tied to maintaining outdated facilities with outdated technology based on outdated 1960's radar boundaries. Further, consolidation lowers infrastructure costs, and helps improve safety and efficiency by making new technologies available for controllers. These savings and improvements mean fewer air traffic delays and lower costs for air travelers.

The FAA has proven that we can consolidate both airspace and facilities, improving the safety of flight while at the same time saving money. For example, in 2002, the FAA consolidated the airspace control that was formerly managed by five separate airports in the Baltimore-Washington metropolitan area into one brand new facility – called the Potomac Terminal Approach Control. Now instead of having five compartments of airspace, the FAA has a large geographic area in which the airspace was redesigned to improve the safety of operations and provide more direct routes for aircraft. This consolidation has the additional benefit of allowing aircraft to fly at higher altitudes longer, reducing fuel consumption and the incumbent noise impacts created with low-level flight. The Baltimore-Washington airspace consolidation has been extremely

successful, saving millions of dollars in fuel, reducing carbon emissions, reducing noise exposure and reducing delays. Facilities and airspace consolidations in New York, Atlanta, Northern California and Southern California have seen similar results.

However, despite proven success, a provision in this Committee's aviation reauthorization proposal, H.R. 2881, would impose a moratorium on any FAA's consolidation plans and prohibit FAA from managing our assets. Section 807 of H.R. 2881 would require the FAA to submit a report on our consolidation efforts, but would also allow delay tactics by communities that could postpone any consolidation efforts virtually indefinitely.

We recognize that consolidation is a highly emotional and sensitive issue, which is why the Administration proposed a process where objective recommendations would be made regarding which facilities to close, public input would be considered, Presidential review would be required, and, ultimately, congressional action would be necessary. The provision was included in the FAA's reauthorization proposal to augment the FAA's current consolidation authority to include an open, public process where all concerned parties may have their say. We believe this approach is the fairest way for the FAA to make objective, informed decisions about facility consolidation.

Not only does H.R. 2881 not include this comprehensive approach, but it would take a step backwards. If the House provision is enacted, with its moratorium on facility closure and the decisionmaking delays it allows, the FAA would be tied to continuing to maintain

outdated facilities with outdated technology. Our transition to NextGen would be at risk, and the result would be aviation gridlock.

The development and deployment of NextGen, by its very nature, will be a complex, challenging, and expensive technological endeavor. It will entail a total system reengineering of our airspace and air traffic control systems without the luxury of slowing down or interrupting the growing volumes of air traffic that we see each and every day. A provision such as section 807 that limits, or removes entirely, our discretion to determine how best to transition to NextGen according to objective safety, efficiency, and economic considerations will greatly hamper, or entirely halt, this important initiative. The Administration's proposal is what is needed to help us move effectively toward NextGen, and we strongly urge Congress to adopt our approach.

While we recognize that there may be disruption to a few individuals and communities with the consolidation of facilities, it is simply unrealistic to expect that a major overhaul of the nation's air traffic control system will not result in some growing pains. At every phase, we are taking steps to minimize worker disruption and ensure smooth transitions wherever possible. In the case of the recent Palm Springs consolidation, we did not require anyone to relocate. In those cases where relocation is unavoidable, workers will be offered a fully paid move and notified well in advance of the transition. In addition, the FAA will provide appropriate training and orientation at the new facility to further ensure success.

In fact, worker conditions are always a major concern. Maintenance and repairs, replacement of facilities, and transitioning to NextGen are all conducted with worker conditions in mind. We have several procedures in place to protect worker safety as construction projects get underway. Replacing facilities and NextGen technologies are primarily designed with the worker environment in mind, to make our controllers' jobs more streamlined and efficient and provide them a safe and comfortable working environment.

Conclusion

FAA's transition to NextGen is a lengthy, phased process, and until we achieve our final goals, we are committed to working on remedies available to us, whether that entails further maintenance and repairs or replacement of a facility. Our multi-level approach to maintaining, improving, and replacing our aging facilities is designed to get us to NextGen without any compromise in safety and with maximum levels of efficiency. But, time is of the essence here, and we urge the Committee not to tie our hands with regard to facilities consolidation.

Mr. Chairman, this concludes our testimony. We thank you, Congressman Petri, and the Members of the Subcommittee once again for inviting us to testify today. We would happy to answer any questions the Subcommittee may have.

FAA's response to questions asked by Members during July 24 Hearing

1) How many controller complaints were filed over the last year? (Costello)

Between June 30, 2005-June 30, 2006 a total of 810 CA-1s were filed by FAA GS-2152 Air Traffic Controllers. Last year, June 30, 2006-June 30, 2007 a total of 1,209 CA-1s were filed by the same group. The number has increased by 49%.

2) Priority list of repairs? (Mica)

ATO-Terminal recently updated our list of repair work. The list was prioritized and all high priority issues are being addressed. Examples of the highest priority work include five mold remediation projects at Omaha, Orlando, Eugene, Wichita and Chicago Executive Airport. Other top priority items included forty-two roof repair projects and seventy-two HVAC repair projects. The remainder of the list is being worked off in priority order.

3) List of replacement facilities? (Mica)

Shown below are the ongoing or planned replacements

23 Sites currently in execution

Spokane, WA
Huntsville, AL
Conroe, TX
North Bend, OR
Joplin, MO
Medford, OR
Las Cruces, NM
St. Petersburg, FL
Oshkosh, WI
Opa Locka, FL
Dayton, OH
West Palm Beach, FL
Reno, NV
Boise, ID
Broomfield, CO
Islip, NY
Houston TRACON, TX
Pensacola TRACON, FL
Memphis, TN
La Guardia, NY
Wilkes-Barre/Scranton, PA
Double Eagle, NM
East St. Louis, IL

18 Sites are currently undergoing assessment and requirements development to determine the program baseline and program schedule

Las Vegas, NV
Cleveland, OH
Gulfport, MS
Kona, HI
Palm Springs, CA
Kalamazoo, MI
Traverse City, MI
Columbia, SC
Tulsa, OK
Suffolk County, NY
Missoula, MT
Toledo, OH
Oakland, CA
Ft. Lauderdale Executive, FL
Orlando TRACON, FL
Champaign-Urbana, IL
Baltimore, MD
Abilene, TX

4) Provide a fuller explanation of the incident in NY? (Hall)

The FAA reviewed the events of April 25, 2007 and concluded the following:

At no time were first responders prohibited from entering the building.

The Operations Manager did not call the Fire Department because Technical Operations was ventilating the air and testing to ensure the air quality was within prescribed ranges.

After management determined that safety was not being compromised and reviewed the amount of traffic that evening – they made the correct decision to keep the TRACON open.

No controllers were forced to remain on position:

The Operation Manager did deny sick leave requests due to the immediate operational needs in the area; however all employees were relieved as soon as it was operationally safe to do so.

Employees were allowed to leave the operational quarters; however, they were not allowed to leave the building.

FAA Technical Operations group followed pre-existing maintenance procedures.

Interim measures for testing the engine generators have been put in place to reduce the potential

for a re-occurrence of this type of event. Additional engineering improvements to the engine's exhaust system as well as at the ventilation air intake ducts have been recommended and are presently under consideration.

Procedures are being developed that will be incorporated into the facility contingency plans to deal with testing, monitoring and handling of fumes and similar incidents. When completed, all employees will be briefed on the improved contingency plans.

5) How much are we spending on air traffic facilities in Iraq and Afghanistan? (Cohen)

The FAA does not own or operate air traffic facilities in either Iraq or Afghanistan. As a result, the FAA is not spending funds to operate or maintain air traffic facilities in Iraq and Afghanistan.

The FAA does, however, provide routine periodic flight inspections of navigational aids that are considered essential by the US military in Iraq, as well as navigational aids that are owned and operated by the US military in Afghanistan. The cost to provide these flight inspections in Iraq and Afghanistan is approximately $1.8M per year.

6) What condition is the Memphis facility in? (Cohen)

Memphis ATCT/TRACON is currently scored with an FCI of 94.2%. Plans to replace the facility are already finalized and the start of construction is imminent. The new facility is expected to be completed in 2010. Service Center personnel confirmed, through the Air Traffic Manager at Memphis, that there are no outstanding issues concerning Indoor Air Quality problems around Zinc, Pesticides, or any other contaminants.

7) Comparison of costs of maintaining a facility vs. costs of consolidation? (Duncan)

The savings attributable to consolidation of a TRACON is projected to payback the cost of the consolidation investment within three to nine years based on current site specific analysis. Over the life cycle of the facility, the Return on Investment is projected to be more than 100% and the Net Present Value will almost always be positive. A single TRACON collocation can save millions of dollars in reduced maintenance cost over its lifecycle.

FAA AGING FACILITIES CONDITIONS (PASS TESTIMONY 7/24/2007)

Location	Facility Type	PASS Reported Condition	FAA Remedial Action	Total Project Cost Estimate
Bartlesville, OK	**LOC/GS/MM**	Replace Shelters	Replace Shelters	$150,000
Tulsa, OK	**LOC/GS/MM**	Replace Shelters	Replace Shelters	$150,000
Allegheny Airport, PA	**MALSR**	Unstable Tower lights	Repair Unstable Light Towers	$10,000
Wilkes-Barre/ Scranton, PA	**MALSR**	Unstable Tower lights	Repair Unstable Light Towers (Repairs Started)	$470,000
Rutland, VT	**NDB**	Asbestos Tiles / Mold	Replace Shelter	$20,000
Lakeland, FL	**OM**	No A/C	Install Air Conditioner	$1,500
Peachtree Dekalb, GA	**OM (Platform)**	Security	Repair Platform	$2,500
Wichita, KS	**RTR**	Rotting floor/ locking door A/C	Repair Floor, Door, and A/C	$7,500
Rangely, CO	**RCAG**	Tower unstable	Repair foundation	$5,000
Kansas City, MO (Downtown)	**RCL**	Rodents	Pest Control	$2,000
Chicago, Midway	**Radar Comm**	Leaking Roof/ General Repairs	Refurbish Facility	$15,000
Kansas City	**TACAN**	Leaking roof	Replace Roof	$30,000

FAA AGING FACILITIES CONDITIONS (PASS TESTIMONY 7/24/2007)

Location	Facility Type	PASS Reported Condition	FAA Remedial Action	Total Project Cost Estimate
Columbia, MO	**VOR**	Rodents	Pest Control	$2,000
Ft. Stockton, NM TX	**VOR**	Rodents	Pest Control	$2,000
Hallsville, MO	**VOR**	Roof	Replace Roof	$30,000
Houston, Hobby, TX	**VOR**	Mold	Mold Removal	$10,000
Litchfield, MI	**VOR**	General Disrepair	Refurbish Facility	$41,500
Pecos, TX	**VOR**	Rodents	Replace HVAC, Pest Control	$12,000
Putnam, CT.	**VOR**	Roof / Rodents	Roof Repairs and Pest Control	$32,000
Templeton, MA	**VOR**	Roof / Rodents	Roof Repairs and Pest Control	$32,000
Virginia Key, FL	**VOR**	Floor	Refurbish facility	$100,000
Mt. Humboldt, AZ	**ARSR**	Fence Security sensors	No Action Required (per Regional Security Office)	0
Garden City, KS	**RCAG**	Asbestos tiles	No Action (per asbestos survey 10/28/04)	0
Galveston, TX	**VOR**	Rotting Floor	No Action (Site visit 2/23/07 conflicts with stated conditions)	0

FY2007 Ops Funded Sustain projects -- By Service Area/District

District	CSA	ESA	WSA	Grand Total
Chicago Tracon	$ 186,500.00			$ 186,500.00
GATEWAY	$ 287,500.00			$ 287,500.00
GULF	$ 135,300.00			$ 135,300.00
HEARTLAND	$ 128,500.00			$ 128,500.00
KANSAS CITY	$ 296,144.00			$ 311,693.00
LAKE	$ 173,000.00			$ 173,000.00
LONE STAR	$ 38,600.00			$ 38,600.00
MOTOWN	$ 224,860.00			$ 224,860.00
Northern Lights	$ 110,500.00			$ 110,500.00
ORCHARD	$ 221,000.00			$ 221,000.00
SAN JACINTO	$ 86,750.00			$ 86,750.00
TWO RIVERS	$ 170,000.00			$ 170,000.00
Carolina		$ 113,000.00		$ 113,000.00
Cincinnati		$ 25,589.00		$ 25,589.00
Georgia		$ 82,500.00		$ 95,000.00
Independence		$ 447,454.00		$ 447,454.00
Memphis		$ 73,879.00		$ 73,879.00
New England		$ 170,000.00		$ 170,000.00
New York		$ 306,400.00		$ 306,400.00
New York Tracon		$ 105,000.00		$ 105,000.00
North Florida		$ 418,131.00		$ 418,131.00
Pittsburgh		$ 154,900.00		$ 154,900.00
Potomac Tracon		$ 50,000.00		$ 50,000.00
South Florida		$ 144,990.00		$ 149,990.00
Washington		$ 151,647.00		$ 163,647.00
Anchorage			$ 95,000.00	$ 95,000.00
Denver			$ 280,200.00	$ 280,200.00
Hawaii- Pacific			$ 163,062.00	$ 163,062.00
John Wayne			$ 23,800.00	$ 23,800.00
Las Vegas			$ 56,000.00	$ 56,000.00
Los Angeles			$ 117,380.00	$ 117,380.00
Northern Cal			$ 137,800.00	$ 137,800.00
Phoenix			$ 66,500.00	$ 66,500.00
Portland			$ 164,510.00	$ 164,510.00
Salt Lake City			$ 58,500.00	$ 58,500.00
San Francisco			$ 195,160.00	$ 195,160.00
Santa Barbara			$ 127,560.00	$ 127,560.00
Seattle			$ 236,250.00	$ 236,250.00
Southern Ca			$ 163,000.00	$ 163,000.00
TOTALS	**$ 2,058,654.00**	**$ 2,243,490.00**	**$ 1,884,722.00**	**$ 6,186,866.00**

FY07 EOY Ops Sustain Projects First Tier Projects

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
3		CSA	Chicago Tracon	C90-	TRACON	Repair sink hole in north parking lot.	$ 175,000.00	
54		CSA	Chicago Tracon	C90	TRACON	Paint for offices	$ 2,000.00	
87		CSA	Chicago Tracon	C90	TRACON	Carpeting for Ops floor tiles	$ 1,500.00	
106		CSA	Chicago Tracon	C90	TRACON	Roof Repairs	$ 8,000.00	
4		CSA	GATEWAY	STL-	ATCT	STL ATCT Mold Remediation	$ 45,000.00	
13	2005-6289	CSA	GATEWAY	EVV	ATCT	Refurbishment to stop water leaks	$ 69,000.00	
14	2007-2603	CSA	GATEWAY	STL-	TOWB	Repair or replace Base Building roof.	$ 115,000.00	
19	2007-5124	CSA	GATEWAY	STL-	ATCT	Purchase 2nd compressor for HVAC system.	$ 10,000.00	
24	2006-3105	CSA	GATEWAY	STL-	TOWB	Upgrade HVAC control sytsem interface at the STL ATCT.	$ 37,000.00	
93		CSA	GATEWAY	LIT-	ATCT	Paint admin offices.	$ 1,500.00	
99		CSA	GATEWAY	FSM-	ATCT	Paint/Labor (paint entire facility)	$ 10,000.00	
18		CSA	GULF	LFT	ATCT	Replace engine generator.	$ 30,000.00	
22		CSA	GULF	SHV	ATCT	Replace 708 Sq. Ft. of carpet in radar room & AF equipment room.	$ 21,300.00	
32	2007-4982	CSA	GULF	BAD-	TRACON	Replace carpet in ops & AF rooms and repair sound proof walls.	$ 20,000.00	
57	2007-1991	CSA	GULF	MLU-	ATCT	Install additional breaker box for tower cab to correct fire hazard	$ 1,000.00	
81	2007-0822	CSA	GULF	MSY-	ATCT	Replace tower shades	$ 9,000.00	
102	2007-4985	CSA	GULF	GGG-	ATCT	Repair wall for fire/life/safety hazard	$ 500.00	
104	2005-5693	CSA	GULF	HUM-	ATCT	Paint Exterior of ATCT	$ 50,000.00	
120	2007-2278	CSA	GULF	BAD-	RAPCO	Replace 2 doors in Rapcon on the West side.	$ 3,500.00	
2	2007-4364	CSA	HEARTLAND	HUF-	ATCT	Repair Liebert air conditioning unit	$ 1,500.00	
9	2007-0192	CSA	HEARTLAND	MFD-	TOWB	Remove and replace HVAC unit on tower cab	$ 32,000.00	
16		CSA	HEARTLAND	MKE	ATCT	Upgrade tower cab HVAC system	$ 25,000.00	
20	2007-4416	CSA	HEARTLAND	MFD-	TOWB	Update elevator electro-mechanical controller with a microproces	$ 45,000.00	
50	2007-3469	CSA	HEARTLAND	OSU-	ATCT	Paint interior and exterior walls of OSU ATCT.	$ 10,000.00	
62		CSA	HEARTLAND	CAK	ATCT	Replace administrative carpet.	$ 15,000.00	
6	2007-3635	CSA	KANSAS CITY	ICT-	ATCT	Mold remediation in the TGG Lab and TRACON	$ 90,000.00	
42	2007-2043	CSA	KANSAS CITY	SLN-	ATCT	Replace ATCT cab shades.	$ 5,000.00	

FY07 EOY Ops Sustain Projects First Tier Projects

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
44	2007-2039	CSA	KANSAS CITY	MCI-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
52	2006-3147	CSA	KANSAS CITY	MKC-	ATCT	Provide a new light gun for the tower.	$ 5,000.00	
53	2007-1979	CSA	KANSAS CITY	ICT-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
~~58~~	~~2005-0442~~	~~CSA~~	~~KANSAS CITY~~	~~Q83-~~	~~ATCT~~	~~General repair of the Mobile ATCT (Q83).~~		
63	2005-3368	CSA	KANSAS CITY	MCI-	ATCT	Replace Carpet.	$ 99,496.00	
65	2005-3369	CSA	KANSAS CITY	MKC-	ATCT	Replace Carpet.	$ 28,968.00	
79	2007-2041	CSA	KANSAS CITY	MKC-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
84	2006-3200	CSA	KANSAS CITY	HUT-	ATCT	Replace cab shades.	$ 9,680.00	
96		CSA	KANSAS CITY	OKC-	TOWB	Repair & seal Parking lot	$ 20,000.00	
100		CSA	KANSAS CITY	MCI	ATCT	Paint Interior Walls	$ 15,000.00	
111	2006-3166	CSA	KANSAS CITY	OJC-	ATCT	Remove and replace all ACM mastic from areas identified in the A	$ 3,000.00	
121	2005-3350	CSA	KANSAS CITY	OJC-	ATCT	Replace Carpet.	$ 5,000.00	
8	2005-3821	CSA	LAKE	LAF-	ATCT	Replace the DC BUS at LAF ATCT.	$ 70,000.00	Excessive condensation.
29		CSA	LAKE	RFD	ATCT	New shades for tower cab	$ 10,000.00	
31	2005-0382	CSA	LAKE	MKE-	ATCT	Repair road/parking areas.	$ 70,000.00	
37		CSA	LAKE	LAF	ATCT	Carpeting for ATCT facility	$ 5,000.00	
72		CSA	LAKE	RFD	ATCT	New counter, sink, and hardware for facility rest-room	$ 3,000.00	
95		CSA	LAKE	IAH	ATCT	Replace carpet in base building	$ 10,000.00	
119		CSA	LAKE	GRB	ATCT	Weatherproof and expand cable storage area on Garage Bldg	$ 5,000.00	
40	2005-4145	CSA	LONE STAR	AMA-	ATCT	CIPHER LOCK	$ 2,500.00	
77	2007-4392	CSA	LONE STAR	BRO-	TOWB	Replace cab shades	$ 5,500.00	
78	2007-4390	CSA	LONE STAR	HRL-	TOWB	Replace tower cab shades	$ 5,500.00	
80		CSA	LONE STAR	ELP	ATCT	replace cab shades	$ 5,000.00	
82	2007-4391	CSA	LONE STAR	MFE-	TOWB	Replace cab shades	$ 5,500.00	
124	2005-4144	CSA	LONE STAR	AMA-	ATCT	REFURBISH RESTROOM	$ 600.00	
125	2007-5224	CSA	LONE STAR	AMA-	ATCT	Repair/replace chipped formica in tower cab console.	$ 2,000.00	

FY07 EOY Ops Sustain Projects First Tier Projects

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
126	2007-5225	CSA	LONE STAR	AMA-	ATCT	Replace carpet in base building offices and equipment room.	$ 4,000.00	
127	2007-5226	CSA	LONE STAR	AMA-	ATCT	Replace sinks and faucets in the bathrooms and kitchen.	$ 2,400.00	
128	2007-5230	CSA	LONE STAR	AMA-	ATCT	Remove and replace pocket door in staff office.	$ 3,600.00	
129	2007-5237	CSA	LONE STAR	AMA-	ATCT	Repair patio enclosure.	$ 800.00	
130	2007-5244	CSA	LONE STAR	AMA-	ATCT	Replace dishwasher and range/oven.	$ 1,200.00	
21	2007-4095	CSA	MOTOWN	MKG-	TOWB	Replace exiisting gate controller with chain driven controller.	$ 5,300.00	
27		CSA	MOTOWN	MBS	ATCT	Repair and paint walls inside ATCT	$ 10,500.00	
28	2005-6269	CSA	MOTOWN	ARB-	ATCT	Waterprrof, seal, paint & caulf tower exterior.	$ 78,000.00	
33		CSA	MOTOWN	TVC	ATCT	Replace administrative Carpet	$ 7,500.00	
36		CSA	MOTOWN	YIP	ATCT	Painting of Base Bulding	$ 7,500.00	
41	2005-0457	CSA	MOTOWN	MBS-	ATCT	Connect MBS ATCT to municipal water supply.	$ 62,060.00	
51	2005-0458	CSA	MOTOWN	MBS-	ATCT	Clean HVAC Ducts At MBS ATCT.	$ 5,000.00	
59		CSA	MOTOWN	MBS	ATCT	Replace Carpet on 2nd Floor	$ 3,500.00	
60		CSA	MOTOWN	LAN	ATCT	Carpet for Break room	$ 3,000.00	01-22-2007: Best course of action - conduct study to determine b
61		CSA	MOTOWN	D21	TRACON	Carpet for Administrtive Areas	$ 28,000.00	
76		CSA	MOTOWN	YIP	ATCT	Replace administrative Carpet	$ 7,500.00	
90		CSA	MOTOWN	MBS	ATCT	Refurbish Break room	$ 2,000.00	
105		CSA	MOTOWN	MBS	ATCT	Paint Exterior of ATCT	$ 2,500.00	
123		CSA	MOTOWN	D21	TRACON	Painting of Staff Break Room	$ 2,500.00	
11	2006-1293	CSA	Northern Lights	GFK-	ATCT	Repaint Exterior of entire tower and base building	$ 17,500.00	
25		CSA	Northern Lights	MAF-	ATCT	Replace tower AHU/CU #4 Condenser.	$ 20,000.00	
103	2005-6299	CSA	Northern Lights	BIS-	ATCT	ATCT REFURBISHMENT PROJECTS, INSTALL EXTERIOR INSULATION.	$ 73,000.00	
1	2007-4207	CSA	ORCHARD	ORD	ATCT	Rework MED LOC building ground to prevent flooding.	$ 50,000.00	
7	2007-2998	CSA	ORCHARD	PWK-	ATCT	Repair mold damage and water infiltration problem	$ 45,000.00	
17	2007-4141	CSA	ORCHARD	UGN-	ATBM	Replace complete HVAC system	$ 15,000.00	
45	2007-3464	CSA	ORCHARD	ORD-	ATCT	Recaulk cab roof w/ silicone-based caulk	$ 25,000.00	

FY07 EOY Ops Sustain Projects First Tier Projects

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
47	2007-3096	CSA	ORCHARD	PWK-	ATCT	Replace carpet and wallpaper in base building	$ 15,000.00	
55	2007-3092	CSA	ORCHARD	PWK-	ATCT	Repair, reseal and stripe parking lot.	$ 50,000.00	
110	2007-3018	CSA	ORCHARD	ORD-	ATCT	Insulate ceiling and panel area in ATCT cab	$ 21,000.00	
23		CSA	SAN JACINTO	DWH	ATCT	Repair/replace roof	$ 60,000	
38		CSA	SAN JACINTO	IAH	ATCT	Replace carpet tiles in twr cab	$ 2,000.00	
68		CSA	SAN JACINTO	IAH	ATCT	Replace carpet in base building	$ 10,000.00	
69	2007-2652	CSA	SAN JACINTO	I90-	TRACON	Replace damaged windows.	$ 1,000.00	
71	2007-2907	CSA	SAN JACINTO	HOU-	ASDE	Repair equipment Poles	$ 500.00	
83	2007-3742	CSA	SAN JACINTO	BPT-	ATCT	Replace Tower Cab window shades	$ 4,000.00	
91	2007-2917	CSA	SAN JACINTO	HUB-	ATCT	Replace Carpet at ATCT Facility	$ 5,000.00	
101		CSA	SAN JACINTO	IAH	ATCT	Replace kitchen cabinets	$ 2,500.00	
108		CSA	SAN JACINTO	IAH	ATCT	Replace kitchen floor tiles	$ 1,000.00	
118		CSA	SAN JACINTO	I90	TRACON	Add door to office in air traffic modular building	$ 750.00	
5		CSA	TWO RIVERS	R90	TRACON	R90 TRACON Mold Remediation	$ 90,000.00	
34		CSA	TWO RIVERS	DSM-	ATCT	Modernize Restrooms on 1,2,4,5 & 6 Floors	$ 20,000.00	
39		CSA	TWO RIVERS	SUX-	ATCT	Relocate DBRITE from ceiling to console.	$ 2,000.00	
43	2007-2038	CSA	TWO RIVERS	OMA-	ATCT	Replace ATCT cab shades.	$ 9,000.00	
75	2006-3159	CSA	TWO RIVERS	DSM-	ATCT	Refurbish interior of tower, replace windows, etc.	$ 35,000.00	
85	2007-2036	CSA	TWO RIVERS	DBQ-	ATCT	Replace cab shades.	$ 4,000.00	
113		CSA	TWO RIVERS	DSM-	ATCT	Partition office on 6th floor to create second office/storage room	$ 4,000.00	
117	2007-2519	CSA	TWO RIVERS	DSM-	ATCT	Replace tile in ATCT 3rd floor equipment room .	$ 1,000.00	
122	2007-4227	CSA	TWO RIVERS	MLI-	ATCT	Replace smoke room exhaust fan.	$ 5,000.00	
9	2007-0878	ESA	Carolina	GSO-	ATCT	Reconfigure ATCT	$ 75,000.00	Must be accomplished prior to new runway commissioning.
49	2007-1898	ESA	Carolina	CAE	ATCT	Repair leaky boiler pump and valve and flush and treat the system	$ 8,000.00	
54	2007-1525	ESA	Carolina	AVL	TOWB	Replace the HVAC units for the ARTS room at the Asheville, NC	$ 5,000.00	Units installed 1993.

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
146	2007-4173	ESA	Carolina	RDU-	ATCT	Replace the entrance security gate	$ 25,000.00	
40	2007-4756	ESA	Cincinnati	LEX	ATCT	CAB Shades	$ 9,037.00	Installed 1992
46	2007-4269	ESA	Cincinnati	SDF	ATCT	CAB Shades	$ 11,052.00	Installed 1995
136	2007-4599	ESA	Cincinnati	CHA	SSC	Repair or replace SSC roof	$ 5,500.00	
~~1~~	~~2007-3829~~	~~ESA~~	~~Georgia~~	~~ATL~~	~~ATCT~~	~~Improve Transfer Switch~~		
6	2007-4789	ESA	Georgia	ATL	CHLR	Properly install strainers on chiller and boiler circuits	$ 50,000.00	
	2007-4531	ESA	Georgia	A80	TVS	Enhance A80 ETG Lab RDVS	$ 22,500.00	
135	2007-1903	ESA	Georgia	AGS	ATCT	Repair exterior wall, AGS ATCT.	$ 10,000.00	
13	2007-1901	ESA	Independence	ITH-	TOWB	REPLACE CRACKED ATCT CAB GLASS PANEL	$ 25,000.00	4 foot crack.
23	2006-3064	ESA	Independence	ABE-	TOWB	Repair Air Traffic Control Tower Roof Leak	$ 65,000.00	Many leaks.
24	2006-3844	ESA	Independence	ABE-	TOWB	Air Traffic Control Tower - Base Building Roof Leak	$ 150,000.00	Roof installed 1996. Not a candidate for replacement.
44		ESA	Independence	PNE	ATCT	Replace tower cab shades	$ 16,000.00	
47	2006-0175	ESA	Independence	SYR-	BLDG	ATCT: Tower Shade Replacement	$ 8,000.00	Shades are 7 years old.
60		ESA	Independence	PHL	ATCT	Resurface parking lot to eliminate huge puddles which ice over in winter and create safety hazard	$ 23,000.00	Safety issue.
125	2005-0385	ESA	Independence	RDG-	ATCT	ATCT: INTERIOR TOWER STAIRWELL PAINTING AND TREAD REPLACEMENT.	$ 77,454.00	
132		ESA	Independence	PHL	ATCT	Remove old HVAC unit from roof and install new roof in resulting opening	$ 28,000.00	
140	2007-1788	ESA	Independence	SYR-	TOWB	Extend handrail from staircase to ceiling for climbing safety in	$ 5,000.00	
145		ESA	Independence	SYR-	ATCT	FSRM: REPLACE SECURITY GATE	$ 25,000.00	Current gate is wooden.
148	2007-2318	ESA	Independence	SYR-	TOWB	Upgrade HVAC system in SYR ATCT/TOWB.	$ 25,000.00	
16	2006-1282	ESA	Memphis	HKS-	ATCT	Replace two tower cab window panes	$ 45,000.00	One pane is cracked, the other fogs.
25	2007-2508	ESA	Memphis	BFM-	ATCT	Repair Catwalk	$ 18,000.00	Structural issue
30	2007-4809	ESA	Memphis	BFM	ATCT	CAB Shades	$ 7,879.00	No age provided
53	2007-0845	ESA	Memphis	BHM-	ATCT	Reconfigure cab center console	$ 3,000.00	
27	2007-0179	ESA	New England	BOS-	ATCT	Replacement of ATCT window shades.	$ 10,000.00	Shades are 7 years old.

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
41	2006-3463	ESA	New England	LWM-	ATCT	Replace Lawrence ATCT Tower Cab Shades	$ 10,000.00	
142	2007-2610	ESA	New England	FMH-	TRACON	Replace HVAC systems at Falmouth Tracon	$ 150,000.00	K90
8	2006-1598	ESA	New York	EWR-	ATCT	ATCT: Place boilers on 3 branch circuits instead of 1.	$ 40,000.00	Single circuit has a history of tripping.
28	2006-2827	ESA	New York	LGA	ATCT	Replace Air Traffic Control Tower window shades	$ 10,000.00	
29	2007-2334	ESA	New York	BDL-	TOWB	Shade replacement BDL tower	$ 10,000.00	Shades are 8 years old.
31	2006-1675	ESA	New York	CDW-	ATCT	ATCT: CDW ATCT Replace and Repair 4 Tower Cab Windows	$ 35,000.00	2 leak, 2 fog
50	2006-1926	ESA	New York	ISP-	ATCT	Remove carpet on knee walls.	$ 10,000.00	Fire hazard.
61	2006-2655	ESA	New York	JFK-	ATCT	Add JFK ATCT 15Th floor NAV/COMM facilities to facility PCS	$ 75,000.00	
63	2005-5756	ESA	New York	ALB-	ATCT	ATCT: Console modification at the Flight Data/Clearance Delivery	$ 116,400.00	
138	2007-0303	ESA	New York	HFD-	NASEB	HFD NASEB Soffit/Facia Repair	$ 10,000.00	
11	2005-1162	ESA	New York Tracon	N90-	TRACON	ATCT: Replace Condenser and Chiller Pumps	$ 20,000.00	
51	2006-1393	ESA	New York Tracon	QHM-	BLDG	ATCT: Remove and replace all rooftop intake and exhaust ductwork	$ 35,000.00	N90 -- Causing leaks.
131	2005-1196	ESA	New York Tracon	N90-	TRACON	ATCT: Replace Admin Phone System	$ 50,000.00	
18	2006-2776	ESA	North Florida	MCO-	ATBM	Air Handler Unit #3 (Men's room) at MCO TRACON	$ 85,000.00	
19	2006-2780	ESA	North Florida	MCO-	ATBM	Replace Air Handler Unit 4 (AHU 4)	$ 85,000.00	Leaking, Mold.
20	2006-2846	ESA	North Florida	MCO-	ATBM	Clean, decontaminate, sanitize and disinfect the air duct system	$ 37,000.00	Should be done with all other MCO AC projects.
21	2006-2848	ESA	North Florida	MCO-	ATCT	Weatherproof fire alarm stations on 11th floor in MCO ATCT.	$ 4,731.00	Should be done with all other MCO AC projects.
48	2006-2773	ESA	North Florida	ORL-	ATCT	Get rid of Mold at ORL ATCT	$ 15,000.00	Requires replacement of dry wall.
52	2006-2725	ESA	North Florida	MCO-	TRACON	OSHA upgrades. Fall protection on loading dock, sidewalk from exit, battery islolation.	$ 50,000.00	
56	2006-2724	ESA	North Florida	ORL-	ATCT	ORL ATCT Local Control Equipment Relocation	$ 30,000.00	Operational error mitigation requires change in layout.
57	2005-0498	ESA	North Florida	VRB-	ATCT	Relocate VRB ATCT Flight Data/Clearance Delivery position and as	$ 7,000.00	

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
66	2006-2726	ESA	North Florida	MCO-	ATCT	Replace elevator indicator panels that have failed	$ 4,500.00	
121	2006-2930	ESA	North Florida	DAB-	TOWB	DAB ATCT Tower cab air conditioners (2) Replacement.	$ 40,000.00	
123	2005-2259	ESA	North Florida	MCO-	ATCT	Extend MCO ATCT Clearance Delivery Console Writing area.	$ 5,000.00	
137	2007-4545	ESA	North Florida	DAB	TOWB	Admin buiding roof repair	$ 1,500.00	No leaking demonstrated
152	2005-1695	ESA	North Florida	JAX-	ATCT	Upgrade/replace Administrative Phone system	$ 50,000.00	
155	2007-4560	ESA	North Florida	DAB	ATCT	Refurbish Cab Window Washer System	$ 3,400.00	System leaking
33		ESA	Pittsburgh	CKB	ATCT	Tower Shades	$ 10,000.00	
34		ESA	Pittsburgh	CRW	ATCT	Replace Shades East and West	$ 10,000.00	
35		ESA	Pittsburgh	ERI	ATCT	Tower Shades	$ 10,000.00	
38		ESA	Pittsburgh	HTS	ATCT	Tower Shade - Double	$ 10,000.00	
43	2007-2316	ESA	Pittsburgh	MDT-	ATCT	Replace all window shades in the tower cab.	$ 10,000.00	
118		ESA	Pittsburgh	PIT	ATCT	Heating in rear Stairwell	$ 5,000.00	
134		ESA	Pittsburgh	BUF	ATCT	Seal Parking lot and paint lines	$ 15,000.00	
144	2006-2699	ESA	Pittsburgh	PKB-	ATCT	ATCT: Replace Roof A/C Unit	$ 20,000.00	
154	2005-3562	ESA	Pittsburgh	CRW-	ATCT	ATCT: Install Anti-Static Carpet with a groud grid for the tower	$ 14,900.00	
157	2006-2686	ESA	Pittsburgh	CKB	ATCT	ATCT: Repair/Replace security gate for entance to ATCT. Expand parking area.	$ 50,000.00	
62	2005-1532	ESA	Potomac Tracon	PCT-	TRACON	ATCT: : Relocate ACD and Hand-off Positions	$ 50,000.00	
7	2006-3127	ESA	South Florida	MIA-	ATCT	Increase capacity of MIAMI ATCT Air Conditioning System	$ 75,000.00	
14	2007-3028	ESA	South Florida	SIG	TOWB	SIG ATCT Tower Cab Water Leak	$ 8,500.00	Leaking in cab.
15	2006-3025	ESA	South Florida	FLL	ATCT	Refurbish Base Building roof and upgrade Lightning bonding and grounding.	$ 50,000.00	Not part of modernize scope.
128	2006-3453	ESA	South Florida	SJU-	ATCT	Waterproofing the ceiling of the SJU ATCT	$ 6,490.00	Leaks in non-operational areas.
129	2006-3059	ESA	South Florida	SJU-	ATCT	SJU ATCT Ventilation Filter Frame Refurbishment	$ 5,000.00	
~~147~~	~~2006-3059~~	~~ESA~~	~~South Florida~~	~~SJU~~	~~ATCT~~	~~SJU ATCT Ventilation Filter Frame Refurbishment~~		
17	2007-2576	ESA	Washington	LWB-	ATCT	EMERGENCY > $ 5K Replace Glass at Lewisburg, WV (LWB) ATCT	$ 12,000.00	Two panes are fogging.
26	2006-0843	ESA	Washington	BWI-	ATCT	ATCT: Modification to Tower Cab Console	$ 15,000.00	Line of sight issues.

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
32	2006-0842	ESA	Washington	CHO-	ATCT	ATCT: Replace Control Tower shades.	$ 8,000.00	Age of shades unknown.
36	2006-3437	ESA	Washington	HEF	ATCT	CAB Shades	$ 12,000.00	Installed 1991
~~37~~	~~2006-3437~~	~~ESA~~	~~Washington~~	~~HEF-~~	~~ATCT~~	~~Replacement of Air Traffic Control Tower shades.~~		~~Shades installed 1991.~~
42	2007-1165	ESA	Washington	LYH-	ATCT	Replace Shades at Lynchburg, VA (LYH) ATCT	$ 5,000.00	
45	2006-0867	ESA	Washington	RIC-	ATCT	ATCT: Control Tower Shades.	$ 7,500.00	Age of shades unknown.
133		ESA	Washington	ADW	ATCT	Refurbish Parking Lot	$ 12,000.00	
149		ESA	Washington	ORF	ATCT	Repave Parking Lot	$ 15,000.00	
156	2005-2235	ESA	Washington	ORF-	ATCT	Install window washer in ATCT.	$ 65,147.00	
1	2007-2001	WSA	Anchorage	ADQ	ATCT	Repair leaking roof and damaged walls	$ 25,000.00	
2	2006-3216	WSA	Anchorage	ANC	ATCT	Locate and seal conduit leaks at the Ted Stevens Anchorage Inter	$ 50,000.00	
25	2007-5029	WSA	Anchorage	ENA	ATCT	Replace cab window shades	$ 10,000.00	
42	2006-3237	WSA	Anchorage	JNU	ATCT	Install carpet in the Juneau ATCT cab.	$ 5,000.00	
54	2007-0052	WSA	Anchorage	MRI	ATCT	Replace existing tower cab working surfaces	$ 5,000.00	
4		WSA	Denver	ASE	ATCT	Resurface stair treads with rubber stair tread cap	$ 8,500.00	
5		WSA	Denver	ASE	ATCT	Replace cab shades	$ 10,000.00	
6		WSA	Denver	ASE	ATCT	Replace cab carpet	$ 1,500.00	
7		WSA	Denver	ASE	ATCT	Resurface access ramp leading to main entrance of base building.	$ 2,500.00	
8		WSA	Denver	ASE	ATCT	Repair cracks in curb and sidewalks around facility.	$ 2,000.00	
18		WSA	Denver	COS	ATCT	Replace carpet in Ops room	$ 10,000.00	
19		WSA	Denver	COS	ATCT	Replace tile and baseboards in the main hallway of the base building. Tile and baseboards are chipped, broken, and missing is several areas.	$ 30,000.00	
20		WSA	Denver	COS	ATCT	Replace two failed windows in base building.	$ 4,000.00	
21		WSA	Denver	COS	ATCT	New Window shades in cab	$ 3,000.00	
22		WSA	Denver	COS	ATCT	Cab window replacement, burn sopts welding causing sagging	$ 40,000.00	
23		WSA	Denver	DEN	ATCT	Installation of two new ASDE-3 displays to satisfy a RSAT finding of 9/2006 to prevent additional future runway incursions of active aircraft at DIA	$ 15,000.00	

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
99		WSA	Denver	ASE	ATCT	Replace acoustic ceiling tile as needed through-out facility	$ 1,000.00	
102		WSA	Denver	DEN	ATCT	Replacement of carpet in the base building of the ATCT and terminal link	$ 56,000.00	
103		WSA	Denver	DEN	ATCT	Replacement of the exisitng 125 gallon hot water heater in the base building with an 80 gallon electric hot water heater because of the safety concern due to the new flammable refrigerant in the new facility chiller plant.	$ 10,000.00	
104		WSA	Denver	DEN	ATCT	Modify console in cab	$ 50,000.00	
105		WSA	Denver	DEN	ATCT	Window Indicators	$ 20,000.00	
125		WSA	Denver	ASE	ATCT	Replace carpet and floor tile as needed through out facility	$ 5,000.00	
126		WSA	Denver	ASE	ATCT	Seal and paint ATCT shaft siding	$ 6,500.00	
127		WSA	Denver	ASE	ATCT	Repaint catwalk and above all exterior metal surfaces.	$ 3,500.00	
128		WSA	Denver	ASE	ATCT	Paint (dark brown) window sill and mullions inside cab, including all other metal surfaces	$ 1,200.00	
129		WSA	Denver	ASE	ATCT	Replace door lock and latch for cab door to catwalk.	$ 250.00	
130		WSA	Denver	ASE	ATCT	Refinish all hardwood bullnose at cab consoles.	$ 250.00	
35	2005-1857	WSA	Hawaii- Pacific	GSN	ATCT	Replace tower CAB carpeting	$ 6,480.00	
36	2005-1824	WSA	Hawaii- Pacific	GUM	ATCT	Replace Tower CAB window seals	$ 71,935.00	
40	2005-1943	WSA	Hawaii- Pacific	HNL	ATCT	Provide corrosion protection to the antenna mounts on ATCT cab r	$ 4,200.00	
41		WSA	Hawaii- Pacific	ITO	ATCT	Repair and restore ATCT multipoint grounding system.	$ 4,700.00	
43		WSA	Hawaii- Pacific	KOA	ATCT	Replace Worn and Frayed ATCT Carpeting	$ 9,600.00	
59	2007-0709	WSA	Hawaii- Pacific	OGG	ATCT	Re-seal the tower cab roof.	$ 25,000.00	
60	2007-0708	WSA	Hawaii- Pacific	OGG	ATCT	Repair water leak near the catwalk door.	$ 10,000.00	
108	2005-0815	WSA	Hawaii- Pacific	HNL	ATCT	Honolulu Control Facility's Air Handler Units Refurbishment.	$ 31,147.00	
63		WSA	John Wayne	ONT	ATCT	Traininig Room equipment.	$ 5,000.00	
64		WSA	John Wayne	ONT	DDH	Trim six trees back	$ 6,000.00	
92		WSA	John Wayne	SNA	ATCT	Upgrade SNA ATCT cab with ESD carpet	$ 10,000.00	

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
101		WSA	John Wayne	CNO	ATCT	A minimum of 4 air conditioners (wall units) $700 per unit	$ 2,800.00	
34		WSA	Las Vegas	GCN	ATCT	Replace cab window shades	$ 16,000.00	
44		WSA	Las Vegas	L30	TRACON	Replace carpet	$ 10,000.00	
45		WSA	Las Vegas	LAS	ATCT	Replace scratched cab shades	$ 25,000.00	
95		WSA	Las Vegas	VGT	ATCT	Replace cab carpet	$ 5,000.00	
46	2005-2636	WSA	Los Angeles	LAX	ATCT	Replace stairway steps treads.	$ 10,000.00	
47	2005-2635	WSA	Los Angeles	LAX	ATCT	Replace carpet.	$ 84,480.00	
48		WSA	Los Angeles	LAX	ATCT	Repair cab roof	$ 15,000.00	
96		WSA	Los Angeles	VNY	ATCT	Carpet in the CAB (heavy staining and wear)	$ 5,000.00	
97		WSA	Los Angeles	VNY	ATCT	Install parking lot light pole	$ 900.00	
121		WSA	Los Angeles	VNY	ATCT	Replace bathroom fixtures and cabinets in all three bathrooms (more than 30 years old and VERY ratty looking)	$ 2,000.00	
53		WSA	Northern Cal	MOD	ATCT	Replace stairwell lighting fixtures 5 floors.	$ 1,400.00	
56		WSA	Northern Cal	NCT	TRACON	Repair Roof	$ 76,000.00	
57		WSA	Northern Cal	NCT	TRACON	Carpet for operations wing.	$ 51,000.00	
79		WSA	Northern Cal	SCK	ATCT	Replace ATCT/ADMIN carpet	$ 4,000.00	
80		WSA	Northern Cal	SCK	ATCT	Repair damaged concrete at the front door entrance	$ 1,500.00	
110		WSA	Northern Cal	MOD	ATCT	Replace non working security camera at the front door entrance	$ 1,400.00	
115		WSA	Northern Cal	SCK	ATCT	Repair security gate	$ 2,500.00	
31		WSA	Phoenix	FFZ	ATCT	Repair or replace three room air conditioning units in the base area. One is not functioning and two are barely functioning.	$ 3,000.00	
32		WSA	Phoenix	FFZ	ATCT	Repair Tower Cab roof leaks.	$ 5,000.00	
33		WSA	Phoenix	FFZ	ATCT	Repair tower cab ceiling lights over operating positions for night operations. Lights have fallen out of the holder and won't stay in holder and they are not usable for operations.	$ 8,500.00	
37		WSA	Phoenix	GYR	ATCT	Replace safety railing around cab roof.	$ 10,000.00	
82		WSA	Phoenix	SDL	ATCT	Base building roof and ATCT windows needs appropriate sealing applied to prevent water peneration.	$ 20,000.00	

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
83		WSA	Phoenix	SDL	ATCT	ATCT windows are leaking and are in need of re-sealing, crane required.	$ 20,000.00	
26		WSA	Portland	EUG	ATCT	Repair cab shades	$ 7,600.00	
27		WSA	Portland	EUG	ATCT	Repair damaged wall board, ceiling tiles & riser; and treat facility to prevent mold	$ 5,000.00	
28		WSA	Portland	EUG	ATCT	Repair the security recording system and improve recording quality	$ 2,400.00	
38		WSA	Portland	HIO	ATCT	Repair flooring in cab and small offices	$ 6,000.00	
49		WSA	Portland	LMT	ATCT	Repair cab shades	$ 7,700.00	
50		WSA	Portland	LMT	ATCT	Repair carpeting. Old carpet is unsafe.	$ 7,500.00	
65		WSA	Portland	P80	TRACON	Repair essential bus panels so they accept faster action breakers. Balance loads.	$ 15,000.00	
66		WSA	Portland	P80	TRACON	Repair HVAC and balance the load among the units	$ 25,000.00	
71		WSA	Portland	PDT	ATCT	Repair flooring in cab and electronic equipment rooms, including ACM abatement	$ 11,560.00	
72		WSA	Portland	PDX	ATCT	Repair cab shades	$ 22,000.00	
73		WSA	Portland	PDX	ATCT	Repair broken lightning down conductor and ground to EES	$ 2,000.00	
74		WSA	Portland	PSC	ATCT	Repair flooring, including abatement of ACM	$ 4,000.00	
75		WSA	Portland	PSC	ATCT	replace window shades	$ 8,000.00	
90		WSA	Portland	SLE	ATCT	Repair/refurbish ladder and protective cage to roof.	$ 10,000.00	
91	2007-1331	WSA	Portland	SLE	ATCT	Replace the window shades in the airport traffic control tower cab	$ 10,000.00	
107		WSA	Portland	HIO	ATCT	New tower carpet	$ 8,000.00	
112		WSA	Portland	PDX	ATCT	Repair emergency lighting	$ 3,500.00	
120		WSA	Portland	TTD	ATCT	Repair/refurbish electrical lighting in Pof P structure.	$ 8,500.00	
122		WSA	Portland	ALW	ATCT	Office chairs	$ 750.00	
15		WSA	Salt Lake City	BOI	ATCT	Replace stained and worn out carpet in tower cab	$ 3,500.00	
89		WSA	Salt Lake City	SLC	ATCT	Make the ATCT handicapped accessible by upgrading entrance doors (by produce will be adding astragals - coordinators are already required for the handicapped doors). Estimate cost $20K.	$ 20,000.00	

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Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
119		WSA	Salt Lake City	SLC	ATCT	Replace Carpet in TRACON - carpet is the original with heavy foot traffic. Government estimate in 2005 was $35K	$ 35,000.00	
3	2005-5903	WSA	San Francisco	APC	ATCT	NAPA, CA (APC) - ATCT	$ 40,800.00	
16		WSA	San Francisco	CCR	ATCT	Repair Stair Treads	$ 15,000.00	
55	2005-5904	WSA	San Francisco	MRY	ATCT	MONTEREY, CA (MRY) - ATCT	$ 50,000.00	
58	2007-0347	WSA	San Francisco	OAKA	ATCT	Oakland, CA (OAKA) North ATCT - Replace Carpet in Cab and Breakr	$ 15,000.00	
93	2005-5824	WSA	San Francisco	SQL	ATCT	SAN CARLOS, CA (SQL) - ATCT	$ 9,360.00	
111		WSA	San Francisco	MRY	ATCT	Repair Existing A/C Units	$ 50,000.00	
124		WSA	San Francisco	APC	ATCT	Rehabilitate Compound	$ 15,000.00	
10		WSA	Santa Barbara	BFL	ATCT	Replace carpet ATCT/TRACON	$ 15,000.00	
11		WSA	Santa Barbara	BFL	ATCT	Replace Tower Cab Shades. Current shades are old, torn, and aircraft can not be seen through them.	$ 7,500.00	
12		WSA	Santa Barbara	BFL	ATCT	Battery Operated Light Gun	$ 3,000.00	
17	2007-4162	WSA	Santa Barbara	CMA	ATCT	Replace tower cab window shades.	$ 10,000.00	
29		WSA	Santa Barbara	FAT	ATCT	Emergency lighting in restrooms and add auto flushers	$ 5,000.00	
30		WSA	Santa Barbara	FAT	ATCT	Replace TRACON carpet.Carpet worn and coming up causing a trip hazard.	$ 7,000.00	
78		WSA	Santa Barbara	SBA	ATCT	Upgrade Tower Sink Drain	$ 1,200.00	
100		WSA	Santa Barbara	BFL	ATCT	Replace Old Air Conditioning Unit	$ 25,000.00	
106	2005-1966	WSA	Santa Barbara	FAT	ATCT	Replace carpeting for all administrative and operational spaces	$ 21,360.00	
113	2005-4040	WSA	Santa Barbara	SBA	ATCT	Provide interior paint and carpet for SBA Tower and TRACON.	$ 30,000.00	
114		WSA	Santa Barbara	SBA	ATCT	Replace all bathroom fixtures which are corroded and/or worn out	$ 2,500.00	
9	2005-2273	WSA	Seattle	BFI	ATCT	Replace ATCT window shades.	$ 11,000.00	
13		WSA	Seattle	BLI	ATCT	Replace carpeting	$ 6,500.00	
14		WSA	Seattle	BLI	ATCT	Provide double shades for 3 windows due to extreme glare.	$ 2,500.00	
51		WSA	Seattle	LWS	ATCT	Replace 3 cab windows	$ 40,000.00	

FY07 EOY Ops Sustain Projects First Tier Projects

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
52		WSA	Seattle	LWS	ATCT	Repair floor covering and grounding system in cab and equipment areas	$ 7,000.00	
61		WSA	Seattle	OLM	ATCT	Repair flooring, including abatement of ACM	$ 6,000.00	
62	2005-2263	WSA	Seattle	OLM	ATCT	Replace ATCT window shades.	$ 11,000.00	
67	2005-2262	WSA	Seattle	PAE	ATCT	Replace ATCTwindow shades.	$ 17,000.00	
68		WSA	Seattle	PAE	ATCT	Repair building leaks	$ 25,000.00	
69		WSA	Seattle	PAE	ATCT	Repair carpet and baseboard water damage	$ 10,000.00	
70		WSA	Seattle	PAE	ATCT	Trim trees that are obstructing tower visibility	$ 250.00	
76	2007-5030	WSA	Seattle	Q10	MATCT	Repair radios and shelter for mobile ATCT	$ 50,000.00	
77	2005-2265	WSA	Seattle	RNT	ATCT	Replace ATCT window shades.	$ 11,000.00	
84		WSA	Seattle	SEA	ATCT	Replace ATCT cab carpet	$ 10,000.00	
87		WSA	Seattle	SFF	ATCT	Replace/sustain HVAC	$ 9,500.00	
94	2005-2264	WSA	Seattle	TIW	ATCT	Replace ATCT window shades.	$ 11,000.00	
98		WSA	Seattle	YKM	ATCT	Repair flooring in cab and small offices, including abatement of ACM.	$ 8,500.00	
81	2005-3012	WSA	Southern Ca	SCT	TRACON	Repair the roof at SCT.	$ 30,000.00	
85		WSA	Southern Ca	SEE	ATCT	tower cab shades	$ 15,000.00	
86		WSA	Southern Ca	SEE	ATCT	tree removal	$ 3,000.00	
116	2005-2746	WSA	Southern Ca	SCT	TRACON	Replace carpeting in SCT's Administration wing on the first and	$ 100,000.00	
117		WSA	Southern Ca	SEE	ATCT	elevator car rehab	$ 10,000.00	
118		WSA	Southern Ca	SEE	ATCT	fence maintenance & repair	$ 5,000.00	

Total for First Tier Projects	$ 6,186,866.00	% of 1st Tier Total
CSA Sub-Total	$ 2,058,654.00	33.3%
ESA Sub-Total	$ 2,243,490.00	36.3%
WSA Sub-Total	$ 1,884,722.00	30.5%

Central Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
3		CSA	Chicago Tracon	C90-	TRACON	Repair sink hole in north parking lot.	$ 175,000.00	
54		CSA	Chicago Tracon	C90	TRACON	Paint for offices	$ 2,000.00	
87		CSA	Chicago Tracon	C90	TRACON	Carpeting for Ops floor tiles	$ 1,500.00	
106		CSA	Chicago Tracon	C90	TRACON	Roof Repairs	$ 8,000.00	
4		CSA	GATEWAY	STL-	ATCT	STL ATCT Mold Remediation	$ 45,000.00	
13	2005-6289	CSA	GATEWAY	EVV	ATCT	Refurbishment to stop water leaks	$ 69,000.00	
14	2007-2603	CSA	GATEWAY	STL-	TOWB	Repair or replace Base Building roof.	$ 115,000.00	
19	2007-5124	CSA	GATEWAY	STL-	ATCT	Purchase 2nd compressor for HVAC system.	$ 10,000.00	
24	2006-3105	CSA	GATEWAY	STL-	TOWB	Upgrade HVAC control sytsem interface at the STL ATCT.	$ 37,000.00	
93		CSA	GATEWAY	LIT-	ATCT	Paint admin offices.	$ 1,500.00	
99		CSA	GATEWAY	FSM-	ATCT	Paint/Labor (paint entire facility)	$ 10,000.00	
18		CSA	GULF	LFT	ATCT	Replace engine generator.	$ 30,000.00	
22		CSA	GULF	SHV	ATCT	Replace 708 Sq. Ft. of carpet in radar room & AF equipment room.	$ 21,300.00	
32	2007-4982	CSA	GULF	BAD-	TRACON	Replace carpet in ops & AF rooms and repair sound proof walls.	$ 20,000.00	
57	2007-1991	CSA	GULF	MLU-	ATCT	Install additional breaker box for tower cab to correct fire hazard	$ 1,000.00	
81	2007-0822	CSA	GULF	MSY-	ATCT	Replace tower shades	$ 9,000.00	
102	2007-4985	CSA	GULF	GGG-	ATCT	Repair wall for fire/life/safety hazard	$ 500.00	
104	2005-5693	CSA	GULF	HUM-	ATCT	Paint Exterior of ATCT	$ 50,000.00	
120	2007-2278	CSA	GULF	BAD-	RAPCO	Replace 2 doors in Rapcon on the West side.	$ 3,500.00	
2	2007-4364	CSA	HEARTLAND	HUF-	ATCT	Repair Liebert air conditioning unit	$ 1,500.00	
9	2007-0192	CSA	HEARTLAND	MFD-	TOWB	Remove and replace HVAC unit on tower cab	$ 32,000.00	
16		CSA	HEARTLAND	MKE	ATCT	Upgrade tower cab HVAC system	$ 25,000.00	
20	2007-4416	CSA	HEARTLAND	MFD-	TOWB	Update elevator electro-mechanical controller with a microproces	$ 45,000.00	
50	2007-3469	CSA	HEARTLAND	OSU-	ATCT	Paint interior and exterior walls of OSU ATCT.	$ 10,000.00	

Central Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
62		CSA	HEARTLAND	CAK	ATCT	Replace administrative carpet.	$ 15,000.00	
6	2007-3635	CSA	KANSAS CITY	ICT-	ATCT	Mold remediation in the TGG Lab and TRACON	$ 90,000.00	
42	2007-2043	CSA	KANSAS CITY	SLN-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
44	2007-2039	CSA	KANSAS CITY	MCI-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
52	2006-3147	CSA	KANSAS CITY	MKC-	ATCT	Provide a new light gun for the tower.	$ 5,000.00	
53	2007-1979	CSA	KANSAS CITY	ICT-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
~~58~~	~~2005-0442~~	~~CSA~~	~~KANSAS CITY~~	~~Q83-~~	~~ATCT~~	~~General repair of the Mobile ATCT (Q83).~~		
63	2005-3368	CSA	KANSAS CITY	MCI-	ATCT	Replace Carpet.	$ 99,496.00	
65	2005-3369	CSA	KANSAS CITY	MKC-	ATCT	Replace Carpet.	$ 28,968.00	
79	2007-2041	CSA	KANSAS CITY	MKC-	ATCT	Replace ATCT cab shades.	$ 5,000.00	
84	2006-3200	CSA	KANSAS CITY	HUT-	ATCT	Replace cab shades.	$ 9,680.00	
96		CSA	KANSAS CITY	OKC-	TOWB	Repair & seal Parking lot	$ 20,000.00	
100		CSA	KANSAS CITY	MCI	ATCT	Paint Interior Walls	$ 15,000.00	
111	2006-3166	CSA	KANSAS CITY	OJC-	ATCT	Remove and replace all ACM mastic from areas identified in the A	$ 3,000.00	
121	2005-3350	CSA	KANSAS CITY	OJC-	ATCT	Replace Carpet.	$ 5,000.00	
8	2005-3821	CSA	LAKE	LAF-	ATCT	Replace the DC BUS at LAF ATCT.	$ 70,000.00	Excessive condensation.
29		CSA	LAKE	RFD	ATCT	New shades for tower cab	$ 10,000.00	
31	2005-0382	CSA	LAKE	MKE-	ATCT	Repair road/parking areas.	$ 70,000.00	
37		CSA	LAKE	LAF	ATCT	Carpeting for ATCT facility	$ 5,000.00	
72		CSA	LAKE	RFD	ATCT	New counter, sink, and hardware for facility rest-room	$ 3,000.00	
95		CSA	LAKE	IAH	ATCT	Replace carpet in base building	$ 10,000.00	
119		CSA	LAKE	GRB	ATCT	Weatherproof and expand cable storage area on Garage Bldg	$ 5,000.00	
40	2005-4145	CSA	LONE STAR	AMA-	ATCT	CIPHER LOCK	$ 2,500.00	
77	2007-4392	CSA	LONE STAR	BRO-	TOWB	Replace cab shades	$ 5,500.00	
78	2007-4390	CSA	LONE STAR	HRL-	TOWB	Replace tower cab shades	$ 5,500.00	
80		CSA	LONE STAR	ELP	ATCT	replace cab shades	$ 5,000.00	

Central Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
82	2007-4391	CSA	LONE STAR	MFE-	TOWB	Replace cab shades	$ 5,500.00	
124	2005-4144	CSA	LONE STAR	AMA-	ATCT	REFURBISH RESTROOM	$ 600.00	
125	2007-5224	CSA	LONE STAR	AMA-	ATCT	Repair/replace chipped formica in tower cab console.	$ 2,000.00	
126	2007-5225	CSA	LONE STAR	AMA-	ATCT	Replace carpet in base building offices and equipment room.	$ 4,000.00	
127	2007-5226	CSA	LONE STAR	AMA-	ATCT	Replace sinks and faucets in the bathrooms and kitchen.	$ 2,400.00	
128	2007-5230	CSA	LONE STAR	AMA-	ATCT	Remove and replace pocket door in staff office.	$ 3,600.00	
129	2007-5237	CSA	LONE STAR	AMA-	ATCT	Repair patio enclosure.	$ 800.00	
130	2007-5244	CSA	LONE STAR	AMA-	ATCT	Replace dishwasher and range/oven.	$ 1,200.00	
21	2007-4095	CSA	MOTOWN	MKG-	TOWB	Replace exiisting gate controller with chain driven controller.	$ 5,300.00	
27		CSA	MOTOWN	MBS	ATCT	Repair and paint walls inside ATCT	$ 10,500.00	
28	2005-6269	CSA	MOTOWN	ARB-	ATCT	Waterprrof, seal, paint & caulf tower exterior.	$ 78,000.00	
33		CSA	MOTOWN	TVC	ATCT	Replace administrative Carpet	$ 7,500.00	
36		CSA	MOTOWN	YIP	ATCT	Painting of Base Bulding	$ 7,500.00	
41	2005-0457	CSA	MOTOWN	MBS-	ATCT	Connect MBS ATCT to municipal water supply.	$ 62,060.00	
51	2005-0458	CSA	MOTOWN	MBS-	ATCT	Clean HVAC Ducts At MBS ATCT.	$ 5,000.00	
59		CSA	MOTOWN	MBS	ATCT	Replace Carpet on 2nd Floor	$ 3,500.00	
60		CSA	MOTOWN	LAN	ATCT	Carpet for Break room	$ 3,000.00	01-22-2007: Best course of action - conduct study to determine b
61		CSA	MOTOWN	D21	TRACON	Carpet for Administrtive Areas	$ 28,000.00	
76		CSA	MOTOWN	YIP	ATCT	Replace administrative Carpet	$ 7,500.00	
90		CSA	MOTOWN	MBS	ATCT	Refurbish Break room	$ 2,000.00	
105		CSA	MOTOWN	MBS	ATCT	Paint Exterior of ATCT	$ 2,500.00	
123		CSA	MOTOWN	D21	TRACON	Painting of Staff Break Room	$ 2,500.00	
11	2006-1293	CSA	Northern Lights	GFK-	ATCT	Repaint Exterior of entire tower and base building	$ 17,500.00	
25		CSA	Northern Lights	MAF-	ATCT	Replace tower AHU/CU #4 Condenser.	$ 20,000.00	

Central Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
103	2005-6299	CSA	Northern Lights	BIS-	ATCT	ATCT REFURBISHMENT PROJECTS, INSTALL EXTERIOR INSULATION.	$ 73,000.00	
1	2007-4207	CSA	ORCHARD	ORD	ATCT	Rework MED LOC building ground to prevent flooding.	$ 50,000.00	
7	2007-2998	CSA	ORCHARD	PWK-	ATCT	Repair mold damage and water infiltration problem	$ 45,000.00	
17	2007-4141	CSA	ORCHARD	UGN-	ATBM	Replace complete HVAC system	$ 15,000.00	
45	2007-3464	CSA	ORCHARD	ORD-	ATCT	Recaulk cab roof w/ silicone-based caulk	$ 25,000.00	
47	2007-3096	CSA	ORCHARD	PWK-	ATCT	Replace carpet and wallpaper in base building	$ 15,000.00	
55	2007-3092	CSA	ORCHARD	PWK-	ATCT	Repair, reseal and stripe parking lot.	$ 50,000.00	
110	2007-3018	CSA	ORCHARD	ORD-	ATCT	Insulate ceiling and panel area in ATCT cab	$ 21,000.00	
23		CSA	SAN JACINTO	DWH	ATCT	Repair/replace roof	$ 60,000	
38		CSA	SAN JACINTO	IAH	ATCT	Replace carpet tiles in twr cab	$ 2,000.00	
68		CSA	SAN JACINTO	IAH	ATCT	Replace carpet in base building	$ 10,000.00	
69	2007-2652	CSA	SAN JACINTO	I90-	TRACON	Replace damaged windows.	$ 1,000.00	
71	2007-2907	CSA	SAN JACINTO	HOU-	ASDE	Repair equipment Poles	$ 500.00	
83	2007-3742	CSA	SAN JACINTO	BPT-	ATCT	Replace Tower Cab window shades	$ 4,000.00	
91	2007-2917	CSA	SAN JACINTO	HUB-	ATCT	Replace Carpet at ATCT Facility	$ 5,000.00	
101		CSA	SAN JACINTO	IAH	ATCT	Replace kitchen cabinets	$ 2,500.00	
108		CSA	SAN JACINTO	IAH	ATCT	Replace kitchen floor tiles	$ 1,000.00	
118		CSA	SAN JACINTO	I90	TRACON	Add door to office in air traffic modular building	$ 750.00	
5		CSA	TWO RIVERS	R90	TRACON	R90 TRACON Mold Remediation	$ 90,000.00	
34		CSA	TWO RIVERS	DSM-	ATCT	Modernize Restrooms on 1,2,4,5 & 6 Floors	$ 20,000.00	
39		CSA	TWO RIVERS	SUX-	ATCT	Relocate DBRITE from ceiling to console.	$ 2,000.00	
43	2007-2038	CSA	TWO RIVERS	OMA-	ATCT	Replace ATCT cab shades.	$ 9,000.00	
75	2006-3159	CSA	TWO RIVERS	DSM-	ATCT	Refurbish interior of tower, replace windows, etc.	$ 35,000.00	
85	2007-2036	CSA	TWO RIVERS	DBQ-	ATCT	Replace cab shades.	$ 4,000.00	

Central Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
113		CSA	TWO RIVERS	DSM-	ATCT	Partition office on 6th floor to create second office/storage room	$ 4,000.00	
117	2007-2519	CSA	TWO RIVERS	DSM-	ATCT	Replace tile in ATCT 3rd floor equipment room .	$ 1,000.00	
122	2007-4227	CSA	TWO RIVERS	MLI-	ATCT	Replace smoke room exhaust fan.	$ 5,000.00	

$ 2,058,654.00

Eastern Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
9	2007-0878	ESA	Carolina	GSO-	ATCT	Reconfigure ATCT	$ 75,000.00	Must be accomplished prior to new runway commissioning.
49	2007-1898	ESA	Carolina	CAE	ATCT	Repair leaky boiler pump and valve and flush and treat the system	$ 8,000.00	
54	2007-1525	ESA	Carolina	AVL	TOWB	Replace the HVAC units for the ARTS room at the Asheville, NC	$ 5,000.00	Units installed 1993.
146	2007-4173	ESA	Carolina	RDU-	ATCT	Replace the entrance security gate	$ 25,000.00	
40	2007-4756	ESA	Cincinnati	LEX	ATCT	CAB Shades	$ 9,037.00	Installed 1992
46	2007-4269	ESA	Cincinnati	SDF	ATCT	CAB Shades	$ 11,052.00	Installed 1995
136	2007-4599	ESA	Cincinnati	CHA	SSC	Repair or replace SSC roof	$ 5,500.00	
~~1~~	~~2007-3829~~	~~ESA~~	~~Georgia~~	~~ATL~~	~~ATCT~~	~~Improve Transfer Switch~~		
6	2007-4789	ESA	Georgia	ATL	CHLR	Properly install strainers on chiller and boiler circuits	$ 50,000.00	
	2007-4531	ESA	Georgia	A80	TVS	Enhance A80 ETG Lab RDVS	$ 22,500.00	
135	2007-1903	ESA	Georgia	AGS	ATCT	Repair exterior wall, AGS ATCT.	$ 10,000.00	
13	2007-1901	ESA	Independence	ITH-	TOWB	REPLACE CRACKED ATCT CAB GLASS PANEL	$ 25,000.00	4 foot crack.
23	2006-3064	ESA	Independence	ABE-	TOWB	Repair Air Traffic Control Tower Roof Leak	$ 65,000.00	Many leaks.
24	2006-3844	ESA	Independence	ABE-	TOWB	Air Traffic Control Tower - Base Building Roof Leak	$ 150,000.00	Roof installed 1996. Not a candidate for replacement.
44		ESA	Independence	PNE	ATCT	Replace tower cab shades	$ 16,000.00	
47	2006-0175	ESA	Independence	SYR-	BLDG	ATCT: Tower Shade Replacement	$ 8,000.00	Shades are 7 years old.
60		ESA	Independence	PHL	ATCT	Resurface parking lot to eliminate huge puddles which ice over in winter and create safety hazard	$ 23,000.00	Safety issue.
125	2005-0385	ESA	Independence	RDG-	ATCT	ATCT: INTERIOR TOWER STAIRWELL PAINTING AND TREAD REPLACEMENT.	$ 77,454.00	
132		ESA	Independence	PHL	ATCT	Remove old HVAC unit from roof and install new roof in resulting opening	$ 28,000.00	
140	2007-1788	ESA	Independence	SYR-	TOWB	Extend handrail from staircase to ceiling for climbing safety in	$ 5,000.00	

Eastern Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
145		ESA	Independence	SYR-	ATCT	FSRM: REPLACE SECURITY GATE	$ 25,000.00	Current gate is wooden.
148	2007-2318	ESA	Independence	SYR-	TOWB	Upgrade HVAC system in SYR ATCT/TOWB.	$ 25,000.00	
16	2006-1282	ESA	Memphis	HKS-	ATCT	Replace two tower cab window panes	$ 45,000.00	One pane is cracked, the other fogs.
25	2007-2508	ESA	Memphis	BFM-	ATCT	Repair Catwalk	$ 18,000.00	Structural issue
30	2007-4809	ESA	Memphis	BFM	ATCT	CAB Shades	$ 7,879.00	No age provided
53	2007-0845	ESA	Memphis	BHM-	ATCT	Reconfigure cab center console	$ 3,000.00	
27	2007-0179	ESA	New England	BOS-	ATCT	Replacement of ATCT window shades.	$ 10,000.00	Shades are 7 years old.
41	2006-3463	ESA	New England	LWM-	ATCT	Replace Lawrence ATCT Tower Cab Shades	$ 10,000.00	
142	2007-2610	ESA	New England	FMH-	TRACON	Replace HVAC systems at Falmouth Tracon	$ 150,000.00	K90
8	2006-1598	ESA	New York	EWR-	ATCT	ATCT: Place boilers on 3 branch circuits instead of 1.	$ 40,000.00	Single circuit has a history of tripping.
28	2006-2827	ESA	New York	LGA	ATCT	Replace Air Traffic Control Tower window shades	$ 10,000.00	
29	2007-2334	ESA	New York	BDL-	TOWB	Shade replacement BDL tower	$ 10,000.00	Shades are 8 years old.
31	2006-1675	ESA	New York	CDW-	ATCT	ATCT: CDW ATCT Replace and Repair 4 Tower Cab Windows	$ 35,000.00	2 leak, 2 fog
50	2006-1926	ESA	New York	ISP-	ATCT	Remove carpet on knee walls.	$ 10,000.00	Fire hazard.
61	2006-2655	ESA	New York	JFK-	ATCT	Add JFK ATCT 15Th floor NAV/COMM facilities to facility PCS	$ 75,000.00	
63	2005-5756	ESA	New York	ALB-	ATCT	ATCT: Console modification at the Flight Data/Clearance Delivery	$ 116,400.00	
138	2007-0303	ESA	New York	HFD-	NASEB	HFD NASEB Soffit/Facia Repair	$ 10,000.00	
11	2005-1162	ESA	New York Tracon	N90-	TRACON	ATCT: Replace Condenser and Chiller Pumps	$ 20,000.00	
51	2006-1393	ESA	New York Tracon	QHM-	BLDG	ATCT: Remove and replace all rooftop intake and exhaust ductwork	$ 35,000.00	N90 -- Causing leaks.
131	2005-1196	ESA	New York Tracon	N90-	TRACON	ATCT: Replace Admin Phone System	$ 50,000.00	
18	2006-2776	ESA	North Florida	MCO-	ATBM	Air Handler Unit #3 (Men's room) at MCO TRACON	$ 85,000.00	
19	2006-2780	ESA	North Florida	MCO-	ATBM	Replace Air Handler Unit 4 (AHU 4)	$ 85,000.00	Leaking, Mold.

Eastern Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
20	2006-2846	ESA	North Florida	MCO-	ATBM	Clean, decontaminate, sanitize and disinfect the air duct system	$ 37,000.00	Should be done with all other MCO AC projects.
21	2006-2848	ESA	North Florida	MCO-	ATCT	Weatherproof fire alarm stations on 11th floor in MCO ATCT.	$ 4,731.00	Should be done with all other MCO AC projects.
48	2006-2773	ESA	North Florida	ORL-	ATCT	Get rid of Mold at ORL ATCT	$ 15,000.00	Requires replacement of dry wall.
52	2006-2725	ESA	North Florida	MCO-	TRACON	OSHA upgrades. Fall protection on loading dock, sidewalk from exit, battery islolation.	$ 50,000.00	
56	2006-2724	ESA	North Florida	ORL-	ATCT	ORL ATCT Local Control Equipment Relocation	$ 30,000.00	Operational error mitigation requires change in layout.
57	2005-0498	ESA	North Florida	VRB-	ATCT	Relocate VRB ATCT Flight Data/Clearance Delivery position and as	$ 7,000.00	
66	2006-2726	ESA	North Florida	MCO-	ATCT	Replace elevator indicator panels that have failed	$ 4,500.00	
121	2006-2930	ESA	North Florida	DAB-	TOWB	DAB ATCT Tower cab air conditioners (2) Replacement.	$ 40,000.00	
123	2005-2259	ESA	North Florida	MCO-	ATCT	Extend MCO ATCT Clearance Delivery Console Writing area.	$ 5,000.00	
137	2007-4545	ESA	North Florida	DAB	TOWB	Admin buiding roof repair	$ 1,500.00	No leaking demonstrated
152	2005-1695	ESA	North Florida	JAX-	ATCT	Upgrade/replace Administrative Phone system	$ 50,000.00	
155	2007-4560	ESA	North Florida	DAB	ATCT	Refurbish Cab Window Washer System	$ 3,400.00	System leaking
33		ESA	Pittsburgh	CKB	ATCT	Tower Shades	$ 10,000.00	
34		ESA	Pittsburgh	CRW	ATCT	Replace Shades East and West	$ 10,000.00	
35		ESA	Pittsburgh	ERI	ATCT	Tower Shades	$ 10,000.00	
38		ESA	Pittsburgh	HTS	ATCT	Tower Shade - Double	$ 10,000.00	
43	2007-2316	ESA	Pittsburgh	MDT-	ATCT	Replace all window shades in the tower cab.	$ 10,000.00	
118		ESA	Pittsburgh	PIT	ATCT	Heating in rear Stairwell	$ 5,000.00	
134		ESA	Pittsburgh	BUF	ATCT	Seal Parking lot and paint lines	$ 15,000.00	
144	2006-2699	ESA	Pittsburgh	PKB-	ATCT	ATCT: Replace Roof A/C Unit	$ 20,000.00	
154	2005-3562	ESA	Pittsburgh	CRW-	ATCT	ATCT: Install Anti-Static Carpet with a groud grid for the tower	$ 14,900.00	
157	2006-2686	ESA	Pittsburgh	CKB	ATCT	ATCT: Repair/Replace security gate for entance to ATCT. Expand parking area.	$ 50,000.00	

Eastern Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
62	2005-1532	ESA	Potomac Tracon	PCT-	TRACON	ATCT: : Relocate ACD and Hand-off Positions	$ 50,000.00	
7	2006-3127	ESA	South Florida	MIA-	ATCT	Increase capacity of MIAMI ATCT Air Conditioning System	$ 75,000.00	
14	2007-3028	ESA	South Florida	SIG	TOWB	SIG ATCT Tower Cab Water Leak	$ 8,500.00	Leaking in cab.
15	2006-3025	ESA	South Florida	FLL	ATCT	Refurbish Base Building roof and upgrade Lightning bonding and grounding.	$ 50,000.00	Not part of modernize scope.
128	2006-3453	ESA	South Florida	SJU-	ATCT	Waterproofing the ceiling of the SJU ATCT	$ 6,490.00	Leaks in non-operational areas.
129	2006-3059	ESA	South Florida	SJU-	ATCT	SJU ATCT Ventilation Filter Frame Refurbishment	$ 5,000.00	
~~147~~	~~2006-3059~~	~~ESA~~	~~South Florida~~	~~SJU~~	~~ATCT~~	~~SJU ATCT Ventilation Filter Frame Refurbishment~~		
17	2007-2576	ESA	Washington	LWB-	ATCT	EMERGENCY > $ 5K Replace Glass at Lewisburg, WV (LWB) ATCT	$ 12,000.00	Two panes are fogging.
26	2006-0843	ESA	Washington	BWI-	ATCT	ATCT: Modification to Tower Cab Console	$ 15,000.00	Line of sight issues.
32	2006-0842	ESA	Washington	CHO-	ATCT	ATCT: Replace Control Tower shades.	$ 8,000.00	Age of shades unknown.
36	2006-3437	ESA	Washington	HEF	ATCT	CAB Shades	$ 12,000.00	Installed 1991
~~37~~	~~2006-3437~~	~~ESA~~	~~Washington~~	~~HEF-~~	~~ATCT~~	~~Replacement of Air Traffic Control Tower shades.~~		~~Shades installed 1991.~~
42	2007-1165	ESA	Washington	LYH-	ATCT	Replace Shades at Lynchburg, VA (LYH) ATCT	$ 5,000.00	
45	2006-0867	ESA	Washington	RIC-	ATCT	ATCT: Control Tower Shades.	$ 7,500.00	Age of shades unknown.
133		ESA	Washington	ADW	ATCT	Refurbish Parking Lot	$ 12,000.00	
149		ESA	Washington	ORF	ATCT	Repave Parking Lot	$ 15,000.00	
156	2005-2235	ESA	Washington	ORF-	ATCT	Install window washer in ATCT.	$ 65,147.00	

$ 2,243,490.00

Western Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
1	2007-2001	WSA	Anchorage	ADQ	ATCT	Repair leaking roof and damaged walls	$ 25,000.00	
2	2006-3216	WSA	Anchorage	ANC	ATCT	Locate and seal conduit leaks at the Ted Stevens Anchorage Inter	$ 50,000.00	
25	2007-5029	WSA	Anchorage	ENA	ATCT	Replace cab window shades	$ 10,000.00	
42	2006-3237	WSA	Anchorage	JNU	ATCT	Install carpet in the Juneau ATCT cab.	$ 5,000.00	
54	2007-0052	WSA	Anchorage	MRI	ATCT	Replace existing tower cab working surfaces	$ 5,000.00	
4		WSA	Denver	ASE	ATCT	Resurface stair treads with rubber stair tread cap	$ 8,500.00	
5		WSA	Denver	ASE	ATCT	Replace cab shades	$ 10,000.00	
6		WSA	Denver	ASE	ATCT	Replace cab carpet	$ 1,500.00	
7		WSA	Denver	ASE	ATCT	Resurface access ramp leading to main entrance of base building.	$ 2,500.00	
8		WSA	Denver	ASE	ATCT	Repair cracks in curb and sidewalks around facility.	$ 2,000.00	
18		WSA	Denver	COS	ATCT	Replace carpet in Ops room	$ 10,000.00	
19		WSA	Denver	COS	ATCT	Replace tile and baseboards in the main hallway of the base building. Tile and baseboards are chipped, broken, and missing is several areas.	$ 30,000.00	
20		WSA	Denver	COS	ATCT	Replace two failed windows in base building.	$ 4,000.00	
21		WSA	Denver	COS	ATCT	New Window shades in cab	$ 3,000.00	
22		WSA	Denver	COS	ATCT	Cab window replacement, burn sopts welding causing sagging	$ 40,000.00	
23		WSA	Denver	DEN	ATCT	Installation of two new ASDE-3 displays to satisfy a RSAT finding of 9/2006 to prevent additional future runway incursions of active aircraft at DIA	$ 15,000.00	
99		WSA	Denver	ASE	ATCT	Replace acoustic ceiling tile as needed through-out facility	$ 1,000.00	
102		WSA	Denver	DEN	ATCT	Replacement of carpet in the base building of the ATCT and terminal link	$ 56,000.00	
103		WSA	Denver	DEN	ATCT	Replacement of the exisitng 125 gallon hot water heater in the base building with an 80 gallon electric hot water heater because of the safety concern due to the new flammable refrigerant in the new facility chiller plant.	$ 10,000.00	
104		WSA	Denver	DEN	ATCT	Modify console in cab	$ 50,000.00	
105		WSA	Denver	DEN	ATCT	Window Indicators	$ 20,000.00	
125		WSA	Denver	ASE	ATCT	Replace carpet and floor tile as needed through out facility	$ 5,000.00	
126		WSA	Denver	ASE	ATCT	Seal and paint ATCT shaft siding	$ 6,500.00	
127		WSA	Denver	ASE	ATCT	Repaint catwalk and above all exterior metal surfaces.	$ 3,500.00	

Western Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
128		WSA	Denver	ASE	ATCT	Paint (dark brown) window sill and mullions inside cab, including all other metal surfaces	$ 1,200.00	
129		WSA	Denver	ASE	ATCT	Replace door lock and latch for cab door to catwalk.	$ 250.00	
130		WSA	Denver	ASE	ATCT	Refinish all hardwood bullnose at cab consoles.	$ 250.00	
35	2005-1857	WSA	Hawaii- Pacific	GSN	ATCT	Replace tower CAB carpeting	$ 6,480.00	
36	2005-1824	WSA	Hawaii- Pacific	GUM	ATCT	Replace Tower CAB window seals	$ 71,935.00	
40	2005-1943	WSA	Hawaii- Pacific	HNL	ATCT	Provide corrosion protection to the antenna mounts on ATCT cab r	$ 4,200.00	
41		WSA	Hawaii- Pacific	ITO	ATCT	Repair and restore ATCT multipoint grounding system.	$ 4,700.00	
43		WSA	Hawaii- Pacific	KOA	ATCT	Replace Worn and Frayed ATCT Carpeting	$ 9,600.00	
59	2007-0709	WSA	Hawaii- Pacific	OGG	ATCT	Re-seal the tower cab roof.	$ 25,000.00	
60	2007-0708	WSA	Hawaii- Pacific	OGG	ATCT	Repair water leak near the catwalk door.	$ 10,000.00	
108	2005-0815	WSA	Hawaii- Pacific	HNL	ATCT	Honolulu Control Facility's Air Handler Units Refurbishment.	$ 31,147.00	
63		WSA	John Wayne	ONT	ATCT	Traininig Room equipment.	$ 5,000.00	
64		WSA	John Wayne	ONT	DDH	Trim six trees back	$ 6,000.00	
92		WSA	John Wayne	SNA	ATCT	Upgrade SNA ATCT cab with ESD carpet	$ 10,000.00	
101		WSA	John Wayne	CNO	ATCT	A minimum of 4 air conditioners (wall units) $700 per unit	$ 2,800.00	
34		WSA	Las Vegas	GCN	ATCT	Replace cab window shades	$ 16,000.00	
44		WSA	Las Vegas	L30	TRACON	Replace carpet	$ 10,000.00	
45		WSA	Las Vegas	LAS	ATCT	Replace scratched cab shades	$ 25,000.00	
95		WSA	Las Vegas	VGT	ATCT	Replace cab carpet	$ 5,000.00	
46	2005-2636	WSA	Los Angeles	LAX	ATCT	Replace stairway steps treads.	$ 10,000.00	
47	2005-2635	WSA	Los Angeles	LAX	ATCT	Replace carpet.	$ 84,480.00	
48		WSA	Los Angeles	LAX	ATCT	Repair cab roof	$ 15,000.00	
96		WSA	Los Angeles	VNY	ATCT	Carpet in the CAB (heavy staining and wear)	$ 5,000.00	
97		WSA	Los Angeles	VNY	ATCT	Install parking lot light pole	$ 900.00	
121		WSA	Los Angeles	VNY	ATCT	Replace bathroom fixtures and cabinets in all three bathrooms (more than 30 years old and VERY ratty looking)	$ 2,000.00	
53		WSA	Northern Cal	MOD	ATCT	Replace stairwell lighting fixtures 5 floors.	$ 1,400.00	
56		WSA	Northern Cal	NCT	TRACON	Repair Roof	$ 76,000.00	
57		WSA	Northern Cal	NCT	TRACON	Carpet for operations wing.	$ 51,000.00	
79		WSA	Northern Cal	SCK	ATCT	Replace ATCT/ADMIN carpet	$ 4,000.00	
80		WSA	Northern Cal	SCK	ATCT	Repair damaged concrete at the front door entrance	$ 1,500.00	
110		WSA	Northern Cal	MOD	ATCT	Replace non working security camera at the front door entrance	$ 1,400.00	

Western Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
115		WSA	Northern Cal	SCK	ATCT	Repair security gate	$ 2,500.00	
31		WSA	Phoenix	FFZ	ATCT	Repair or replace three room air conditioning units in the base area. One is not functioning and two are barely functioning.	$ 3,000.00	
32		WSA	Phoenix	FFZ	ATCT	Repair Tower Cab roof leaks.	$ 5,000.00	
33		WSA	Phoenix	FFZ	ATCT	Repair tower cab ceiling lights over operating positions for night operations. Lights have fallen out of the holder and won't stay in holder and they are not usable for operations.	$ 8,500.00	
37		WSA	Phoenix	GYR	ATCT	Replace safety railing around cab roof.	$ 10,000.00	
82		WSA	Phoenix	SDL	ATCT	Base building roof and ATCT windows needs appropriate sealing applied to prevent water peneration.	$ 20,000.00	
83		WSA	Phoenix	SDL	ATCT	ATCT windows are leaking and are in need of re-sealing, crane required.	$ 20,000.00	
26		WSA	Portland	EUG	ATCT	Repair cab shades	$ 7,600.00	
27		WSA	Portland	EUG	ATCT	Repair damaged wall board, ceiling tiles & riser; and treat facility to prevent mold	$ 5,000.00	
28		WSA	Portland	EUG	ATCT	Repair the security recording system and improve recording quality	$ 2,400.00	
38		WSA	Portland	HIO	ATCT	Repair flooring in cab and small offices	$ 6,000.00	
49		WSA	Portland	LMT	ATCT	Repair cab shades	$ 7,700.00	
50		WSA	Portland	LMT	ATCT	Repair carpeting. Old carpet is unsafe.	$ 7,500.00	
65		WSA	Portland	P80	TRACON	Repair essential bus panels so they accept faster action breakers. Balance loads.	$ 15,000.00	
66		WSA	Portland	P80	TRACON	Repair HVAC and balance the load among the units	$ 25,000.00	
71		WSA	Portland	PDT	ATCT	Repair flooring in cab and electronic equipment rooms, including ACM abatement	$ 11,560.00	
72		WSA	Portland	PDX	ATCT	Repair cab shades	$ 22,000.00	
73		WSA	Portland	PDX	ATCT	Repair broken lightning down conductor and ground to EES	$ 2,000.00	
74		WSA	Portland	PSC	ATCT	Repair flooring, including abatement of ACM	$ 4,000.00	
75		WSA	Portland	PSC	ATCT	replace window shades	$ 8,000.00	
90		WSA	Portland	SLE	ATCT	Repair/refurbish ladder and protective cage to roof.	$ 10,000.00	
91	2007-1331	WSA	Portland	SLE	ATCT	Replace the window shades in the airport traffic control tower cab	$ 10,000.00	
107		WSA	Portland	HIO	ATCT	New tower carpet	$ 8,000.00	
112		WSA	Portland	PDX	ATCT	Repair emergency lighting	$ 3,500.00	
120		WSA	Portland	TTD	ATCT	Repair/refurbish electrical lighting in Pof P structure.	$ 8,500.00	

Western Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
122		WSA	Portland	ALW	ATCT	Office chairs	$ 750.00	
15		WSA	Salt Lake City	BOI	ATCT	Replace stained and worn out carpet in tower cab	$ 3,500.00	
89		WSA	Salt Lake City	SLC	ATCT	Make the ATCT handicapped accessible by upgrading entrance doors (by produce will be adding astragals - coordinators are already required for the handicapped doors). Estimate cost $20K.	$ 20,000.00	
119		WSA	Salt Lake City	SLC	ATCT	Replace Carpet in TRACON - carpet is the original with heavy foot traffic. Government estimate in 2005 was $35K	$ 35,000.00	
3	2005-5903	WSA	San Francisco	APC	ATCT	NAPA, CA (APC) - ATCT	$ 40,800.00	
16		WSA	San Francisco	CCR	ATCT	Repair Stair Treads	$ 15,000.00	
55	2005-5904	WSA	San Francisco	MRY	ATCT	MONTEREY, CA (MRY) - ATCT	$ 50,000.00	
58	2007-0347	WSA	San Francisco	OAKA	ATCT	Oakland, CA (OAKA) North ATCT - Replace Carpet in Cab and Breakr	$ 15,000.00	
93	2005-5824	WSA	San Francisco	SQL	ATCT	SAN CARLOS, CA (SQL) - ATCT	$ 9,360.00	
111		WSA	San Francisco	MRY	ATCT	Repair Existing A/C Units	$ 50,000.00	
124		WSA	San Francisco	APC	ATCT	Rehabilitate Compound	$ 15,000.00	
10		WSA	Santa Barbara	BFL	ATCT	Replace carpet ATCT/TRACON	$ 15,000.00	
11		WSA	Santa Barbara	BFL	ATCT	Replace Tower Cab Shades. Current shades are old, torn, and aircraft can not be seen through them.	$ 7,500.00	
12		WSA	Santa Barbara	BFL	ATCT	Battery Operated Light Gun	$ 3,000.00	
17	2007-4162	WSA	Santa Barbara	CMA	ATCT	Replace tower cab window shades.	$ 10,000.00	
29		WSA	Santa Barbara	FAT	ATCT	Emergency lighting in restrooms and add auto flushers	$ 5,000.00	
30		WSA	Santa Barbara	FAT	ATCT	Replace TRACON carpet.Carpet worn and coming up causing a trip hazard.	$ 7,000.00	
78		WSA	Santa Barbara	SBA	ATCT	Upgrade Tower Sink Drain	$ 1,200.00	
100		WSA	Santa Barbara	BFL	ATCT	Replace Old Air Conditioning Unit	$ 25,000.00	
106	2005-1966	WSA	Santa Barbara	FAT	ATCT	Replace carpeting for all administrative and operational spaces	$ 21,360.00	
113	2005-4040	WSA	Santa Barbara	SBA	ATCT	Provide interior paint and carpet for SBA Tower and TRACON.	$ 30,000.00	
114		WSA	Santa Barbara	SBA	ATCT	Replace all bathroom fixtures which are corroded and/or worn out	$ 2,500.00	
9	2005-2273	WSA	Seattle	BFI	ATCT	Replace ATCT window shades.	$ 11,000.00	
13		WSA	Seattle	BLI	ATCT	Replace carpeting	$ 6,500.00	
14		WSA	Seattle	BLI	ATCT	Provide double shades for 3 windows due to extreme glare.	$ 2,500.00	
51		WSA	Seattle	LWS	ATCT	Replace 3 cab windows	$ 40,000.00	

Western Projects - First Tier

Priority	NAP	SA	District	LOC	FACILITY TYPE	DESCRIPTION	ESTIMATE	Comments
52		WSA	Seattle	LWS	ATCT	Repair floor covering and grounding system in cab and equipment areas	$ 7,000.00	
61		WSA	Seattle	OLM	ATCT	Repair flooring, including abatement of ACM	$ 6,000.00	
62	2005-2263	WSA	Seattle	OLM	ATCT	Replace ATCT window shades.	$ 11,000.00	
67	2005-2262	WSA	Seattle	PAE	ATCT	Replace ATCTwindow shades.	$ 17,000.00	
68		WSA	Seattle	PAE	ATCT	Repair building leaks	$ 25,000.00	
69		WSA	Seattle	PAE	ATCT	Repair carpet and baseboard water damage	$ 10,000.00	
70		WSA	Seattle	PAE	ATCT	Trim trees that are obstructing tower visibility	$ 250.00	
76	2007-5030	WSA	Seattle	Q10	MATCT	Repair radios and shelter for mobile ATCT	$ 50,000.00	
77	2005-2265	WSA	Seattle	RNT	ATCT	Replace ATCT window shades.	$ 11,000.00	
84		WSA	Seattle	SEA	ATCT	Replace ATCT cab carpet	$ 10,000.00	
87		WSA	Seattle	SFF	ATCT	Replace/sustain HVAC	$ 9,500.00	
94	2005-2264	WSA	Seattle	TIW	ATCT	Replace ATCT window shades.	$ 11,000.00	
98		WSA	Seattle	YKM	ATCT	Repair flooring in cab and small offices, including abatement of ACM.	$ 8,500.00	
81	2005-3012	WSA	Southern Ca	SCT	TRACON	Repair the roof at SCT.	$ 30,000.00	
85		WSA	Southern Ca	SEE	ATCT	tower cab shades	$ 15,000.00	
86		WSA	Southern Ca	SEE	ATCT	tree removal	$ 3,000.00	
116	2005-2746	WSA	Southern Ca	SCT	TRACON	Replace carpeting in SCT's Administration wing on the first and	$ 100,000.00	
117		WSA	Southern Ca	SEE	ATCT	elevator car rehab	$ 10,000.00	
118		WSA	Southern Ca	SEE	ATCT	fence maintenance & repair	$ 5,000.00	

$ 1,884,722.00

4. ASBESTOS SURVEY REPORT FORM

Facility: GCK RCAG
SSC: Garden City SSC

Inspector: Frank Pfeifer
Date: 10-28-04

#	Sample Description*	Sampling Date	Material Amount	Asbestos Type	Friability	Condition	Potential for Disturbance	Abatement Date/Amount
1	Green, 9"x 9" floor tile	10-28-04	About 30 square feet	10% Chrysotile	Non-Friable	Good	Low	
	Black mastic on sample 1	10-28-04	About 30 square feet	5% Chrysotile	Non-Friable	Good	Low	
4 to 6	Green, 12"x 12" floor tile	10-28-04	About 600 square feet	None-Detected	Non-Friable	Good	Low	
	Mastic on sample 4 to 6	10-28-04	About 600 square feet	None-Detected	Non-Friable	Good	Low	

*Attach a copy of laboratory results to this plan.

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
1	ESA	Boston	MA	BOS	LOC	Install/Rehab HVAC Units	$ 15,000
2	ESA	Boston	MA	BOS	ASR	Paint Building	$ 8,000
3	ESA	Jamaica	NY	JFK	LLWAS	Dismantle Site	$ 20,000
4	ESA	Jamaica	NY	JFK	MM	Dismantle Site	$ 5,000
5	ESA	Pittsburgh	PA	PIT	RTR	Building Refurbisment	$ 25,000
6	ESA	Pittsburgh	PA	PIT	RCAG	Paint Interior Log Id 2006-1657	$ 7,000
7	ESA	Dulles	VA	IAD	RTR	Inspect Antenna Guy Wires	$ 5,000
8	ESA	Dulles	VA	IADA	RTR	Refurbish Grounds (Gravel)	$ 3,000
9	ESA	Dulles	VA	IAD	RTR	Refurbish Grounds (Gravel)	$ 3,000
10	ESA	Charlotte	NC	CLT	MALSR	Replace Wiring Between Lamp Heads And J-Box At Each Station	$ 3,000
11	ESA	Charlotte	NC	CLT	TDWR	Repaint Exterior/ Correct Minor Repairs	$ 2,800
12	ESA	Charlotte	NC	DQG	LOC	Ops Funding: Upgrade Electrical For Dqg Loc E/G.	$ 5,000
13	ESA	Charlotte	NC	DQG	SX	Install Drain Around E/G Shelter To Correct Poor Drainage	$ 5,000
14	ESA	Charlotte	NC	CLT	MALSR	Raise Flasher #2 (Sta 22+00) Foundation And Replace With Mg-30	$ 30,000
15	ESA	Charlotte	NC	CLT	ASR	Refurbish Doors And Repaint Exterior	$ 4,760
16	ESA	Charlotte	NC	CLT	TDWR	Regravel Access Road And Plot	$ 3,800
17	ESA	Marietta	GA	ATL	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
18	ESA	Atlanta	GA	ATL	TDWR	Replace Site Air Conditioners	$ 25,000
19	ESA	Miami	FL	MIA	ASR	Repair Asr Erms	$ 10,000
20	ESA	Miami	FL	MIA	LOC	Elevate Power Transformers To Prevent Flooding	$ 9,000
21	ESA	Memphis	TN	MEM	LLWAS	Remove Llwas Pole	$ 10,000
22	ESA	Washington	NJ	QCL	RCLR	Paint Tanks/Install Bollards	$ 5,000
23	ESA	Windsor Locks	CT	IKX	MALSF	Shelter Site Prep Only (Already Have Shelter)	$ 10,000
24	ESA	Millinocket	ME	MLT	VOR	Brush Cutting	$ 8,000
25	ESA	Martinsburg	WV	MRB	VOR	Repair Roof And Soffit	$ 60,000
26	ESA	Philipsburg	PA	PSB	RCAG	Ops: Repair Branch Circuits And Replace Panel	$ 8,000
27	ESA	Irvine	KY	QRO	RCLR	Seal And Paint The Interior/Exterior Of Building	$ 4,000
28	ESA	Chattanooga	TN	CHA	GS	Pressure Wash And Paint Ils Shelters	$ 5,000
29	ESA	Mobile	AL	ATE	OM	Gravel Needed Around Facility To Help Prevent Errosio	$ 1,500
30	ESA	Asheville	NC	AVL	RTR	Repair Grounding, Asheville, Nc (Avl) Rtr	$ 5,000
31	ESA	Middletown	PA	MDT	ALS	Repair Concrete Steps	$ 6,000
32	ESA	Daytona Beach	FL	DAB	RTR	Replace Electrical Junction Box On A Rtr Tower	$ 1,000
33	ESA	Elmira	NY	ULW	VOR	Tree Clearing	$ 1,000
34	ESA	Willocoochie	GA	QG5	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
35	ESA	Bay St Louis	MS	HSA	LOC	Paint Fiberglass Building Exterior.	$ 2,000
36	ESA	Mount Weather	VA	AJ1	RCLR	Replace A/C Unit	$ 1,800
37	ESA	Slate Run	PA	SLT	VOR	Access Road Repair	$ 10,000
38	ESA	Daytona Beach	FL	DAB	LLWAS	Refurbish Facility Grounds And Vegetation	$ 3,150

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
39	ESA	Amelia	VA	QCS	RCLR	Refurbish Tower	$ 15,000
40	ESA	Pico Del Este	PR	QJQ	SX	Repair Access Road.	$ 30,000
41	ESA	Freeport	ME	QEJ	RCLR	Repair Fence	$ 3,500
42	ESA	Pensacola	FL	PNS	RTR	Replace Window Air Conditioners At Multiple Facilities	$ 8,300
43	ESA	Mobile	AL	MOB	LLWAS	Repair Access Road To Llwas Station #5	$ 2,500
44	ESA	Albany	GA	PZD	VOR	Bushhog Clear Zone For VOR	$ 5,000
45	ESA	Dupont	DE	DQO	VOR	Replace Asbestos Floor Tiles With Vinyl	$ 2,000
46	ESA	Indianhead	PA	MMJ	VOR	Repair Foundation	$ 20,000
47	ESA	Martinsburg	WV	MRB	ASR	Emergency Air Conditioner Replacement	$ 15,000
48	ESA	Mobile	AL	RUJ	LOC	Ops-Esa-Tsog: Replace Gravel On Access Road And Rent Equipment T	$ 2,000
49	ESA	Nashville	TN	PNO	LOC	Painting Of Shelter	$ 5,200
50	ESA	Orlando	FL	DDO	ALS	Repair And Maintenance Of Access Road	$ 4,000
51	ESA	Meadville	PA	GKJ	OM	Access Road Repair	$ 2,000
52	ESA	Pittsfield	MA	EIF	LOC	Re-Caulk And Waterproof Localizer Shelter	$ 2,000
53	ESA	Hazard	KY	QHH	RCLR	Seal And Paint The Interior/Exterior Of Building	$ 4,000
54	ESA	Sandersville	GA	OKZ	RCAG	Electrical Materials For Freq. Addition	$ 2,200
55	ESA	Louisville	KY	IIU	VOR	Grade And Shape 1200' Of Access Road	$ 27,600
56	ESA	Gulfport	MS	GPT	GS	Paint Fiberglass Building Exterior.	$ 2,000
57	ESA	Cordele	GA	QG3	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
58	ESA	Covington	KY	CVG	WME	Remove 2 Llwas Poles And Clean Site	$ 10,000
59	ESA	Richmond	VA	CHO	ASR	Install HVAC System	$ 19,000
60	ESA	Prattville	AL	MGM	RCAG	Refurbish Electrical Wiring System In The Mgm Rcag.	$ 6,000
61	ESA	Keating	PA	ETG-	VOR	Ops: Repair Vinyl Siding Log Id 2007-3898	$ 12,000
62	ESA	Chattanooga	TN	GQO	VOR	Repair Access Road By Gate	$ 4,000
63	ESA	Mobile	AL	MOB	LOC	Replace Gravel Around The Antenna Distribution Box.	$ 2,000
64	ESA	Trevose	PA	QDP	BLDG	Fence Repair	$ 1,500
65	ESA	Shelbyville	TN	SYI	RCAG	Fence Repair And Electric Fencer	$ 3,500
66	ESA	Louisville	KY	PKI	MALSR	Replace Inpavement Fixtures	$ 31,486
67	ESA	London	KY	LOZ	RCAG	Inspect/Repair Roof For Leaks, Replace Four Exterior Doors, Frames, Weather	$ 4,000
68	ESA	Albany	GA	ABY	GS	Gravel For Sites	$ 1,000
69	ESA	Statham	GA	QYK	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
70	ESA	Williamsport	PA	IPTA	RCAG	Repair Access Road	$ 2,000
71	ESA	Conyers	GA	QYL	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
72	ESA	Valdosta	GA	VLD	GS	Repaint Gs Tower	$ 2,500
73	ESA	Nashville	TN	BNA	IM	Painting Of Shelter	$ 5,000
74	ESA	Paw Paw	WV	AL1	RCLR	Refurbish Grounds (Gravel)	$ 2,400
75	ESA	Pine Level	AL	QMU	RCAG	Refurbish Electrical Wiring System In The Qmu Rcag.	$ 6,000
76	ESA	Tri City	TN	TRI	MM	Repair/Replace Fence	$ 8,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
77	ESA	Clarksburg	WV	CKB	REIL	Refurbish Plant Equipment - Paint Light Boxes Log Id 2006-2690	$ 1,200
78	ESA	Charleston	WV	CRW	RTR	Ops: Siding Repair - Log Id 2006-2611	$ 17,000
79	ESA	Dorchester	GA	BN7	RCLR	Refurbish Facility (Building, Fence,Plot)	$ 20,000
80	ESA	Augusta	GA	MZX	MM	Remove The Decommissioned Mzx Mm, Runway 17.	$ 5,000
81	ESA	Albany	GA	ABY	VASI	Materials To Replace Vasi Boxes And Pads	$ 3,200
82	ESA	Falls Church	VA	QPJ	RCAG	Refurbish Grounds	$ 10,000
83	ESA	Newport News	VA	PHF	GS	Install Shelter	$ 10,000
84	ESA	Mayaguez	PR	MAZ	RCAG	Paint Building Exterior And Interior Including Repair; Replace/Repair Fascias,	$ 125,000
85	ESA	Ashville	NC	SUG	VOR	Repair Fence	$ 3,000
86	ESA	Gerry	NY	QCX	RCLR	Ops: Fence Repair - Log Id 2005-0833	$ 25,000
87	ESA	Bowling Green	KY	BWG	VOR	VOR Clear Zone	$ 24,000
88	ESA	Hattiesburg	MS	HBG	RCAG	Refurbish Electrical Wiring System In The Hbg Rcag.	$ 6,000
89	ESA	Snowbird	TN	SOT	TR	Refurbish Road	$ 25,000
90	ESA	Franklin	VA	FKN	VOR	Install Standby Power (New E/G On Site)	$ 10,000
91	ESA	West Point	GA	QXL	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
92	ESA	Jamestown	NY	JHW	VOR	Ops: Facility Repair - Log Id 2005-0839	$ 15,000
93	ESA	Anderson	SC	AND	WEF	Decommission Anderson, Sc (And) Wef	$ 5,000
94	ESA	Rochester	NY	ROC	OM	Repair Grounds - Fence Fabric Replacement Log Id 2006-1672	$ 5,000
95	ESA	Lynchburg	VA	LYH	VOR	Tree Cutting	$ 5,000
96	ESA	Islip	NY	RXN	MALSR	Refurbish Road	$ 117,000
97	ESA	Binghamton	NY	CFB	VOR	Repair Access Road And Culverts	$ 3,000
98	ESA	Nottingham	MD	OTT	VOR	Tree Cutting	$ 15,000
99	ESA	Pico Del Este	PR	QJQ	ARSR	Vegetation Removal From 5.1 Mile Strech Of Road At East Peek In	$ 5,000
100	ESA	Syracuse	NY	SYR	RTR	Install Grounds Weed Control Fabric And Gravel	$ 5,000
101	ESA	Worcester	MA	RSR	GS	Repair Site Drainage/Vegetation Control	$ 4,000
102	ESA	Elmira	NY	ELM	ASR	Repair Access Road & Clean Culverts	$ 1,500
103	ESA	Augusta	ME	AUG	MALSR	Tree Clearing	$ 8,000
104	ESA	Buffalo	NY	BUF	GS	Access Road Repair	$ 10,000
105	ESA	Baltimore	MD	FND	OM	Restore Grounds	$ 10,000
106	ESA	Baxterville	MS	QMZ	RCLR	The Main Faa Owned Utility Pole At Qmz Rclr Needs To Be Replaced By Contractor	$ 1,500
107	ESA	Buffalo	NY	BUF	PCS	Replace Siding	$ 3,000
108	ESA	St Croix	VI	COY	RCO	Ops Coy Rco Antenna Collapsable Metal Pole Refurbishment	$ 25,000
109	ESA	North Clymer	NY	QCV	RCLR	Ops: Fence Repair - Log Id 2005-0832	$ 25,000
110	ESA	Schenectady	NY	SCH	MALS	Repair Siding	$ 3,500
111	ESA	Vineyard Haven	MA	MVY	VOR	Repair Roof	$ 5,000
112	ESA	Alma	GA	AMG	DF	Remove The Decommissioned Amg Df, Alma, Ga	$ 10,000
113	ESA	Camp Spings	MD	RWS	SX	Repair Muffler	$ 3,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
114	ESA	Bethel	GA	DG7	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
115	ESA	Chamblee	GA	PDKD	VASI	Materials To Replace Vasi Boxes	$ 2,500
116	ESA	Richmond	VA	EZD	LOC	Re-Cable Localizer Antenna Array	$ 6,000
117	ESA	Gulfport	MS	GPT	MALSR	Replace Gravel At The Gpt Malsr Facility	$ 1,500
118	ESA	Green Bay	VA	BKT	RCAG	Refurbish Grounds (Gravel)	$ 500
119	ESA	Mount Savage	MD	QC5	RCLR	Refurbish Building, Roof, Ice Shield	$ 25,000
120	ESA	Mobile	AL	ATE	LOC	Add Gravel Around Localizer Building	$ 1,500
121	ESA	Montour	PA	MMJ	VOR	Access Road Repair	$ 20,000
122	ESA	Geneseo	NY	GEE	VOR	Repair Access Roads - Regrade And Replace Gravel Log Id 2006-1668	$ 10,000
123	ESA	Clearfield	PA	QCF	ARSR	Ops: Repair Access Road Log Id 2007-4112	$ 10,000
124	ESA	Paducah	KY	CNG	VOR	Cng VOR Paint	$ 1,500
125	ESA	Daytona Bch	FL	DAB	SSC	Maintenance Of Parking Lots And Walkways	$ 1,490
126	ESA	Wellsville	NY	ELZ	VOR	Replace Vents And Hoods With Paneling And Siding	$ 5,000
127	ESA	Parkersburg	WV	PKB	REIL	Reil Refurbishment	$ 20,000
128	ESA	Portland	ME	PWMA	SX	Materials For Building Repairs	$ 9,500
129	ESA	Clarksburg	WV	CKB	OM	Ops - Cut Trees At Ckb Om - Log Id 2005-0306	$ 5,000
130	ESA	Morgantown	WV	MGW	MALSR	Ops: Tree Clearing Log Id 2006-2692	$ 5,000
131	ESA	Ponce	PR	PSE	VOR	Paint Building Exterior And Interior Including Repair; Replace/Repair Fascias,	$ 50,000
132	ESA	Paducah	KY	PAH	MALSR	Pah Malsr Road Re-Build	$ 7,000
133	ESA	Keating	PA	ETG	VOR	Repair Of Facility Heater	$ 3,000
134	ESA	Central City	KY	CCT	VOR	Road Repair	$ 10,000
135	ESA	Kewanee	MS	EWA	VOR	Refurbish/Repair Ewa VOR Roof	$ 49,900
136	ESA	Frederick	MD	FDK	RCLR	Refurbish Tower	$ 20,000
137	ESA	Delancy	NY	DNY	VOR	Repair Access Road & Clean Culverts	$ 5,000
138	ESA	Hopewell	VA	HPW	VOR	Tree Trimming (Along Access Road)	$ 2,500
139	ESA	Louisville	KY	SDF	ASR	Repair HVAC	$ 9,133
140	ESA	Grantsville	MD	GRV	VOR	Paint Interior	$ 5,000
141	ESA	Semmes	AL	SJI	VOR	Add More Gravel To Access Road.	$ 2,000
142	ESA	Clarksburg	WV	CKB	VOR	Paint Interior	$ 5,000
143	ESA	Wildwood	NJ	CEJ	LOC	Repair Site Fence	$ 1,500
144	ESA	Columbia	SC	VYK	MM	Remove The Decommissioned Vyk Mm, Runway 29.	$ 5,000
145	ESA	Revloc	PA	REC	VOR	Access Road Repair	$ 5,000
146	ESA	Bradford	PA	BFD-	LOC	Refurbish Shelter	$ 25,000
147	ESA	Allentown	PA	1N9	RTR	Upgrade Electrical Wiring	$ 5,000
148	ESA	Ocilla	GA	QG4	RCLR	Remove Trees From Guy Wires	$ 1,000
149	ESA	Snowbird	TN	SOT	VOR	Cut Clear Zone	$ 8,500
150	ESA	Valdosta	GA	VLD	RCAG	Repair Barbed Wire Fence	$ 1,500
151	ESA	Buffalo	NY	IAG	LOC	Dismantle And Remove Structure	$ 5,000

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152	ESA	Jacks Creek	TN	JKS	VOR	Jks VOR Paint	$ 1,500
153	ESA	Charleston	WV	HVQ	VOR	Paint Interior	$ 7,000
154	ESA	Allentown	PA	ABE	MALSR	Install Cable In Conduit Between Stations 23 And 24	$ 5,000
155	ESA	Nashville	TN	PNO	GS	Painting Of Shelter	$ 5,000
156	ESA	Greensboro	NC	HIH	ILS	Clean And Coat Shelter	$ 3,000
157	ESA	Vaiden	MS	QJL	RCLR	Add Dirt And Sod Around Fence	$ 5,000
158	ESA	Montpelier	VT	MPV	LOC	Rehab Shelter Exterior & Interior	$ 4,500
159	ESA	Nashville	TN	BNA	ASR	Painting Of Shelter	$ 5,600
160	ESA	Jackson	MS	JHF	MALSR	Replace Gravel On Malsr Access Road.	$ 2,000
161	ESA	Sandy Grove	NC	FG7	RCLR	Replace Wall-Mounted Cooling Unit	$ 3,000
162	ESA	Toms River	NJ	MJX	MALSR	Repair Site Fence	$ 1,500
163	ESA	Concord	NH	CON	VOR	Repair Roof & Water Damage	$ 35,000
164	ESA	Natchez	MS	HAH	NDB	Repair Access Road By Adding Additional Gravel At The F	$ 1,500
165	ESA	Richmond	VA	RIC	VOR	Repair Roof	$ 2,500
166	ESA	Pike	NY	QC2	RCLR	Remove Grounds - Cut & Clear Trees And Vegetation Log Id 2006-1670	$ 30,000
167	ESA	Willocoochee	GA	QG5	RCLR	Replace Air Conditioner	$ 800
168	ESA	Kennebunk	ME	ENE	VOR	Repair Access Road	$ 30,000
169	ESA	Ft Myers	FL	RSW	ILS	Painting / Cleaning Of Ils Shelters Exterior Walls	$ 6,900
170	ESA	Revloc	PA	REC	VOR	Repair Siding	$ 12,000
171	ESA	Altoona	PA	AOO	VOR	Repair Siding	$ 12,000
172	ESA	Indianhead	PA	IHD	VOR	Ops: Repair Doors And Paint Log Id 2007-0397	$ 15,000
173	ESA	Tri City	TN	TRI	OM	Repair/Replace Fence	$ 7,500
174	ESA	Gulfport	MS	GPT	LOC	Paint Fiberglass Building Exterior.	$ 2,000
175	ESA	Charleston	WV	CRW-	MM	Ops: Restoration Of Property After Cancellation Of Lease Log Id 2007-3701	$ 5,000
176	ESA	Williamsport	PA	FQM	VOR	Install Gravel Around Site	$ 1,500
177	ESA	Mayaguez	PR	MAZ	VOR	Maz VOR Vegetation Control	$ 5,000
178	ESA	Sandwich	MA	EWBB	RCAG	Rehab Pull Boxes And Trenches	$ 2,000
179	ESA	Bradford	PA	BFD-	LOC	Ops: Repair Building Entrance Steps Log Id 2007-3901	$ 1,500
180	ESA	Coatesville	PA	MQS	OM	Replace Fence	$ 15,000
181	ESA	Albany	NY	ALBA	RCLR	Optimize Access Roads Trim Tree Growth Back	$ 5,000
182	ESA	Green Bay	VA	BKT	RCAG	Replace Rf Cable On One Antenna Tower	$ 8,000
183	ESA	Columbus	GA	CSG	RVR	Repaint And Repair The Rvr Towers	$ 5,000
184	ESA	Bradford	PA	BFDA	REIL	Ops: Repair Reil Equipment Log Id 2007-3904	$ 20,000
185	ESA	Daytona Bch	FL	DAB	OM	Repair Dab Om Shelter Roof	$ 2,600
186	ESA	Slate Run	PA	SLT	VOR	Repair Siding And Soffit Log Id 2006-2031	$ 12,000
187	ESA	Rocky Mount	NC	RWI	RCAG	Repair Mold/Water Damage	$ 15,000
188	ESA	Hookstown	PA	QCO	RCLR	Ops: Remove And Dispose Of Outhouse Log Id 2007-3578	$ 3,000
189	ESA	Sparta	NJ	SAX	VOR	Install Guard Posts For Propane	$ 5,000

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190	ESA	Oilville	VA	QRX	RCLR	Inspect & Relamp Towers (Various)	$ 50,000
191	ESA	Columbia	SC	GJC	MALSR	Upgrade Lir Towers, Runway 05 (Gjc) Malsr.	$ 3,000
192	ESA	Bradford	PA	BFD	VOR	Ops: Repair Vinyl Siding Log Id 2007-3897	$ 12,000
193	ESA	Chamblee	GA	PDK	ILS	Gravel Faa Sites On Pdk	$ 3,000
194	ESA	Dunkirk	NY	DKK	VOR	Ops: Repair Floor Tile Log Id 2007-3889	$ 5,000
195	ESA	Nashville	TN	BNA	ASR	Add Gravel To Lot	$ 6,500
196	ESA	Semmes	AL	SJI	VOR	Repair Water/Rust Damaged Electrical Panel And Associated Equipment	$ 8,500
197	ESA	Winchester	KY	LEX	RCAG	Spray Facility For Termites	$ 1,000
198	ESA	La Belle	FL	FMY	VOR	Refurbish VOR By Painting,Inter/Ext Floors Etc.	$ 12,000
199	ESA	Parkersburg	WV	PKB	REIL	Refurbish Painting - Light Boxes Log Id 2006-2706	$ 1,000
200	ESA	Charleston	WV	HVQ	VOR	Ops: Repair/Replace Facility Fence Log Id 2007-0133	$ 1,500
201	ESA	Nashville	TN	UQU	IM	Painting Of Shelter	$ 5,000
202	ESA	Rutland	VT	RUT	VOR	DVOR Radome Refurbishments	$ 15,000
203	ESA	Montpelier	VT	MPV	MALSR	Rehab Fence & Gate	$ 7,000
204	ESA	Augusta	GA	MZX	OM	Remove The Decommissioned Mzx Om, Runway 17.	$ 5,000
205	ESA	Willocoochie	GA	QG5	RCLR	Clear Brush And Trees From Guy Wires	$ 2,500
206	ESA	Buffalo	NY	BUF	ASR	Paint Building	$ 3,500
207	ESA	Dothan	AL	DHN	RVR	Paint Rvr Towers	$ 5,500
208	ESA	Johnstown	PA	JST	VOR	Repair Siding	$ 12,000
209	ESA	London	KY	LOZ	VOR	Erosion Control From Tree Removal	$ 5,000
210	ESA	San Juan	PR	SJU	WME	Decommision Facility	$ 10,000
211	ESA	Brookwood	AL	OKW	VOR	Overhaul Road To Site	$ 33,620
212	ESA	St Thomas	VI	STT	RCO	Ops Stt Rco Antenna Collapsable Metal Pole Refurbishment	$ 15,000
213	ESA	Bangor	ME	JVH	PAPI	Access Road	$ 15,500
214	ESA	Albany	GA	ABY	MALSR	Electrical Materials For Bldg. Installation	$ 3,500
215	ESA	Tallahassee	FL	PLQ	ALS	Painting Of Als Light Poles With Gel Coat	$ 22,000
216	ESA	Gainesville	FL	OCL	LOC	Repair Access Road	$ 7,000
217	ESA	Byromville	GA	QG2	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
218	ESA	Montebello	VA	MOL	VOR	Refurbish Shelter	$ 10,000
219	ESA	Allentown	PA	FJC	VOR	Replace Electrical Power Panel	$ 1,000
220	ESA	Montgomery	AL	MGM	LOC	Refurbish Shelter	$ 7,500
221	ESA	Wilkes Barre	PA	AVP	MALSR	Repair Malsr Masts	$ 340,300
222	ESA	Irvine	KY	QRO	RCLR	Replace Security Fence	$ 15,000
223	ESA	Chattanooga	TN	CHAA	RVR	Paint Rvr	$ 3,000
224	ESA	Danielsville	GA	QYJ	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
225	ESA	Gulfport	MS	UXI	MALSR	Repair Access Road By Adding Additional Gravel At The P	$ 1,500
226	ESA	Buffalo	NY	BUF	VOR	Vegetation Control	$ 3,000
227	ESA	Barnegat	NJ	BGT	IFST	Clear Brush From Around Antennas	$ 5,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
228	ESA	Grantsville	MD	GRV	VOR	Refurbish Access Roads - Gravel And Grade Log Id 2007-0122	$ 6,000
229	ESA	Bradford	PA	BFD-	GS	Refurbish Shelter	$ 25,000
230	ESA	Gordonsville	VA	GVE	VOR	Repaint Interior Wall	$ 1,000
231	ESA	Clarion	PA	CIP	VOR	Ops: Repair Vinyl Siding Log Id 2007-3896	$ 12,000
232	ESA	Brooke	VA	BRV	VOR	Repair Roof	$ 25,000
233	ESA	Parkersburg	WV	PKB	FM	Drainage Installation	$ 10,000
234	ESA	Lexington	KY	LEX	ATCT	Install Electrical Fixtures And Wiring In Ssc Emergency Shelter	$ 2,500
235	ESA	Atlantic City	NJ	PVO	LOC	Repair Access Road	$ 5,000
236	ESA	Louisville	KY	RLI	ALS	Concrete Floor	$ 5,000
237	ESA	Grahamsville	NY	GRM	RCLR	Repair Access Road	$ 100,000
238	ESA	Dulles	VA	IAD	ELD	Refurbish Electrical Switchgear	$ 5,000
239	ESA	Oxford	MS	UVD	OM	Cut Trees Around Yagi Antenna	$ 5,500
240	ESA	Wilmington	NC	ILM	MALSR	Refurbish Malsr	$ 20,000
241	ESA	St Croix	VI	COY	RCO	Repair Antenna System	$ 5,000
242	ESA	Charleston	WV	HCV-	OM	Ops: Restoration Of Property After Cancellation Of Lease Log Id 2007-3704	$ 5,000
243	ESA	Pensacolla	FL	PNS	SX	Repair Roof On Sx Building	$ 5,000
244	ESA	Jamestown	NY	JHW	VOR	Access Road Repair	$ 3,000
245	ESA	Williamsport	PA	IPT	RCAG	Repair Access Road	$ 2,000
246	ESA	Lynchburg	VA	LYH	RTR	Remove Old Building/Restore Grounds	$ 7,500
247	ESA	Woodstown	NJ	QVQA	RCLR	Replace A/C	$ 4,000
248	ESA	Huntington	WV	HTS	OM	Ops: Siding Repair - Log Id 2006-2660	$ 4,000
249	ESA	Pensacola	FL	PNS	RTR	Corrosion Control Antena Towers @ Multiple Facilities	$ 182,000
250	ESA	Bluefield	WV	BLF	OM	Ops: Fence Repair - Log Id 2005-1592	$ 4,000
251	ESA	Snow Hill	MD	SWL	VOR	Rehab Interior	$ 20,000
252	ESA	Norwich	CT	ORW	VOR	Repair Access Road	$ 30,000
253	ESA	Du Bois	PA	DUJ	MALSR	Ops: Repair Access Road Log Id 2007-4113	$ 9,000
254	ESA	Morristown	NJ	MMU	OM	Repair Soffits	$ 2,000
255	ESA	Pico Del Este	PR	QJQ	SX	Repair Perimeter Fences And Site Security Fences.	$ 30,000
256	ESA	Stillwater	NJ	STW	VOR	Install Guard Posts For Propane	$ 5,000
257	ESA	Gulfport	MS	UXI	GS	Paint Fiberglass Building Exterior.	$ 2,000
258	ESA	Fulton County	GA	FTY	RTR	Repair Fence Including Painting Support Posts	$ 6,000
259	ESA	Chattanooga	TN	CHA	RVR	Paint Rvr	$ 3,000
260	ESA	Allegheny	PA	AGC	REIL	Reil Refurbishment	$ 20,000
261	ESA	Culpeper	VA	QC9	RCLR	Repair/Refurbish Access Road	$ 50,000
262	ESA	Valdosta	GA	VLD	RCAG	Replace Pump	$ 2,200
263	ESA	Parkersburg	WV	PKB	LOC	Improve Road	$ 7,000
264	ESA	Plato	NY	QCZ	RCLR	Ops: Fence Repair - Log Id 2005-0835	$ 25,000
265	ESA	Bradford	PA	BFD	VOR	Tree Clearing	$ 20,000

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266	ESA	Chase City	VA	QRD	RCLR	Refurbish Grounds (Gravel)	$ 1,500
267	ESA	Nantucket	MA	ACK	SSALR	Repair Shingle Roof	$ 4,000
268	ESA	Gainesville	FL	GNV	OM	Repair Road	$ 6,000
269	ESA	Georgetown	KY	QNI	RCLR	Seal And Paint The Interior/Exterior Of Building	$ 4,000
270	ESA	Putnam	CT	PUT	VOR	Repair Access Road	$ 15,000
271	ESA	Palm B Garden	FL	GHO	LOC	Connect Rmm	$ 10,000
272	ESA	Altoona	PA	AOO	MALSR	Relocate Control Boxes	$ 6,000
273	ESA	South Boston	VA	SBV	VOR	Refurbish Shelter	$ 12,000
274	ESA	Glens Falls	NY	GFL	RCAG	Rehab Access Road And Parking Area	$ 15,000
275	ESA	Portland	ME	PWM	RTR	Insulate Roof	$ 8,500
276	ESA	Morgantown	WV	MGW	VOR	Paint Interior	$ 5,000
277	ESA	Covington	KY	CVG	ASR	Repair HVAC Unit At The Asr-9 Site. Oep Airport	$ 6,000
278	ESA	Tyrone	PA	TON	VOR	Access Road Repair	$ 10,000
279	ESA	Millville	NJ	MIV	RCAG	Scrape And Paint 4 Ea. Antenna Towers	$ 30,000
280	ESA	Virginia Key	FL	VKZ	VOR	Paint & Repair Building Exterior And Interior Including Repair Fascias, Eaves, Flooring Etc;	$ 100,000
281	ESA	Allegheny	PA	AGC	MALSR	Replace Grounds - Fence Fabric And Barbed Wire - Log Id 2006-1565	$ 8,000
282	ESA	Morgantown	WV	MGW	VOR	Ops: Repair Branch Circuits And Replace Panel	$ 2,500
283	ESA	Eadytown	SC	DF7	RCLR	Refurbish Building Interior	$ 20,000
284	ESA	Biggerstaff	NC	QNO	RCLR	Regravel Access Road	$ 5,000
285	ESA	Reading	PA	RDG	MALF	Install Shelter Purchased Fy'06	$ 4,600
286	ESA	New Castle	DE	ILG	OM	Repair Security Fence	$ 6,500
287	ESA	Tyrone	PA	TON	VOR	Door Replacement	$ 7,500
288	ESA	Buford	GA	LZU	ASR	Clear Fenceline And Add Gravel And Grade	$ 3,000
289	ESA	Daytona Bch	FL	DAB	RTR	Repair And Maintenance To Access Roads	$ 1,380
290	ESA	Niagara Falls	NY	IAG	OM	Ops: Demolish Existing Om Building To Make Way For Replacement Building Log Id 2007-3919	$ 5,000
291	ESA	Ocilla	GA	QG4	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
292	ESA	Huguenot	NY	HUO	VOR	Paint Tanks/Install Bollards	$ 5,000
293	ESA	Wheeling	WV	HLG	MM	Remove Structures - Dismantle Decommissioned Facilities Log Id 2006-1785	$ 6,000
294	ESA	Winchester	KY	LEX	RCAG	Replace Exterior Doors -2 Each	$ 2,000
295	ESA	Pottstown	PA	PTW	VOR	Replace Electrical Power Panel	$ 1,000
296	ESA	Mobile	AL	BFM	VOR	Ops-Esa-Tsog Replace Gravel At The VORtac Site And Rent Equipmen	$ 2,000
297	ESA	Ft. Valley	GA	BY7	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
298	ESA	Clarksville	TN	CKV	MALS	New Gravel And Gate Path Cleaned Out	$ 5,200
299	ESA	Tidiute	PA	TDT	VOR	Repair Foundation	$ 23,000
300	ESA	The Plains	VA	QPL	ARSR	Repair Rclr Antenna Radomes	$ 5,000
301	ESA	Daytona Beach	FL	DABA	RTR	Repair Foundation	$ 14,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
302	ESA	Dansville	NY	DSV	ARSR	Resurface Parking Lot	$ 45,000
303	ESA	Crossville	TN	CSV	RCO	Rework And Relocate Feedlines	$ 3,500
304	ESA	Plattsburg	NY	PLB	VOR	Repair Paving Around Building	$ 3,500
305	ESA	Stony Fork	PA	SFK	VOR	Tree Clearing	$ 6,000
306	ESA	The Plains	VA	QPL	ARSR	Repair Access Gate	$ 3,000
307	ESA	Saranac Lake	NY	SLK	LOC	Repair Access Road	$ 10,000
308	ESA	Luthersville	GA	QM3	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
309	ESA	Columbia	SC	CAE	VOR	Repair Gate	$ 8,000
310	ESA	Pensacola	FL	PNS	RTR	Replace Doors And Hardware At Multiple Facilities	$ 6,600
311	ESA	Batavia	NY	GVQ	OM	Ops: Remove Trees At Gvq-Om - Log Id 2005-2707	$ 3,000
312	ESA	Middletown	PA	HQA	LOC	Repair Railing On Antenna Deck	$ 9,000
313	ESA	Wheeling	WV	HLG	RTR	Ops: Repair Stairs To Facility Log Id 2007-3648	$ 1,500
314	ESA	Raleigh	NC	RDUA	RTR	Repair Flooring	$ 4,000
315	ESA	Philipsburg	PA	PSB	VOR	Repair Siding	$ 12,000
316	ESA	Danville	VA	DAN	LOC	Refurbish Shelter	$ 20,000
317	ESA	Elmira	NY	ELM	RTR	Replace Fence	$ 25,000
318	ESA	Nashville	TN	UQU	ALS	Painting Of The Fiber Glass Poles	$ 7,000
319	ESA	Nashville	TN	BNAA	RTR	Painting Of Shelter	$ 5,500
320	ESA	Bradford	PA	BFD	GS	Regrade	$ 3,000
321	ESA	Albany	GA	ABYB	VASI	Materials To Replace Vasi Boxes	$ 2,500
322	ESA	Augusta	GA	AGS	MM	Remove The Decommissioned Ags Mm, Runway 35.	$ 5,000
323	ESA	Wheeling	WV	HLG	VOR	Remove Grounds - Cut & Clear Trees And Vegetation Log Id 2006-2829	$ 50,000
324	ESA	Albany	NY	ALB	ASR	Seal Parking Area, Add Stone To Plot	$ 7,500
325	ESA	Revloc	PA	REC	VOR	Plumbing Repair	$ 1,200
326	ESA	Columbus	MS	IGB	VOR	Install Foundation Pad For Transformer	$ 5,200
327	ESA	Philipsburg	PA	PSB	RCAG	Refurbish Support Tower - Paint Structure Log Id 2006-2022	$ 20,000
328	ESA	Charleston	WV	CRW-	OM	Ops: Restoration Of Property After Cancellation Of Lease Log Id 2007-3703	$ 8,000
329	ESA	Eastbrook	ME	QEC	RCLR	Repair Access Road	$ 9,000
330	ESA	Glens Falls	NY	GFL	RCO	Scrape And Paint Antenna Tower	$ 5,000
331	ESA	Franklin	PA	FKL	VOR	Ops: Repair Vinyl Siding Log Id 2007-3895	$ 12,000
332	ESA	Bradford	PA	BFD	REIL	Ops: Repair Reil Equipment Log Id 2007-3903	$ 20,000
333	ESA	Georgetown	NY	GGT	VOR	Site Transformer Replacement	$ 9,000
334	ESA	Slocomb	NC	FH7	RCLR	Refurbish Building Interior & Replace Wall-Mounted Cooling Unit	$ 13,000
335	ESA	Allentown	PA	ABE	LOC	Repair Roof	$ 4,000
336	ESA	Charlottesville	VA	CHO	ASR	Repaint Floor (E/G Room)	$ 1,500
337	ESA	Kessel	WV	ESL	VOR	Repaint VOR Antenna Radome	$ 1,000
338	ESA	Paducah	KY	CNG	VOR	Cng VOR Road Re-Build	$ 4,000
339	ESA	Casanova	VA	CSN	VOR	Repair Roof	$ 2,500

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
340	ESA	Saint Thomas	PA	THS	VOR	Repaint VOR Antenna Radome	$ 1,000
341	ESA	Covington	KY	CVG	TDWR	Grade, Shape Access Road	$ 11,000
342	ESA	Mt. Freedom	NJ	QCJ	RCLR	Paint Tanks/Install Bollards	$ 5,000
343	ESA	Macon	GA	MCN	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
344	ESA	Fayetteville	GA	QM4	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
345	ESA	Biggerstaff	NC	QNO	RCLR	Ops Cut Trees Around Biggerstaff, Nc (Qno) Rclr.	$ 20,000
346	ESA	Atlantic City	NY	ACY	ASR	Repair Roof	$ 19,000
347	ESA	Gibbsboro	NJ	QIE	ARSR	Paint Interior	$ 35,000
348	ESA	Martinsburg	WV	MRB	VOR	Tree Cutting	$ 8,000
349	ESA	Morgantown	WV	MGW	VOR	Ops: Repair Foundation Log Id 2007-0121	$ 5,000
350	ESA	Gerry	NY	QCX	RCLR	Repair Obstruction Light - Operational Safety	$ 20,000
351	ESA	Frankfort	KY	FFT	VOR	Replace Exterior Doors -2 Each	$ 2,000
352	ESA	Linden	VA	LDN	VOR	Repair Roof And Soffit	$ 60,000
353	ESA	Orlando	FL	MCO	TDWR	Repaint Building	$ 5,000
354	ESA	Mobile	AL	RUJ	MALSR	Ops-Esa-Tsog Replace Gravel On Access Road And Around The 1000Ft	$ 2,000
355	ESA	Greensboro	NC	GSO	RTR	Repair Roof	$ 5,000
356	ESA	Vidalia	MS	QMJ	RCLR	Repair Access Road	$ 1,500
357	ESA	Bradford	PA	BFD	REIL	Tree Clearing	$ 2,000
358	ESA	Dyersburg	TN	DYR	VOR	Dyr VOR Paint	$ 1,500
359	ESA	Fort Site	PA	AS1	RCLR	Refurbish Building	$ 15,000
360	ESA	Nashville	TN	PNO	GS	Replace The Floor	$ 3,000
361	ESA	Tupelo	MS	OTB	VOR	Gravel Access Road	$ 6,500
362	ESA	Waterloo	DE	ATR	VOR	Rehab Interior	$ 20,000
363	ESA	Altoona	PA	AOO	RCAG	Install Rain Gutters	$ 1,000
364	ESA	Alpine	NY	ALP	NDB	Install Faa Standard Security Fence	$ 26,000
365	ESA	Remsen	NY	QXU	ARSR	Repair Roofing Damaged By Falling Ice	$ 40,000
366	ESA	Syracuse	NY	SYR	NDB	Install Grounds Weed Control Fabric And Gravel	$ 5,000
367	ESA	High Falls	GA	BX7	RCLR	Repair Door And Seal Building	$ 3,400
368	ESA	Pico Del Este	PR	QJQ	ARSR	Molindero And Navy Road Repair And Maintenance	$ 30,000
369	ESA	Coats	NC	AM7	RCLR	Replace Wall-Mounted Cooling Unit	$ 3,000
370	ESA	Sanford	FL	SFB	ATCT	Replace Window Type Package Unit Air Conditioners	$ 3,000
371	ESA	Gulfport	MS	GPT	RTR	Repair Access Road By Adding Additional Gravel At The F	$ 1,500
372	ESA	High Falls	GA	BX7	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
373	ESA	Bluefield	WV	BLF	VOR	Replace Siding	$ 25,000
374	ESA	Jackson	KY	JKL	RCLR	Seal And Paint The Interior/Exterior Of Building	$ 4,000
375	ESA	Stonyfork	PA	SFK	VOR	Replace Monitor Pole With Tilt Down Mg Type	$ 7,000
376	ESA	The Plains	VA	QPL	ARSR	Repair Access Road	$ 42,000
377	ESA	Paducah	KY	PAH	RCO	Pah Equipment Room Carpet	$ 2,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
378	ESA	Jackson	MS	JAN	GS	Add Gravel To Jan Glide Slope Access Road.	$ 2,000
379	ESA	Montour	PA	MMJ	VOR	Repair Grounds - Fence Repair And Installation Log Id 2006-1592	$ 7,000
380	ESA	Fort Fisher	NC	QGV	ARSR	Place Fuel Monitor On Essential Power, Ft. Fisher, Nc (Qgv) Arsr	$ 2,500
381	ESA	Bangor	ME	BGR	ASR	Repair/Refurbish Storage Bldg.	$ 15,000
382	ESA	Clearfield	PA	QCF	ARSR	Plumbing Repair	$ 3,000
383	ESA	Anniston	AL	ANB	RCAG	Repair Fence	$ 351
384	ESA	Meridian	MS	MEIA	RTR	Add Gravel To Clark County Rtr Plot.	$ 2,000
385	ESA	Tyrone	PA	TON	VOR	Repair Siding	$ 12,000
386	ESA	Milton	PA	MIP	VOR	Paint Interior And Exterior Trim	$ 3,500
387	ESA	Rockdale	NY	RKA	RCAG	Replace Rusted Antenna Pole With Tilt-Down Mg Type	$ 7,000
388	ESA	Hazard	KY	AZQ	VOR	Seal And Paint The Interior/Exterior Of Building	$ 4,000
389	ESA	Florence	SC	DD7	RCLR	Replace Wall-Mounted Cooling Unit	$ 3,000
390	ESA	Gulfport	MS	GPT	PAPI	Establish Road	$ 5,100
391	ESA	Partlow	VA	QCQ	RCLR	Refurbish Grounds (Gravel)	$ 500
392	ESA	Waterville	ME	RLU	LOC	Repair Access Road	$ 13,800
393	ESA	South River	NJ	QC6	RCLR	Fence Repair	$ 3,500
394	ESA	Flushing	NY	LGA	RTR	Dispose Of Old Transformers	$ 32,000
395	ESA	Wheeling	WV	HLG	RTR	Ops: Repair Damaged Floor Tiles. Log Id 2007-3649	$ 4,000
396	ESA	Benton	PA	QRC	ARSR	Remove Plant Equipment Vent Hoods And Repair Siding	$ 40,000
397	ESA	Winchester	KY	QNP	RCLR	Seal And Paint The Interior/Exterior Of Building	$ 4,000
398	ESA	Maiden	NC	QRM	ARSR	Repaint Building Exterior	$ 5,000
399	ESA	Atlantic City	NJ	ACY	RTR	Rehab Site - Mainly Painting, Lighting, Repair Of Windows, Doors, Etc.	$ 56,000
400	ESA	Bingham	SC	BJ7	RCLR	Replace Wall-Mounted Cooling Unit	$ 3,000
401	ESA	Tyrone	PA	TON	VOR	Repair Access Roads - Log Id 2006-2033	$ 10,000
402	ESA	Nashville	TN	BNAC	SX	Sheet Metal Work Around The Eg	$ 3,000
403	ESA	Martinsburg	WV	MRB	ASR	Install Ground Sys. Upgrade (Fence)	$ 1,000
404	ESA	Mt. Oglethorpe	GA	QRP	RCAG	Repair Barbed Wire Fence	$ 1,500
405	ESA	San Juan	PR	SJU	LOM	Ops Sju Lom Antenna System Refurbishment	$ 15,000
406	ESA	The Plains	VA	QPL	ARSR	Tree Cutting (As Required Based On Results Of Rclr Path Survey)	$ 14,000
407	ESA	Concord	NH	CON	RCAG	Repair Of Existing Antenna Support Structure. (Safety Issue)	$ 12,000
408	ESA	Buena Vista	VA	QWW	RCAG	Repair Road	$ 20,000
409	ESA	Casanova	VA	CSN	VOR	Repair Grounds (Erosion Control)	$ 40,000
410	ESA	Pensacola	FL	PNS	VOR	Repair Corrugated Roof On The Nun VOR Bldg.	$ 1,700
411	ESA	Nashville	TN	VIY	OM	Add Culverts Under The Road	$ 1,000
412	ESA	Louisville	KY	SDF	TDWR	Soft Starts For A/C	$ 6,500
413	ESA	Keene	NH	EEN	VOR	Repair Access Road	$ 6,000
414	ESA	Bay St Louis	MS	HSA	GS	Paint Fiberglass Building Exterior.	$ 2,000
415	ESA	Alma	GA	AMG	DF	Remove The Decommissioned Amg Df, Alma, Ga	$ 10,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
416	ESA	Marietta	GA	MGE	ASR	Add Gravel And Grade	$ 1,500
417	ESA	Holcomb	MS	QJJ	RCLR	Add Dirt And Sod Around Fence	$ 5,000
418	ESA	Mayaguez	PR	MAZ	VOR	Maz VOR Roof Repair	$ 25,000
419	ESA	Moultrie	GA	MGR	VOR	Replace Air Conditioner	$ 800
420	ESA	Montgomery	AL	MGM	RVR	Paint Rvr Towers	$ 5,899
421	ESA	Somerset	KY	SME	BUEC	Stop Erosion Around Site	$ 3,000
422	ESA	London	KY	LOZA	RCO	Replace Wooden Antenna Poles	$ 3,000
423	ESA	Harrisburg	PA	CXY	RTR	Refurbish Support Tower Antenna Towers	$ 10,000
424	ESA	Altoona	PA	AOO	LOC	Weed Control	$ 1,000
425	ESA	Oilville	VA	QRX	RCLR	Refurbish Grounds (Gravel)	$ 500
426	ESA	Nashville	TN	SSX	LOC	Replace The Floor Tiles	$ 1,000
427	ESA	Hattiesburg	MS	PIB	MALSR	Repair Access Road By Adding Additional Gravel At The P	$ 1,500
428	ESA	Pawling	NY	PWL	VOR	Tree Clearing	$ 64,000
429	ESA	Fort Fisher	NC	QGV	ARSR	Refurbish The Facility, Ft. Fisher, Nc (Qgv) Arsr.	$ 15,000
430	ESA	The Plains	VA	QPL	ARSR	Perform Rclr Path Survey/Optimization	$ 3,000
431	ESA	Pascagoula	MS	PQL	LOC	Paint Fiberglass Building Exterior.	$ 2,000
432	ESA	N. Philadelphia	PA	PNEA	RCO	Sidewalk Repair	$ 3,500
433	ESA	Gulfport	MS	UXI	LOC	Paint Fiberglass Building Exterior.	$ 2,000
434	ESA	Harcum	VA	HCM	VOR	Install HVAC System	$ 2,500
435	ESA	Grantsville	MD	GRV	VOR	Fill Sewage Tank With Sand	$ 2,000
436	ESA	Greensboro	NC	LIB	VOR	Repaint Shelter	$ 2,000
437	ESA	Pascagoula	MS	PQL	GS	aint Fiberglass Building Exterior.	$ 2,000
438	ESA	Ashburn	GA	QHN	RCLR	Inspect, Align, Properly Tension Rclr Towers	$ 1,900
439	ESA	San Juan	PR	SJU	RTR	Repair Storm Water Management And Erosion Control Of The Facility.	$ 40,000
						Total	**$ 4,913,069**

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
1	CSA	Minneapolis	MN	MSPB	RTR	Repair Siding/Floors	$ 35,000
2	CSA	Minneapolis	MN	MSP	OM	Decommission	$ 8,000
3	CSA	Minneapolis	MN	MSP	VOR	Repair Monitor Pole Plot	$ 800
4	CSA	Chicago	IL	ORD	RCAG	Repaint Towers	$ 12,000
5	CSA	Chicago Midway	IL	MDWC	PAPI	Maintain, Modify, Repair Site	$ 68,000
6	CSA	Chicago	IL	ORD	GS	Repaint Tower	$ 3,000
7	CSA	St Louis	MO	STL	GS	Maintain, Repair Or Modify Shelter	$ 28,000
8	CSA	Houston	TX	IAH	VOR	For Bulk Herbicide Procurement	$ 35,000
9	CSA	San Antonio	TX	SATE	RTR	Paint Bldg.	$ 1,500
10	CSA	Pinon	NM	PIO	VOR	Maintain/Repair Fence & Siding	$ 4,500
11	CSA	Duncan	OK	DUC	VASI	Repair Power Cable	$ 10,000
12	CSA	Napoleon	MO	ANX	VOR	Regravel And Regrade Plot And Access Road	$ 5,000
13	CSA	Kankakee	IL	IKK	MALSR	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
14	CSA	Chicago Dupage	IL	DPA	LOC	Repair Loc On/Off Control Panel	$ 10,000
15	CSA	Minneapolis	MN	MSP	NASEB	Paint The E/G Shelter	$ 2,250
16	CSA	Huron	SD	HON	DME	Repaint Tower	$ 1,000
17	CSA	Gretna	LA	AN2	RCLR	Tower Corrosion Control	$ 2,000
18	CSA	Eden Prairie	MN	FCM	RTR	Repair/Replace A/C Unit	$ 3,800
19	CSA	Harlingen	TX	HRL	MM	Remove Decommissioned Building	$ 5,000
20	CSA	Tomball	TX	IAH	TDWR	Repair Access Gate	$ 7,500
21	CSA	Brainerd	MN	BRD	MALSR	Repair Walkway	$ 12,700
22	CSA	Des Moines	IA	DSM	VOR	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
23	CSA	North Platte	NE	LBF	ARSR	Install Previously Procured Equipment	$ 5,000
24	CSA	Monticello	AR	MON	VOR	Repair Roof / Siding /HVAC	$ 36,000
25	CSA	Crystal	MN	MIC	SX	Repair E/G Door	$ 750
26	CSA	Williston	ND	ISN	MALSR	Repair Fence	$ 5,400
27	CSA	Midland	TX	MAF	LOC	Repair Shelter.	$ 45,000
28	CSA	Amarillo	TX	RIQ	GS	Replace A/C System	$ 3,000
29	CSA	Minneapolis	MN	INN	OM	Decommission	$ 8,000
30	CSA	Huthinson	KS	HTI	ARSR	Maintain/Modify/Repair/Upgrade Ac System.	$ 30,000
31	CSA	Ankeny	IA	FVH	LOC	Gravel	$ 5,000
32	CSA	Dal-Ft Worth	TX	DFWC	MX	Repair Transfer Switch	$ 2,500
33	CSA	Columbus	NM	CUS	VOR	Paint And Plot Repair	$ 3,000
34	CSA	Kansas	MO	PVL	ALS	Maintain, Modify Or Repair Shelter Siding	$ 2,000
35	CSA	Dickinson	ND	DIK	VOR	Air Conditioning Replace	$ 4,446
36	CSA	Williston	ND	SFW	LOC	Purchase/Install HVAC Unit	$ 2,000
37	CSA	Alamogordo	NM	BWS	VOR	Install Plant Equipment	$ 10,000
38	CSA	Redwood Falls	MN	RWF	VOR	Inst.On Hand HVAC	$ 500

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
39	CSA	Indianapolis	IN	COA	LOC	Repair Roof	$ 8,500
40	CSA	Chicago	IL	IDN	GS	Repaint Tower	$ 3,000
41	CSA	Mcalester	OK	MLC	RCAG	Repair Access Road	$ 5,000
42	CSA	Green Bay	WI	GRB	RCAG	Repair Roof	$ 15,000
43	CSA	Kansas City	MO	MCI	RVR	Maintain, Modify Or Repair Gravel And Drainage On Plot And Access	$ 5,000
44	CSA	Fargo	ND	AAM	NASEB	Repair Concrete Stair, Repaint Shelter, Refurbish Grounds	$ 6,000
45	CSA	Hayes Center	KS	HCT	VOR	Replace Floor Tile	$ 2,000
46	CSA	Freeland	MI	MBS	LOC	Repair Equipment Shelter.	$ 30,000
47	CSA	Albuquerque	NM	ABQ	ASR	Repair Building	$ 18,000
48	CSA	Joplin	MO	JQX	MALSR	Maintain, Repair Or Modify Exiting Malsr Tower Power Supplies	$ 8,000
49	CSA	Chicago	IL	JAV	GS	Repaint Tower	$ 3,000
50	CSA	Kansas City	MO	MKC	LOC	Repair Or Modify Entrance Door	$ 2,000
51	CSA	Ames	IA	EEE	GS	Gravel And Winterize	$ 5,000
52	CSA	Williston	ND	SFW	GS	Purchase/Install HVAC Unit	$ 2,000
53	CSA	Albuquerque	NM	BZY	OM	Paint Building	$ 1,000
54	CSA	Ironwood	MI	IWD	VASI	Maintain, Modify Or Repair Concrete Foundation	$ 10,000
55	CSA	Texico	TX	TXO	VOR	Repair HVAC / Siding / Fence	$ 30,000
56	CSA	Thief River Falls	MN	HYZ	MALSR	Replace Air Conditioner	$ 3,000
57	CSA	North Platte	NE	LBF	GS	Add Rock To Road	$ 1,200
58	CSA	Albuquerque	NM	AEG	GS	Paint Building	$ 1,000
59	CSA	Boutte	LA	AM2	RCLR	Tower Corrosion Control	$ 2,000
60	CSA	Aurora	IL	ZAU	RTR	Maintain, Modify And Repair Rtr	$ 25,000
61	CSA	New Orleans	LA	MSY	RTR	Maintain & Repair Plot	$ 25,000
62	CSA	Harlingen	TX	HRL	GS	Maintain, Modify Or Repair Gs Control Cable	$ 95,000
63	CSA	Fort Stockton	TX	FST	VOR	Recable Bridge	$ 2,000
64	CSA	Bemidji	MN	BJI	VOR	Replace Air Conditioner	$ 2,500
65	CSA	Lamoni	IA	LMN	VOR	Refurbish Plot	$ 10,000
66	CSA	Des Moines	IA	DWW	LOC	Paint Shelter	$ 3,000
67	CSA	Grand Island	NE	GRI	VOR	Regravel And Regrade Plot And Access Road	$ 2,000
68	CSA	New Orleans	LA	MSY	ASR	Maintain & Repair Plot	$ 2,500
69	CSA	Springfield	MO	SGF	VOR	Maintain, Repair Or Modify Incoming Power Supply	$ 40,300
70	CSA	Madison	WI	MSN	ASR	Replace HVAC	$ 20,000
71	CSA	Dickinson	ND	DIK	GS	Maintain Access Road	$ 3,000
72	CSA	Spencer	IA	SPW	OM	Maintain/Modify/Repair Shelter	$ 3,650
73	CSA	Holden	MO	QIP	RCLR	Plot And Gravel Maintenance Work	$ 1,000
74	CSA	Corpus Christi	TX	CRP	VOR	Herbicide	$ 20,000
75	CSA	Gretna	LA	AN2	RCLR	Replace HVAC Units	$ 3,250
76	CSA	San Angelo	TX	SJT	LOC	Repair Access Road	$ 5,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
77	CSA	Kearney	NE	EAR	LOC	Regravel And Regrade Plot And Access Road	$ 1,000
78	CSA	Springfield	MO	SGF	MALS	Regravel And Regrade Plot And Access Road	$ 2,000
79	CSA	South Bend	IN	SBNF	RTR	Maintain, Modify,Repair Rtr	$ 3,000
80	CSA	Hill City	KS	HLC	VOR	Repair Access Road/Plot	$ 9,589
81	CSA	Waterloo	IA	ALO	ASR	Maintain, Modify Or Repair HVAC Air Handling Unit	$ 20,000
82	CSA	Salina	KS	SLNA	PAPI	Regrade And Regravel Access Road	$ 2,000
83	CSA	Eldorado	AR	ELD	VOR	Paint Facility	$ 5,000
84	CSA	Goodhue	MN	BM8	RCLR	Replace Air Conditioner	$ 3,000
85	CSA	Okmulgee	OK	OKM	OM	Repair Bldg.	$ 25,000
86	CSA	Mcallen	TX	MFE	RTR	Maintan/Repair Facility (Paint, Fence)	$ 2,000
87	CSA	St Louis	MO	SUS	RTR	Maintain, Repair Or Modify Shelter	$ 50,000
88	CSA	Hastings	NE	HIS	VOR	Repair Roof	$ 2,500
89	CSA	Dickinson	ND	DIK	VOR	Siding Replacement & Refurbish	$ 17,750
90	CSA	Albuquerque	NM	BZY	LOC	Paint Building	$ 1,000
91	CSA	Spencer	IA	SPW	MALSR	Maintain/Modify/Repair Shelter	$ 6,150
92	CSA	Springfield	MO	SGF	GS	Regravel And Regrade Plot And Access Road	$ 3,000
93	CSA	Minneapolis	MN	INN	MM	Decommission	$ 2,000
94	CSA	Bemidji	MN	BJI	VOR	Repair Plot Via Tree Removal	$ -
95	CSA	Baton Rouge	LA	BTR	VOR	Pest Control	$ 1,000
96	CSA	Dupree	SD	DPR	SX	Repair Siding/Vent Hoods	$ 1,000
97	CSA	Cedar Creek	TX	CQY	RCAG	Repair Shelter	$ 60,000
98	CSA	Navasota	TX	TNV	VOR	Regrade Access Road	$ 10,000
99	CSA	Butler	MO	BUM	VOR	Maintain Modify Repair Roof	$ 60,000
100	CSA	Huthinson	KS	HTI	ARSR	Maintain,Modify, Repair And Upgrade Environmental/Heating System	$ 125,000
101	CSA	Thief River Falls	MN	TVF	VOR	Replace Air Conditioner	$ 1,500
102	CSA	Silver City	NM	SVC	VOR	Maintain/Repair Fence	$ 10,000
103	CSA	Pine Island	LA	AF2	RCLR	Ob Light Replacement	$ 625
104	CSA	Animas	NM	QSC	RCAG	Interior Electrical Upgrade	$ 1,500
105	CSA	Kearney	NE	EAR	AWOS	Regravel And Regrade Plot And Access Road	$ 1,000
106	CSA	Dallas/Ftw	TX	FTW	ARSR	Repair/Replace Roof	$ 30,000
107	CSA	Madison	WI	MSN	ASR	Maintain, Modify Or Repair 2Nd HVAC System	$ 20,000
108	CSA	St Louis	MO	LMR	LOC	Maintain,Modify,Repair Shelter	$ 25,000
109	CSA	Albuquerque	NM	ABQ	VOR	Repair Equipment Room Door Knob Assy	$ 200
110	CSA	Litchfield	MI	LFD	VOR	Repair Roof	$ 29,500
111	CSA	Grand Point	LA	AL2	RCLR	Sandblast And Repaint Subframes	$ 4,200
112	CSA	Dickinson	ND	DIK	RGAG	Air Conditioning Replace	$ 6,000
113	CSA	Des Moines	IA	DSM	RCAG	Maintain, Modify And Repair Guy Wire Anchors,	$ 20,000
114	CSA	Pecos	NM	PEQ	VOR	Replace HVAC Units.	$ 10,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
115	CSA	Jamestown	ND	JMS	MM	Remove Structure/Restore Plot	$ 2,000
116	CSA	Huthinson	KS	HTI	ARSR	Regrade And Regravel On Access	$ 2,000
117	CSA	Riverside	MO	RIS	VOR	Repair Or Modify Entrance Door	$ 1,500
118	CSA	Nodine	MN	ODI	VOR	Strip/Repaint Vor Cone	$ 8,000
119	CSA	Overbrook	KS	QTI	RCLR	Repair Guywire Anchor Guards	$ 15,000
120	CSA	Grand Island	NE	GRI	GS	Regravel And Regrade Plot And Access Road	$ 2,000
121	CSA	Bismark	ND	BIS	VOR	Air Conditioning Replace	$ 2,500
122	CSA	Springfield	MO	SGF	PAPI	Regravel And Regrade Plot And Access Road	$ 2,000
123	CSA	Miller	NE	0F4	RCLR	Regravel And Regrade Plot And Access Road	$ 1,000
124	CSA	Midland	TX	MAF	GS	Repair Shelter.	$ 45,000
125	CSA	Marion	IL	MWA	LOC	Maintain,Modify,Repair Shelter	$ 25,000
126	CSA	Lebanon	MO	SGF	RTR	Install Equip And Fence	$ 5,000
127	CSA	Bloomington	IN	BMG	OM	Maintain, Modify, Or Repair Shelter	$ 35,000
128	CSA	Panhandle	TX	PNH	VOR	Replace A/C System	$ 4,000
129	CSA	Lufkin	LA	LFK	LOC	Repair Shelter	$ 25,000
130	CSA	Champaign	IL	CMI	GS	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
131	CSA	Thibodaux	LA	TBD	VOR	Maintain & Repair Plot	$ 2,500
132	CSA	Springfield	MO	SGF	ASR	Regravel And Regrade Plot And Access Road	$ 3,000
133	CSA	Austin	TX	VNK	LOC	Repair Shelter (Allowed Under 11/06 Guidelines)	$ 20,000
134	CSA	Lansing	MI	LAN	LOM	Maintain, Repair Or Modify Gravel On Plot	$ 4,500
135	CSA	Brinkley	AR	QBK	RCAG	Repair Roof	$ 10,000
136	CSA	Houston	TX	CDG	GS	Shelter Replacement	$ 5,000
137	CSA	Albuquerque	NM	ABQ	VOR	Paint E/G Room Floor	$ 400
138	CSA	Industry	TX	IDU	VOR	Repair/Replace HVAC Units	$ 2,000
139	CSA	Alexandria	MN	AXN	VOR	Repair Plot And Repair Access Road	$ 30,000
140	CSA	St Paul	MN	BAO	LOC	Repair Bldg/Control Cable/Gravel	$ 35,000
141	CSA	Dallas	TX	OVW	LOC	Repair Shelter	$ 25,000
142	CSA	Chicago Midway	IL	MDWC	PAPI	Maintain, Modify, Repair Site	$ 52,000
143	CSA	Bradford	IL	BDF	RCAG	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
144	CSA	Rimrock	NM	QOR	RCLR	Repair Solar Panel Volt. Reg.	$ 3,000
145	CSA	Columbus	OH	CMHC	RTR	Maintain,Repair Roof	$ 28,000
146	CSA	Duluth	MN	DLHA	REIL	Foundation Repair	$ 5,000
147	CSA	Albuquerque	NM	ABQE	RTR	Replace HVAC Units.	$ 3,000
148	CSA	Newton	IA	TNU	VOR	Maintain/Modify/Repair Fence And Gate	$ 2,000
149	CSA	Phillips	SD	PHP	VOR	Repaint Vor Cone	$ 2,000
150	CSA	West Plaints	MO	HUW	VOR	Maintain, Repair Or Modify Flooring	$ 3,000
151	CSA	Spring Branch	MS	AP2	RCLR	Maintain & Repair Access Road	$ 2,000
152	CSA	Pine Bluff	AR	PBF	LOC	Rehab Facility And Access Road	$ 25,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
153	CSA	Topeka	KS	TOPA	RCAG	Maintain, Modify And Repair Guy Wire Anchors,	$ 20,000
154	CSA	Clarksville	IN	JVY	OM	Repair Building	$ 22,000
155	CSA	Midland	TX	MAF	OM	Repair Access Road	$ 15,000
156	CSA	Dallas	TX	DPX	LOC	Repair Shelter	$ 25,000
157	CSA	Salt Flat	TX	SFL	VOR	Maintan/Repair Fence	$ 10,000
158	CSA	Shreveport	LA	FOG	MALSR	Reroof	$ 3,220
159	CSA	Garden City	KS	GCK	RCAG	Install Metal Roof	$ 3,000
160	CSA	Silver City	NM	SVC	ARSR	Maintain/Repair Water Tank	$ 800
161	CSA	Dayton	OH	DAYA	RTR	Repair Antenna Control/Feed Lines	$ 36,000
162	CSA	Harlingen	TX	HRL	ASR	Maintain/Repair Access Roads	$ 10,000
163	CSA	Albuquerque	NM	ABQ	ASR	Door Awning	$ 550
164	CSA	Fairmont	MN	FRM	VOR	Restore Vor	$ 36,500
165	CSA	Bethany	OK	PWA	VOR	Refurb. Facility	$ 3,000
166	CSA	Emporia	KS	EMP	RCAG	Maintain, Modify And Repair Guy Wire Anchors,	$ 20,000
167	CSA	Albuquerque	NM	ABQ	RTRD	Repair Roof	$ 7,500
168	CSA	Midland	TX	MAF	LOM	Install Previously Procured Shelter	$ 45,000
169	CSA	Imperial	NE	IMP	ASOS	Maintain&Repair Site	$ 6,000
170	CSA	Flippin	AR	FLP	VOR	Repair Roof / Siding /HVAC	$ 35,000
171	CSA	Little Irish	LA	AO2	RCLR	Maintain & Repair Plot	$ 2,000
172	CSA	Huron	SD	HON	LOC	Repair Siding	$ 1,500
173	CSA	Bismarck	ND	BIS	VOR	Paint Exterior	$ 2,500
174	CSA	San Antonio	TX	ANT	LOC	Paint Bldg. And Fuel Tank	$ 5,000
175	CSA	Knox	IN	OXI	VOR	Repair Access Road	$ 4,000
176	CSA	Toledo	OH	TOL	LOC	Refurbish Site	$ 90,229
177	CSA	Minot	ND	MOT	VOR	Repair Doors/Reside Bldg	$ 25,000
178	CSA	Oswego	KS	OSW	VOR	Maintain, Repair Or Modify E/G Flexible Fuel Lines	$ 3,000
179	CSA	Houston	TX	HUB	ASR	Repair Access Gate	$ 7,500
180	CSA	Spencer	IA	SPW	MM	Maintain/Modify/Repair Shelter	$ 6,150
181	CSA	Hibbing	MN	HIB	MALSR	Repair Foundation On 1000' Bar	$ 5,000
182	CSA	Baton Rouge	LA	AJ2	RCLR	Repair Roof	$ 7,250
183	CSA	Duluth	MN	DLH	LOC	Repair Platform	$ 2,500
184	CSA	Lake Charles	LA	LCH	RCLR	Ob Light Replacement	$ 625
185	CSA	Mcallen	TX	MFE	LOM	Maintan/Repair Facility (Paint, Fence)	$ 3,000
186	CSA	Fargo	ND	AQAMA	NASEB	Repair Door Refurbish Grounds	$ 650
187	CSA	Victoria	TX	VCT	VOR	Repair/Replace HVAC Units	$ 2,000
188	CSA	Jamestown	ND	JMSC	NASEB	Repair Fence	$ 1,800
189	CSA	Corpus Christi	TX	CRP	ASR	Maintan/Repair Facility Grounds	$ 5,000
190	CSA	Watertown	SD	ATY	DME	Repaint Tower	$ 1,000

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
191	CSA	Austin	TX	CWK	VOR	Herbicide	$ 20,000
192	CSA	Albuquerque	NM	BZY	GS	Paint Building	$ 1,000
193	CSA	Oniel	NE	ONL	RCAG	Maintain, Modify And Repair Guy Wire Anchors.	$ 20,000
194	CSA	San Angelo	TX	SJT	MALSR	Rehab Facility / Flooring	$ 3,000
195	CSA	North Platte	NE	LBF	LOM	Add Rock To Road	$ 2,000
196	CSA	Otto	NM	OTO	VOR	Repair Roof/Siding & Grounding	$ 57,000
197	CSA	Amarillo	TX	AMAA	RCAG	Replace A/C System	$ 3,000
198	CSA	Mackville	KS	QUI	RCLR	Repair Tower	$ 4,911
199	CSA	Hammond	LA	HPF	LOC	Repair Access Road & Plot	$ 1,200
200	CSA	Stillwater	OK	SWO	VOR	Repair Roof	$ 32,000
201	CSA	Hasting	NE	HIS	RCAG	Regravel And Regrade Plot And Access Road	$ 1,000
202	CSA	Springfield	MO	SGF	VOR	Regravel And Regrade Plot And Access Road	$ 3,000
203	CSA	Mccook	NE	MCK	ARSR	Asphalt Road	$ 30,000
204	CSA	Grand Rapids	MI	GRR	GS	Maintain, Repair Or Modify Shelter	$ 35,000
205	CSA	Yankton	SD	YKN	VOR	Inst.On Hand HVAC	$ 500
206	CSA	Marshall	TX	ASL	RCAG	Gravel And Spreading	$ 5,000
207	CSA	Texarkana	AR	TXK	OM	Repair Fence	$ 10,000
208	CSA	Rockville	NE	QJM	RCLR	Regravel And Regrade Plot And Access Road	$ 2,000
209	CSA	Grand Island	NE	GRI	MALS	Regravel And Regrade Plot And Access Road	$ 2,000
210	CSA	Springfield	MO	SGF	RCAG	Regravel And Regrade Plot And Access Road	$ 2,000
211	CSA	Des Moines	IA	DSM	ALS	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
212	CSA	Longview	TX	GGG	GS	Purchase New Building	$ 18,000
213	CSA	Ft. Leavenworth	KS	FLV	RCLR	Maintain/Modify/Repair Shelter	$ 11,000
214	CSA	Galveston	TX	GLS	VOR	Herbicide	$ 20,000
215	CSA	Sunset	LA	AH2	RCLR	Sandblast And Repaint Subframes	$ 2,800
216	CSA	Eagle River	WI	EGV	ATCBI	Repair Roof	$ 15,000
217	CSA	Harlingen	TX	QCM	RCAG	Repair Security Fence And Gate	$ 2,000
218	CSA	Fargo	ND	AAM	PAPI	Refurbish Grounds	$ 350
219	CSA	Corpus Christy	TX	CRP	MALSR	Repair/Replace Electrical Power Box	$ 2,000
220	CSA	Dupree	SD	DPR	VOR	Repaint Vor Cone	$ 2,000
221	CSA	Atchafalaya	LA	AI2	RCLR	Sandblast And Repaint Subframes	$ 4,200
222	CSA	Oklahoma City	OK	RGR	OM	Maintan/Repair Fence & Bldg.	$ 12,000
223	CSA	Joplin	MO	JQX	MALSR	Maintain, Repair Or Modify Gravel Road And Plot	$ 10,000
224	CSA	Des Moines	IA	DWW	GS	Gravel On Plot	$ 5,000
225	CSA	Chicago	IL	MED	GS	Repaint Tower	$ 3,000
226	CSA	Harlingen	TX	HRL	ILS	Repaint Facility	$ 2,000
227	CSA	Rapid City	SD	RAPA	RTR	Wash And Paint	$ 5,000
228	CSA	Corona	NM	CNX	VOR	Paint E/G Room Floor	$ 500

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
229	CSA	Brownsville	TX	BRO	VOR	Repair Structures Foundation & Access Rd	$ 12,000
230	CSA	St Louis	MO	SJW	ALSF	Maintain Road W Gravel	$ 2,800
231	CSA	Goodland	KS	GLD	OM	Repair Fence	$ 3,000
232	CSA	Austin	MN	JC8	RCLR	Replace Air Conditioner	$ 3,000
233	CSA	Richland	MO	QJK	RCAG	Maintain, Repair Or Modify HVAC Unit	$ 5,000
234	CSA	Dogwood	MO	DGD	VOR	Maintain, Repair Or Modify Incoming Power Supply	$ 40,000
235	CSA	Norman	OK	PHY	OM	Repair Fence	$ 10,000
236	CSA	Fairmont	MN	FRM	VOR	Inst On Hand HVAC	$ 500
237	CSA	Escanaba Mi,	MI	ESC	VOR	Maintain Modify, Or Repair Antenna Shelter	$ 3,000
238	CSA	Albuquerque	NM	ABQ	ASR	Lighting/Motion Detectors	$ 300
239	CSA	Harlingen	TX	HRL	ASR	Repair Water Pipe	$ 1,000
240	CSA	Lake Charles	LA	LCH	VOR	Remove Trees From Clear Zone	$ 15,000
241	CSA	Maryville	KS	QBMA	RCAG	Maintain, Modify And Repair Guy Wire Anchors,	$ 20,000
242	CSA	Des Moines	IA	DSM	LOC	Repair Shelter	$ 25,000
243	CSA	Garden City	KS	GCK	ARSR	Install Previously Procured Equipment	$ 5,000
244	CSA	Rochester	MN	RST	RTR	Install Previously Purchased Material	$ 50,000
245	CSA	Lubbock	TX	LBB	VOR	Repair Fence And Gate	$ 7,500
246	CSA	Ft. Smith	AR	FSM	VOR	Repair Roof	$ 30,000
247	CSA	Baton Rouge	LA	AJ2	RCLR	Repair Roof	$ 7,250
248	CSA	Rochester	MN	RST	VOR	Strip/Repaint Vor Cone	$ 8,000
249	CSA	Dallas/Ftw	TX	RRA	MALSR	Parrking Lot And Road Refurb (Gravel)	$ 1,000
250	CSA	Fargo	ND	FAR	VOR	Install Air Exchanger	$ 1,000
251	CSA	Jamestown	ND	JMS	VOR	Refurbish Grounds	$ 2,100
252	CSA	Jackson	MI	JXN	MALSR	Repair 2 Towers	$ 5,900
253	CSA	Midland	TX	MAF	OM	Repair Access Road	$ 20,000
254	CSA	Indianapolis	IN	COA	OM	Maintain, Repair Or Modify Shelter	$ 35,000
255	CSA	Houston	TX	CDG	LOC	Repair Structure	$ 7,000
256	CSA	Winner	ND	ISD	VOR	Refurbish Access Road	$ 25,000
257	CSA	Chicago Aurora	IL	ARR	MALSR	Replace /Repair Power/Control Cables	$ 38,000
258	CSA	Duluth	MN	DLH	LOC	Repair Platform	$ 4,000
259	CSA	Devils Lake	ND	DVLA	VOR	Replace Air Conditioner	$ 1,500
260	CSA	Oilton	TX	QZA	ARSR	Install Hail Covers On HVAC Units	$ 2,500
261	CSA	Tomah	WI	QHS	BUEC	Replace Air Conditioner	$ 3,000
262	CSA	Hobbs	NM	HOB	VOR	Repair Roof Overlay	$ 4,214
263	CSA	Iota	LA	AG2	RCLR	Ob Light Replacement	$ 625
264	CSA	Palacious	TX	PSX	VOR	Repair/Replace HVAC Units	$ 2,000
265	CSA	Bloomington	IL	BMI	MALSR	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
266	CSA	Nerstrand	MN	JA8	RCLR	Replace Air Conditioner	$ 3,000

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
267	CSA	Minneapolis	MN	APL	LOM	Decommission	$ 2,500
268	CSA	Springfield	IL	CJF	MALSR	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
269	CSA	Muncie	IN	JNK	GS	Repair Shelter	$ 28,396
270	CSA	Lancaster	KS	K59	RCLR	Maintain/Modify/Repair Shelter	$ 12,000
271	CSA	Phillips	SD	PHP	VOR	Install On Hand HVAC Unit/Replace Power Cable	$ 9,500
272	CSA	Decatur	IL	DEC	RTR	Maintain, Repair Or Modify Shelter/Roof	$ 5,000
273	CSA	Cotulla	TX	COTA	RCO	Replace Support Tower With New 20' Tower	$ 10,000
274	CSA	Valparasio	IN	VPZ	MALSR	Repair Access Road	$ 5,000
275	CSA	Wink	TX	INK	VOR	Maintain/Repair Fence	$ 10,000
276	CSA	Chisholm	NM	CME	VOR	Repair Siding	$ 2,000
277	CSA	Bemidji	MN	BJI	VOR	Repair Plot Via Tree Removal	$ 12,804
278	CSA	Columbus	OH	CMH	LOC	Repair Building.	$ 77,400
279	CSA	Omaha	NE	QHO	ARSR	Modify And Install Shelter	$ 35,000
280	CSA	New Orleans	LA	MSY	ASR	Repair Emergency Fuel Tank	$ 3,000
281	CSA	Longview	TX	GGG	RTR	Gravel And Spreading	$ 3,000
282	CSA	Williston	ND	ISN	VOR	Inst.On Hand HVAC	$ 500
283	CSA	Flint	MI	FNT	RTR	Repair Equipment Room.	$ 30,000
284	CSA	Yankton	SD	YKN	GS	Replace Cont.Cable	$ 6,500
285	CSA	Minneapolis	MN	MSP	NASEB	Repair Roof Membrane On E/G Shelter	$ 2,700
286	CSA	Newman	TX	EWM	VOR	Maintan/Repair Fence	$ 10,000
287	CSA	Keeler	MI	ELX	S-BUEC	Jai Exception/Grading.	$ 3,000
288	CSA	Aurora	IL	ARR	MALSR	Maintain, Modify, Repair Cable Supports List 1	$ 45,000
289	CSA	San Angelo	TX	SJT	ASR	Repair HVAC	$ 60,000
290	CSA	Lubbock	TX	LBB	TACR	Repair Monitor Pole	$ 2,500
291	CSA	Baton Rouge	LA	BTR	VOR	Pest Control	$ 1,040
292	CSA	Silver City	NM	SVC	ARSR	Repair Maintenance Support Equipment	$ 400
293	CSA	Bismark		BIS	LOC	Air Conditioning Replace	$ 2,500
294	CSA	Harlingen	TX	HRL	ASR	Maintain, Modify Or Repair Foundations	$ 50,000
295	CSA	Rosksprings	TX	RSG	ARSR	Maintan/Repair Facility Grounds	$ 5,000
296	CSA	Matton	IL	MTO	MALSR	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
297	CSA	Lacrosse	WI	LSE	MALSR	Maintain,Modify Or Repair Airboat	$ 60,000
298	CSA	Silver City	NM	SVC	VOR	Replace Expanded Metal Grid	$ 3,133
299	CSA	Des Moines	IA	DSM	GS	Repair Shelter	$ 25,000
300	CSA	South Bend	IN	SBNF	RTR	Maintain, Modify,Repair Rtr	$ 7,000
301	CSA	Walnut Ridge	AR	ARG	VOR	Repair Roof / Siding /HVAC	$ 36,000
302	CSA	Houston	TX	IAH	SX	Clean And Filter Diesel Fuel	$ 2,000
303	CSA	San Antonio	TX	SATD	RTR	Paint Bldg.	$ 1,500
304	CSA	Kearney	NE	EAR	REIL	Regravel And Regrade Plot And Access Road	$ 1,000

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
305	CSA	Russellville	AR	QXR	ARSR	Repair Security Gate / Refurb Eq. Room	$ 20,000
306	CSA	Sierra Blanca	NM	SRR	RCO	Repair Shelter	$ 5,786
307	CSA	Harlingen	TX	HRL	VOR	Herbicide	$ 20,000
308	CSA	Morales	TX	QNA	ARSR	Maintan/Repair Facility Grounds	$ 10,000
309	CSA	North Platte	NE	LBF	MALSR	Add Rock To Road	$ 11,800
310	CSA	Houston	TX	LKM	GS	Repair Structure	$ 8,000
311	CSA	Dickinson	ND	DIK	VOR	Siding Replacement & Refurbish	$ 7,250
312	CSA	Freeport	IL	FEP	RCAG	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
313	CSA	Kansas City	MO	MCI	VOR	Maintain, Modify Or Repair Vor Radome Paint/Seal	$ 2,100
314	CSA	El Paso	TX	ELPA	RCAG	Upgrade Grounding/Cabling	$ 5,000
315	CSA	Pierre	SD	PIR	VOR	Repaint Vor Cone	$ 2,000
316	CSA	Lake Charles	LA	LCH	ASR	Replace Lights	$ 2,500
317	CSA	Harlingen	TX	HRL	VOR	Pressure Wash Facilitie	$ 2,000
318	CSA	Reynolds	IL	MZV	VOR	Maintain/Modify/Repair Facility Plot	$ 10,000
319	CSA	Texarkana	AR	TXK	VOR	Paint Facility	$ 5,000
320	CSA	Chicago	IL	RXZ	GS	Repaint Tower	$ 3,000
321	CSA	Edgerly	LA	AE2	RCLR	Ob Light Replacement	$ 625
322	CSA	Springfield	MO	SGF	LOC	Regravel And Regrade Plot And Access Road	$ 2,000
323	CSA	San Antonio	TX	ANT	ALS	Maintan/Repair HVAC And Tiles	$ 5,000
324	CSA	Green Bay	WI	GRB	ASR	Repair Control Cable	$ 20,000
325	CSA	Shreveport	LA	FOG	LOC	Install New Building	$ 5,000
326	CSA	Cataract	IN	GB8	RCLR	Maintain, Repair Or Modify Shelter	$ 25,000
327	CSA	Cleburne	TX	CPT	LOC	Repair Shelter	$ 23,000
328	CSA	Topeka	KS	FOE	OM	Install Fencing	$ 2,500
329	CSA	Kearney	NE	EAR	MALSR	Regravel And Regrade Plot And Access Road	$ 1,000
330	CSA	Shreveport	LA	DTN	LOC	Install New Building	$ 5,000
331	CSA	Ironwood	MI	IWD	GS	Maintain, Modify Or Repair Gravel Access Road	$ 7,000
332	CSA	Silver City	NM	SVC	VOR	Replace Expanded Metal Grid	$ 44,000
333	CSA	Lansing	MI	LANC	REIL	Replace Reil, Additional Funds Addendum #2	$ 13,000
334	CSA	Minot	ND	MOT	RCO	Repair Interior Electrical Panels	$ 7,000
335	CSA	Fargo	ND	AAMB	NASEB	Repaint Shelter	$ 1,300
336	CSA	Kirksville	MO	IRK	ARSR	Repair Coolant Lines	$ 11,000
337	CSA	San Antonio	TX	SATB	RTR	Paint Bldg. And Antenna Towers	$ 6,000
338	CSA	Fargo	ND	FAR	VOR	Maintain Access Road	$ 2,000
339	CSA	Spencer	IA	SPW	GS	Maintain/Modify/Repair Shelter	$ 3,650
340	CSA	Springfield	MO	SGF	REIL	Regravel And Regrade Plot And Access Road	$ 2,000
341	CSA	Waterloo	IA	ALO	MALSR	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
342	CSA	Chicago	IL	FJU	GS	Repaint Tower	$ 3,000

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
343	CSA	Louisville	LA	AK2	RCLR	Sandblast And Repaint Subframes	$ 3,510
344	CSA	Spencer	IA	SPW	LOC	Maintain/Modify/Repair Shelter	$ 6,150
345	CSA	Albuquerque	NM	ABQ	ASR	Repair Gate	$ 500
346	CSA	Lacrosse	WI	LSE	VOR	Strip/Repaint Vor Cone	$ 8,000
347	CSA	Grand Forks	ND	GFK	LOC	Repair Coaxial Cables 500' +	$ 5,000
348	CSA	Des Moines	IA	DSM	LOC	Repair Shelter Rwy 31	$ 25,000
349	CSA	Worthington	SD	OTG	VOR	Inst.On Hand HVAC	$ 500
350	CSA	Aurora	IL	ZAU	RCLT	Maintain, Modify And Repair Rclt	$ 25,000
351	CSA	Mitchell	SD	LPA	LOC	Replace Cont.Cable	$ 4,500
352	CSA	So Timbalier	LA	TZL	RCAG	Need To Procure Explosion Proof HVAC Units For The Offshore Site	$ 4,000
353	CSA	Chicago	IL	RVG	GS	Repaint Tower	$ 3,000
354	CSA	Albuquerque	NM	ABQ	ASR	Repair Building	$ 8,000
355	CSA	Springfield	MO	SGF	LOM	Regravel And Regrade Plot And Access Road	$ 2,000
356	CSA	Valparasio	IN	VPZ	OM	Repair Access Road	$ 3,000
357	CSA	Minneapolis	MN	PJL	OM	Decommission	$ 8,000
358	CSA	Wichita	KS	ICT	VOR	Repair Or Modify HVAC	$ 5,000
359	CSA	Rapid City	SD	RAP	VOR	Repaint Vor Cone	$ 2,000
360	CSA	Steele Center	MN	JB8	RCLR	Replace Air Conditioner	$ 3,000
361	CSA	Eden Prairie	MN	FCM	SX	Repair E/G Door	$ 750
362	CSA	Houston	TX	EFD	ARSR	Various Improve.	$ 20,000
363	CSA	Houston	TX	UYO	MM	Decommission	$ 10,000
364	CSA	San Antonio	TX	SAT	VOR	Herbicide	$ 20,000
365	CSA	Brainerd	MN	BRD	VOR	Repair The Perimeter Fence	$ 1,950
366	CSA	Albuquerque	NM	ABQE	RTR	Upgrade Grounding/Cabling	$ 10,000
367	CSA	Kansas City	MO	MCIA	RTR	Maintain, Modify Or Repair Access Road Culvert	$ 3,000
368	CSA	Cedar Rapids	IA	CID	GS	Maintain/Modify/Repair Gravel Access Road.	$ 5,000
369	CSA	Cimarron	NM	CIM	VOR	Road Repair	$ 4,400
370	CSA	Goodland	KS	GLD	VOR	Repair Access Road/Plot	$ 15,000
371	CSA	Tulsa	OK	TUL	ASR	Repair HVAC	$ 80,000
372	CSA	Albuquerque	NM	AEG	LOC	Paint Building	$ 1,000
373	CSA	Harlingen	TX	HRL	VOR	Maintan/Repair HVAC Units	$ 4,500
374	CSA	Tyler	TX	TYR	OM	Road Work And Underground Power	$ 10,000
375	CSA	Crown Point	IN	AR8	RCLR	Repair Access Road	$ 3,000
376	CSA	Sandusky	OH	SKY	VOR	Restore Vor To Service, Emergency Project	$ 24,675
377	CSA	Aberdeen	SD	ABR	DME	Repaint Tower	$ 1,000
378	CSA	Woodworth	ND	QDZ	RCAG	Air Conditioning Replace	$ 3,000
379	CSA	Grand Island	NE	GRIR	NRCS	Cable	$ 4,000
380	CSA	Plainview	TX	PVW	VOR	Repair Fence And Gate	$ 7,500

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
381	CSA	Houston	TX	AD2	RCLR	Repair Access Gate	$ 7,500
382	CSA	Midland	TX	MAF	LOC	Repair Shelter.	$ 8,000
383	CSA	Kansas City	MO	MCI	RTR	Replace A/C Unit	$ 4,000
						Total	**$ 4,366,703**

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
1	WSA	Los Angeles	CA	LAXS	ASDE	Repair Fence	$ 9,000
2	WSA	Los Angeles	CA	LAXS	ASR	Repair Fence	$ 9,000
3	WSA	San Francisco	CA	SFO	RTR	Repair Electrical Cable To Electronic Equipment	$ 10,000
4	WSA	Honolulu,	HI	HNL	ASR	Correct And Repair The Airduct System By Restoring The Corrosion	$ 37,300
5	WSA	Seattle	WA	SEA	LOC	Repair Roof	$ 11,000
6	WSA	Los Angeles	CA	LAXC	RTR	Paint Building, Replace Facia Boards.	$ 10,000
7	WSA	Seattle	WA	SEA	VOR	Repair Drainage Around Facility	$ 8,000
8	WSA	Honolulu,	HI	HNL	GS	Repair By Restoring The Functional Capacities And Capabilities On	$ 6,400
9	WSA	Los Angeles	CA	LAX	LOC	Reburbish Localizer At Lax Oep Airport. Purchase Cable, Gaskets, Misc.	$ 40,000
10	WSA	Honolulu,	HI	HNL	GS	Repair And Refurbish The Deteriorated And Leaky Roof, Soffit, Flashing	$ 12,100
11	WSA	Los Angeles	CA	LAXN	ASR	Repair Fence	$ 9,000
12	WSA	Los Angeles	CA	LAXE	RTR	Repair/Replace Electrical Service Panels	$ 8,000
13	WSA	San Francisco	CA	SFO	LOOP (LAN)	Repair The Electrical Power Cable Feeding Electronic Equipment	$ 26,500
14	WSA	Portland	OR	PDX	RTR	Repair Roofing	$ 10,000
15	WSA	Los Angeles	CA	LAX	ALS	Repair Fence	$ 3,000
16	WSA	Los Angeles	CA	LAXN	ASR	Repair Grounding	$ 10,000
17	WSA	Los Angeles	CA	LAXN	ASR	Repair/Replace Electrical Service Panels	$ 8,000
18	WSA	Seattle	WA	SEA	GS	Repair Roof	$ 11,000
19	WSA	San Francisco	CA	SFO	LOOP (RVR)	Repair Support Of Electrical Power Cable Feeding Electronic Equipment	$ 13,500
20	WSA	Los Angeles	CA	LAXN	ASDE	Repair Fence	$ 9,000
21	WSA	Biorka Is	AK	BKA	VOR	Repair VOR Bldg & Provide Drainage To Alleviate Flooding	$ 34,000
22	WSA	Mtn Home	ID	MUR	VOR	Repair Roof	$ 13,862
23	WSA	Yuma	AZ	YUM	MALSR	Repair A/C Unit	$ 500
24	WSA	San Diego	CA	PGY	VOR	Purchase Materials To Repair Road And Erosion.	$ 6,000
25	WSA	Fort Range	CO	FTG	OM	Replace Fence Post	$ 4,000
26	WSA	Mohler	WA	QTU	RCAG	Refurb Rcag.	$ 17,000
27	WSA	Red Bluff	CA	RBL	VOR	Paint Facility, Trim And Exterior Doors	$ 1,200
28	WSA	Paso Robles	CA	PRB	ARSR	Paint Facility	$ 20,000
29	WSA	Ukiah	CA	UKI	RCO	Repair Roof	$ 7,500
30	WSA	Friant	CA	FRA	VOR	Road Repair And Gravel For Service Roads	$ 4,000
31	WSA	Santa Ana	CA.	SNA	MALSR	Repair Roof And Paint Frame	$ 2,000
32	WSA	Palm Spring	CA	PSP	VOR	Repair Roof And Paint Antenna Shelter.	$ 7,346
33	WSA	Jackson	WY	JAC	MALSR	Repair Malsr Junction Box	$ 10,000
34	WSA	Lucin	UT	LCU	VOR	Repair Roof	$ 10,000
35	WSA	San Diego	CA	MYF	RTR	Repair By Painting Interior Of Building.	$ 3,000
36	WSA	Squaw Valley	CA	SWR	VOR	Extensive Repair Of The Mountain Top Site; Repair Monitor Antenna Cables	$ 36,500
37	WSA	Anchorage	AK	ANC	ASR-8	Repair The Portable Power Generator Hookup	$ 4,000
38	WSA	El Toro	CA.	ELB	SX	Repair Building'S Counterpoise	$ 1,000

39	WSA	Fillmore	CA	FIM	VOR	Repair Teepee And Vent Hoods On Building.	$ 12,000
40	WSA	Rome	OR	REO	VOR	Repair Roof	$ 7,594
41	WSA	Denver	CO	ERP	GS	Repair Roof	$ 15,500
42	WSA	Pueblo	CO	PUB	REIL	Repair Reil	$ 10,000
43	WSA	Colorado	CO	COS	RTR	Repair The Building Siding On The Rtr And Engine Generator Building	$ 10,000
44	WSA	Mullen Pass	ID	MLP	VOR	Repair Access Roads, Grade & Gravel Roads.	$ 14,100
45	WSA	Bliss	ID	QUP	RCLR	Regravel Facility Grounds	$ 3,000
46	WSA	Sparrevohn	AK	SVW	SACOM	Repair Wind Damage	$ 80,000
47	WSA	Red Table	CO	DBL	VOR	Repair Antenna Towers	$ 42,500
48	WSA	Red Bluff	CA	RBL	VASI	Repair Gravel Road And Site Foot Print	$ 2,000
49	WSA	San Francisco	CA	SIA	LOC	Repair & Paint Facility Exterior; Repair Floor, Rwy 19L	$ 20,000
50	WSA	Lovell	WY	QSI	ARSR	Repair Windows	$ 27,000
51	WSA	Oxnard	CA	OXR	GS	Paint & Seal Bldg	$ 5,000
52	WSA	San Diego	CA	MYF	RTR	Repair Outside Security Lighting At The Myf Rtr.	$ 500
53	WSA	Fresno	CA	FCH	PAPI	Road Repair And Gravel For Service Roads	$ 2,500
54	WSA	Bonanza Lake	ID	QVE	RCLR	Regravel Facility Grounds	$ 2,000
55	WSA	Oxnard	CA	OXR	LOC	Paint & Seal Bldg	$ 5,000
56	WSA	Lund	UT	QL6	RCLR	Regravel Facility Grounds	$ 2,000
57	WSA	Lewistown	MT	LWT	NDB	Repair Roof	$ 3,500
58	WSA	Milford	UT	MLF	RCLR	Regravel Facility Grounds	$ 2,000
59	WSA	Neah Bay	WA	TOU	VOR	Repair Wind Fence	$ 25,000
60	WSA	Mt. Laguna	CA	QRW	BLDG	Repair Damaged Security Fence	$ 20,000
61	WSA	Sheridan	WY	SHR	LOC	Paint Shelter, Repair Siding	$ 2,000
62	WSA	vVisalia	CA	VIS	LOM/ NDB	Antenna And Pole Repair Because Of Dry Rot.	$ 8,000
63	WSA	Honolulu	HI	ZHN	CPDS	Restore Zhn Cpds Standby Power Engine Generator Exhaust Discharging	$ 32,800
64	WSA	San Francisco	CA	SFO	RTR	Repair Of Antenna Tower	$ 10,500
65	WSA	Gulkana	AK	GKN	VOR	Repair Electrical Services Panel	$ 15,000
66	WSA	Barter Island	AK	BTI	VASI	Foundation Repair	$ 8,000
67	WSA	San Diego	CA	OCN	VOR	Repair Esd Flooring.	$ 2,000
68	WSA	Oxnard	CA	OXR	RTR	Repair Antenna Cables & Junction Boxes.	$ 26,000
69	WSA	San Diego	CA	PGY	VOR	Repair Stairs Leading To Antenna Counterpoise	$ 6,000
70	WSA	Gaviota	CA	GVO	VOR	Relocate Rcag And Rtr Antennas	$ 35,000
71	WSA	Hayward	CA	HWD	REIL	Repair Electronic Signal Cable	$ 5,000
72	WSA	Red Bluff	CA	RBLB	BLDG	Repair Gravel Road	$ 2,500
73	WSA	Lewistown	MT	LWT	VOR	Repair Roof	$ 10,000
74	WSA	Burlington	WA	QLN	RTR	Repair Breached Security Fence	$ 8,000
75	WSA	San Diego	CA	OCN	VOR	Repair Outside Security Lighting At The Ocn VOR.	$ 500
76	WSA	Fresno	CA	FAT	RTR	Paint Rtr And Antenna'S	$ 4,000
77	WSA	San Luis	CA	SBP	MALSR	Repair Electrical System Feeding Electronic Equipment	$ 40,000
78	WSA	Cold Bay	AK	CDB	WEF	Repair Tilt Down Device	$ 2,000

79	WSA	Anchorage	AK	ANC	LOC	Repair The Portable Power Generator Hookup	$	4,000
80	WSA	Santa Barbara	CA	SBAA	SX	Remove And Install New E/G Is On Site Already	$	15,000
81	WSA	Mohler	WA	QTU	Bldg	Repair Bldg Refurb	$	15,000
82	WSA	San Diego	CA	MYF	GS	Repair All Cables.	$	1,500
83	WSA	Bozeman	MT	BZN	OM	Paint Om Shelter	$	2,500
84	WSA	Golovin	AK	GLV	PAPI	Grade And Level The Gravel Papi Pad, Add Additional Gravel	$	13,000
85	WSA	Sheridan	WY	SHR	GS	Paint Shelter, Repair Siding	$	2,000
86	WSA	Savoonga	AK	SVA	AWOS	Improve Gravel Pad For Awos	$	20,000
87	WSA	Fraint	CA	FRA	VOR	Entrance Doors Are In Need Of Frame And Door Repairs	$	6,000
88	WSA	Sparrevohn	AK	SVW	SACOM	Radome Maintenance	$	11,500
89	WSA	Rome	OR	REO	RCAG	Repair Roof	$	10,900
90	WSA	Oxnard	CA	OXR	RTR	Paint & Seal Bldg	$	6,000
91	WSA	Santaquin	UT	QF9	RCLR	Regravel Facility Grounds	$	3,000
92	WSA	Ambler	AK	AMF	VOR	Repair Decking And Railing	$	13,000
93	WSA	Spokane	WA	GEG	RCAG	Repair Culverts.	$	4,500
94	WSA	Olympia	WA	OLM	OM	Repair Gounds, Fencing And Grading.	$	9,000
95	WSA	Concord	CA	CCR	MALSF	Repair Malsf Station	$	15,000
96	WSA	Great Falls	MT	GTF	RCAG	Repair Roof	$	10,000
97	WSA	Dunior	WY	DNW	VOR	Repair Stair Treads	$	20,000
98	WSA	San Diego	CA	MYF	LOC	Repair All Cables, Antennas, And Distribution Unit.	$	35,000
99	WSA	Falcon	CO	FQF	VOR	Paint Building	$	15,000
100	WSA	Fairfield	UT	FFU	VOR	Repair Fence	$	15,000
101	WSA	Dodson Butte	OR	QSG	RCO	Repair Building Electrical Service	$	15,000
102	WSA	Hilo, Island Of	HI	QHC	RCAG	Repair And Refurbish Roof, Provide Waterproofing On Building Masonry	$	32,700
103	WSA	Platteville	CO	GXY	ASR	Install Ice Shield	$	3,000
104	WSA	Redding	CA	RDD	MALSR	Repair The Rrcs For The Malsr	$	20,400
105	WSA	Kahului, Island	HI	QHK	RTR	Repair Roof, Provide Waterproofing On Building Masonry Walls, Install	$	137,000
106	WSA	Cut Bank	MT	CTB	VOR	Repair Roof	$	10,000
107	WSA	Homeland	CA	HDF	VOR	Repair Security Fence	$	2,000
108	WSA	Muddy Mtn	WY	DDY	VOR	Repair Fence	$	6,000
109	WSA	Marlin	WA	QTV	RCAG	Refurb Rcag.	$	18,000
110	WSA	Filmore	UT	QF8	RCLR	Regravel Facility Grounds	$	2,000
111	WSA	Visalia	CA	VIS	VOR	Roof Maintenance, Recoat Flat Roof. Paint Trim.	$	3,500
112	WSA	Gorman	CA	GMN	VOR	Repair The Facility Lightning Protection And Grounding At The Gorman	$	8,000
113	WSA	Placerville	CA	HNW	VOR	Grade And Make Site Repairs To Correct Drainage Problems.	$	25,000
114	WSA	Monterey	CA	MRY	OM	Repair Guy Wires On Antenna	$	10,000
115	WSA	Reno	CA	RNO	RCAG	Repair Structures Install Antenna Dome Ventilation Systems On Both	$	5,000
116	WSA	Salinas	CA	SNS	LOC	Reseal Building Exterior; Repair Metal Skirting & Paint.	$	10,000
117	WSA	Salinas	CA	SNS	OM	Repair & Maintenance Work To Access Road.	$	20,000
118	WSA	Visalia	CA	VIS	LOM	Repair The Radials At The Visalia Lom.	$	11,000

119	WSA	Burbank	CA	BUR	RTR	Patch And Seal Coat Asphalt Pavement (Approx 60K Sqft)	$ 25,000
120	WSA	Los Angeles	CA	LAXA	RTR	Paint Building	$ 8,000
121	WSA	Los Angeles	CA	OSS	GS	Repair Power Cable Feeding Glide Slope	$ 10,000
122	WSA	Los Angeles	CA	UWU	LOC	Paint Building	$ 5,000
123	WSA	Stanton	CA.	LGB	ASR9	Wood Decking Between Admin Trailer And Conference Trailer Requires	$ 2,500
124	WSA	Los Angeles	CA	OSS	LOC	Paint Building	$ 5,000
125	WSA	Torrance	CA	TOA	LOC	Paint And Repair Bldg	$ 5,000
126	WSA	Torrance	CA	TOA	GS	Paint And Repair Bldg	$ 5,000
127	WSA	La Verne	CA	POC	GS	Repair Glide Slope Cables That Are Deteriorating.	$ 2,000
128	WSA	Minchumina	AK	MHM	NDB	Repair Antenna	$ 7,000
129	WSA	Fullerton	CA.	FUL	SX	Propane Fuel Tank, Paint Old & Faded. Clean, Sand & Paint	$ 1,000
130	WSA	Missoula	CO	MSO	ASR	Install Ice Shield	$ 3,000
131	WSA	San Diego	CA	JLI	VOR	Repair Esd Flooring.	$ 2,000
132	WSA	Miller Mtn	MT	QJX	RCL	Repair Roof	$ 9,000
133	WSA	Santa Monica	CA	SMO	RTR	Repair/Replace Electrical Service Panels	$ 8,000
134	WSA	Hawthorne	CA	HHR	RTR	Repair/Replace Electrical Service Panels	$ 8,000
135	WSA	Torrance	CA	TOA	LOC	Repair/Replace Electrical Service Panels	$ 8,000
136	WSA	Burbank	CA	BUR	RTR	Repair Irrigation Line To Rear Of Facility	$ 15,000
137	WSA	Gillette	WY	GCC	VOR	Paint Shelter	$ 2,000
138	WSA	Newcastle	WY	ECS	VOR	Paint Shelter, Repair Fence	$ 6,000
139	WSA	Mendocino	CA	ENI	VOR	Repair Structure	$ 45,000
140	WSA	Oak Harbor	WA	NUW	Bldg	Repair Structure	$ 18,000
141	WSA	Casper	WY	CPR	ASR	Repair The HVAC Ducting	$ 15,000
142	WSA	Fresno	CA	FCH	REIL	Road Repair And Gravel For Service Roads	$ 2,500
143	WSA	Biorka Is	AK	BKA	BLDG	Repair Foundation Area Next To Shop Bldg Under Lean-To	$ 14,000
144	WSA	Oxnard	CA	OXR	RTR	Repair And Refurbish Building	$ 20,000
145	WSA	Williams	CA	ILA	VOR	Repair Broken Fence Boards, Posts And Paint Existing Fence.	$ 5,000
146	WSA	Bethel	AK	BETD	BLDG	Paint Comserfac	$ 4,000
147	WSA	Harness Mtn	OR	QLH	RCLR	Repair Rcl Bldg (Structure) And Ice Shields	$ 10,000
148	WSA	Atlantic City	WY	QTL	RCLR	Repair Roof	$ 15,000
149	WSA	Liberty School	CA	QUH	RCLR	Repair Damaged Barbed Wire Fence	$ 1,500
150	WSA	Kotzebue	AK	OTZ	BLDG	Paint Shop	$ 5,000
151	WSA	Fresno	CA	FATA	RCAG	Roof Maintenance, Recoat Flat Roof.	$ 2,500
152	WSA	Medicine Bow	WY	MBW	VOR	Repair Soffett	$ 2,000
153	WSA	Idaho Falls	ID	IDA	VOR	Repair & Ground Fence; Clean, Paint & Refurbish Building	$ 5,000
154	WSA	Myton	UT	MTU	VOR	Repair Roof	$ 12,554
155	WSA	Grants Pass	OR	QGP	VASI	Repair Damaged Field (Power) Cable	$ 9,000
156	WSA	Fullerton	CA.	FUL	RTR	Clean, Sand & Paint Antenna Towers	$ 5,000
157	WSA	Sparrevohn	AK	SQA	VOR	Repair Tepee And Counterpoise	$ 75,000
158	WSA	Pocatello	ID	PIH	VOR	Repair & Ground Fence; Clean, Paint & Refurbish Building	$ 5,000

159	WSA	Talkeetna	AK	TKA	VOR	Repair Fencing And Cut Brush Around The VOR.	$ 145,044
160	WSA	Bard	CA	BZA	VOR	Repair Monitor Pole Support.	$ 2,000
161	WSA	Fresno	CA	CZQ	VOR	Facility Fence Repair, Cattle Guard	$ 2,500
162	WSA	Santa Monica	CA	SMO	VOR	Paint Building, Repair The Fascia Boards.	$ 10,000
163	WSA	Glasgow	MT	GGW	RCAG	Repair Roof	$ 6,500
164	WSA	Oakland	CA	INB	MM	Repair Roof	$ 2,000
165	WSA	Johnstone Pt	AK	JOH	PX	Repair Ventilation System (Unmanned Critical Facility)	$ 10,000
166	WSA	Ontario	CA	ONT	GS	Repair Glide Slope Cables That Are Deteriorating.	$ 2,000
167	WSA	Mountain Home	ID	LIR	VOR	Repair Roof	$ 13,862
168	WSA	Klamath Falls	OR	LMT	NASEB	Repair Electrical Service For Calibration Van At Work Center.	$ 3,000
169	WSA	Klamath Falls	OR	MFR	ASR	Repair Electrical Service For Calibration Van At Asr.	$ 3,000
170	WSA	Portland	OR	PDX	SX Bldg	Decommission Site And Return To Original	$ 6,500
171	WSA	Portland	OR	PDX	FFM	Move Monitor To The 28L Localizer Building.	$ 6,500
172	WSA	Portland	OR	PDXA	RTR	Repair Roof.	$ 10,000
173	WSA	Portland	OR	PDX	ASR	Repair Roof.	$ 10,000
174	WSA	Portland	OR	IAP	LOC	Repair Roof.	$ 10,000
175	WSA	Portland	OR	VDG	MALS	Repair Roof.	$ 10,000
176	WSA	Portland	OR	PDX	ALS	Replace HVAC With A Marvair Unit.	$ 5,000
177	WSA	Portland	OR	PDX	ASR	Clean And Repaint Building	$ 3,000
178	WSA	Portland	OR	TTD	WEF	Gravel Access Road	$ 1,000
179	WSA	Portland	OR	TTD	REIL	Gravel Access Road	$ 1,000
180	WSA	Portland	OR	TTDA	REIL	Gravel Access Road	$ 1,000
181	WSA	Portland	OR	TTD	VASI	Gravel Access Road	$ 1,000
182	WSA	Kimberly	OR	IMB	VOR	Repair Roof	$ 12,000
183	WSA	Portland	OR	PDX	GS	Gravel Access Road	$ 1,000
184	WSA	Corvallis	OR	CVO	VOR	Repair Roofing	$ 10,000
185	WSA	Eugene	OR	EUG	VOR	Repair Roofing	$ 10,000
186	WSA	Lakeview	OR	LKV	VOR	Repair Roofing.	$ 20,000
187	WSA	Klamath Falls	OR	LMT	VOR	Repair Roofing With Membrane Style Roof.	$ 15,000
188	WSA	Redmond	OR	RDM	RCAG	Repair Roofing.	$ 10,000
189	WSA	Stampede	WA	SMP	RCLR	Repair Roofing, Spauling Around Edges.	$ 20,000
190	WSA	Yakima	WA	YKM	RTR	Repair Roofing With Membrane Style Roof.	$ 10,000
191	WSA	Tucson	AZ	DMA	RADAR	Mti Reflector Pole Is Damaged At The Top Where Reflector Mount Is	$ 10,000
192	WSA	Tucson	AZ	TUS	GS	Repair Door And Hardware	$ 2,000
193	WSA		AZ	DMAA	RTR	28 Antennas Paint Coatings Ablated Off, Feed Lines Damaged By Sun	$ 21,000
194	WSA	Tucson	AZ	SSO	VOR	Repair Door And Hardware	$ 2,000
195	WSA	Tucson	AZ	TUS	RCAG	Repair Tower Structure And Check Guide Cables	$ 5,000
196	WSA	Winslow	AZ	INW	VOR	Repair On-Site Cabling VOR Cables	$ 2,000
197	WSA	Tucson	AZ	SSO	VOR	Seal Building From Rodent Ingress And Sanatize Building And Repair	$ 15,000
198	WSA	Tucson	AZ	OLS	RCO	Repair And Replace Antenna Junction Box, Improve Grounding, Bonding	$ 2,500

199	WSA	Winslow	AZ	INW	RCAG	Repair Power Cable	$ 2,000
200	WSA	Tucson	AZ	RYN	GS	Repair 600 Feet Of Cable In Conduit.	$ 5,000
201	WSA	Tucson	AZ	DUG	RCO	Repair Wooden Antenna Platform	$ 5,000
202	WSA	Tucson	AZ	TUS	TACR	Monitor Antenna Tilt Down Hazzardous To Operate (Cost Estimate:	$ 12,000
203	WSA	Tucson	AZ	TUS	GS	Repair Building. Ils Refurb. Building Is Delapidated And Needs Repair. Roof	$ 10,000
204	WSA	Prescott	AZ	PRC	RCAG	Replace On-Site Cabling Antenna Cables	$ 50,000
205	WSA	Phoenix	AZ	PHXB	RTR	Phxb Rtr Repairs	$ 25,000
206	WSA	Lone Mountain	AZ	QQ7	RCLR	Repair Grounding System And Security Fence	$ 3,000
207	WSA	Tonopah	AZ	QQ8	RCLR	Repair Grounding System And Security Fence	$ 3,000
208	WSA	Valencia	AZ	QQ9	RCLR	Repair Grounding System And Security Fence	$ 3,000
209	WSA	Mesa	AZ	IWA	ILS	Repair Ils In Lieu Of Complete Replacement. Work Includes Repair Of	$ 35,000
210	WSA	Lone Mountain	AZ	QQ7	RCLR	Tighten Tower Guy Cables	$ 2,000
211	WSA	Buckeye	AZ	BXK	BLDG	Repair Plant Equipment By Replacing Two Window A/C Units.	$ 10,000
212	WSA	Tucson	AZ	CIE	VOR / TAC	Repair Roofing Eves Infested With Killer Bees	$ 5,000
213	WSA	Phoenix	AZ	CWJ	GS	Paint Shelter And Tower	$ 3,000
214	WSA	Phoenix	AZ	CWJ	LOC	Paint Shelter And Antenna Array	$ 2,000
215	WSA	Tucson	AZ	DMA	ASR	Repair Door Frames.	$ 5,000
216	WSA	Winslow	AZ	INW	RCAG	Repair Roof By Procuring Roofing Materials	$ 3,000
217	WSA	Winslow	AZ	INW	VOR	Repair Rf And Monitor Antennas Cables	$ 6,000
218	WSA	Phoenix	AZ	PHXA	GS	Repair Structure By Repairing Rotten Floor	$ 45,000
219	WSA	Carefree	AZ	PHXB	TR	Repair Access Road By Clearing Culverts And Patching Potholes.	$ 50,000
220	WSA	Prescott	AZ	PRC	RCAG	Repair Roof By Procuring Roofing Materials	$ 3,000
221	WSA	Guadalupe	AZ	QQ6	TR	Repair Access Road By Clearing Culverts And Debris.	$ 40,000
222	WSA	Seligman	AZ	QXPA	RCAG	Repair Roof By Procuring Roofing Materials	$ 3,000
223	WSA	Globe	AZ	QXY	RCAG	Repair Roof Facia And Soffets.	$ 15,000
224	WSA	Phoenix	AZ	SYQ	GS	Paint Shelter And Tower	$ 3,000
225	WSA	Phoenix	AZ	SYQ	LOC	Paint Shelter And Antenna Array	$ 2,000
226	WSA	Tucson	AZ	TUS	RCAG	Repair Roofing Eves.	$ 5,000
227	WSA	Anchorage	AK	RO	RO	Project Support - Legacy Aal Region Project Adminstration Fund	$ 64,500
228	WSA	Seattle	WA	RO	RO	Project Support - Legacy Anm Region Project Adminstration Fund	$ 59,919
229	WSA	Los Angeles	CA	RO	RO	Project Support - Legacy Awp Region Project Adminstration Fund	$ 59,919
230	WSA	Imperial	CA	IPL	VOR	Fabricate Concrete Base To Support Rco Monitor Poles	$ 2,000
231	WSA	San Diego	CA	UBR	LOC	Repair Carpet And Walls, Paint Interior, And Add Additional Lighting. This	$ 6,000
232	WSA	Burbank	CA	BUR	RTR	Repair All Communications Antenna Cables & Junction Boxes.	$ 45,000
233	WSA	Julian	CA	JLI	VOR	Repair A/C Unit	$ 2,000
234	WSA	San Diego	CA	PGY	VOR	Repair Antenna Mounts On VOR System.	$ 750
235	WSA	Denver	CO	AQD	ALSF	Repair Culvert	$ 10,000
236	WSA	Lonb Beach	CA	LGBA	VASI	(4 Ea.) Lha Boxes, Paint Is Old, Faded & Peeling. Sand, Prime And Paint	$ 300
237	WSA	Los Angeles	CA	OSS	ALS	Paint Alsf Light Pole Stands	$ 20,000
238	WSA	Fairfield	UT	FFU	VOR	Repair Fence - Estimate $7K	$ 7,000

239	WSA	Yuma	AZ	YUM	OM	Repair A/C Unit	$	500
240	WSA	Santa Rosa	CA	STS	SX	Reseal Building Exterior And Paint	$	5,000
241	WSA	San Diego	CA	JLI	VOR	Repair Outside Security Lighting At The Jli VOR.	$	500
242	WSA	Butte	MT	BTM	RCL/RCAG	Repair Electrical Entrance Wiring	$	20,000
243	WSA	Half Moon Bay	CA	HAF	RCAG	Trim Trees	$	10,000
244	WSA	Whitter	CA.	QWT	RCLR	Paint On Bldg Is Old & Faded. Clean & Paint	$	500
245	WSA	Badger Mtn	WA	QKF	RCAG	Refurb Rcag	$	17,000
246	WSA	Billings	MT	BIL	VOR	Repair Roof	$	10,000
247	WSA	San Pedro	CA.	QLA	ARSR	Asphalt Road From Main Gate To Facility Worn And Cracked. Fill & Seal	$	25,000
248	WSA	Mina	NV	MVA	VOR	Paint The Interior And Repair The Drop Celing At The Mina VOR.	$	5,500
249	WSA	Yuma	AZ	YUM	GS	Repair A/C Unit	$	500
250	WSA	Biorka Is	AK	BKA	SACOM	Repair The Sacom Antenna De-Ice System	$	50,000
251	WSA	San Diego	CA	OCN	VOR	Repair Antenna Mounts On VOR System.	$	750
252	WSA	Bellingham	WA	HUH	VOR	Repair Roofing.	$	11,000
253	WSA	King Salmon	AK	AKN	SACOM	Repair Air Ventilation System	$	2,500
254	WSA	Mina	NV	MVA	VOR	Refurbish Grounds, Site Grading / Base Rock	$	20,000
255	WSA	San Diego	CA	MZB	VOR	Repair Antenna Mounts On VOR System.	$	750
256	WSA	Cedar City	UT	CDC	RCAG	Repair Tower Legs & Foundation	$	10,000
257	WSA	San Diego	CA	JLI	VOR	Repair Tacan Monitor Antenna Pole And Replace Rf Cables Going To	$	3,000
258	WSA	Concord	CA	CCR	MALSF	Repair Malsf Cable Feeding Electronic Equipment	$	17,000
259	WSA	Anchorage	AK	ANC	RTR	Repair The Portable Power Generator Hookup	$	4,000
260	WSA	Santa Barbara	CA	SBA	RTR	Repair Damaged Access Road To The Facility.	$	31,000
261	WSA	San Diego	CA	MYF	RTR	Purchase Materials To Repair Road And Erosion.	$	6,000
262	WSA	Yuma	AZ	BZA	VOR	Repair Facility Security Fence	$	500
263	WSA	Yuma	AZ	YUM	MALSR	Replace Termite Damaged Door	$	1,000
264	WSA	Bellingham	WA	BLI	LOC	Repair Access Roads. Grade And Repair Drainage Around Shelter.	$	3,500
265	WSA	Yuma	AZ	IPL	VOR	Repair A/C Unit	$	1,000
266	WSA	Beale Afb	CA	BAB	ASR	Repair / Refurbish Support Tower For The South Mti / Cpme.	$	15,000
267	WSA	Visalia	CA	VIS	VOR	Road Repair And Gravel For Service Roads.	$	2,500
268	WSA	Santa Rosa	CA	STS	MM	Reseal Building Exterior And Paint	$	5,000
269	WSA	Ketchikan	AK	ANN	VOR	Clear Brush & Trees Around VORtac	$	20,000
270	WSA	Fresno	CA	FCH	PAPI	Paint Facility Equipment	$	2,000
271	WSA	Biorka Is	AK	BKA	ATCBI	Repair Roof To Limit Water Leaks	$	14,000
272	WSA	Hawthorne	CA	HHR	RTR	Paint Building	$	5,000
273	WSA	Visalia	CA	VIS	LOM	Counterpoise/ Grounding Needs Repair.	$	5,000
274	WSA	Fire Is	AK	QAI	BLDG	Repair Temporary Quarters	$	5,000
275	WSA	Nome	AK	OME	LOC	Eld Repair (Vasi, Loc, Reil)	$	50,000
276	WSA	El Toro	CA.	ELB	VOR	Repair Roofing And Sheet Metal Roof Counterpoise	$	5,000
277	WSA	Grand Junction	CO	GJT	ASR	Repair Sewer System	$	30,000
278	WSA	Maxwell	CA	MXW	VOR	Repair Broken Fence Boards, Posts And Paint Existing Fence.	$	5,000

279	WSA	Rexburg	ID	QL5	VASI	Regravel Facility Access & Parking	$	2,000
280	WSA	Kona, Island Of	HI	UPP	VOR	Grub Trees Spiring In The Narrow Strip Of The Area Of One Acre	$	95,600
281	WSA	San Diego	CA	SANH	PCS (TMLR)	Repair Air Conditioning System	$	2,000
282	WSA	Riverside	Ca	RAL	MALSR	Trenching To Expose Deb Cables For Repair.	$	10,000
283	WSA	Yuma	AZ	YUM	OM	Replace Termite Damaged Door	$	1,000
284	WSA	Lovell	WY	QSI	ARSR	Window Guards	$	17,000
285	WSA	Unalakleet	AK	UNK	VOR	Repair Monitor Antenna Conduits, Fittings, Cables & Counterpoise	$	75,000
286	WSA	Wetnachee	WA	EAT	VOR	Repair Structure.(E) Grounds And Building, Vents, Paint, Etc..	$	20,000
287	WSA	Red Bluff	CA	RBL	VOR	Repair Broken Fence Boards, Posts And Paint Existing Fence.	$	5,000
288	WSA	Lusk	WY	LSK	ARS	Install Ice Shield	$	3,000
289	WSA	Grand Junction	CO	GJT	MALSR	Replace Vega Towers	$	30,000
290	WSA	Barrow	AK	BRW	GS	Road Repair	$	248,656
291	WSA	Fresno	CA	FAT	BUEC	Roof Maintenance, Recoat Flat Roof.	$	2,500
292	WSA	Bettles	AK	BTT	QS	Qs Insulate Attic	$	3,000
293	WSA	Trinidad	CO	TAD	RCO	Refurbish Antenna & Bldg	$	23,500
294	WSA	Bethel	AK	BET	VOR	Repair Roof	$	12,000
295	WSA	Santa Ana	CA.	SNA	GS	Repair By Painting Shelter	$	2,000
296	WSA	Redding	CA	RDD	MALSR	Repair Gravel Faa Roads For Airport Sites.	$	5,000
297	WSA	Imperial	CA	IPL	VOR	Repair Roof And Paint Antenna Shelter.	$	10,000
298	WSA	San Diego	CA	UBR	LOC	Repair Outside Security Lighting At The Ubr Loc.	$	500
299	WSA	St Paul	AK	SNP	ATCBI	Repair Concrete Footings For Saint Paul Radar	$	21,000
300	WSA	Apple Valley	CA	APVA	VASI	Repair Electrical Service	$	3,500
301	WSA	Fresno	CA	FAT	RTR	Removal Of The Exhaust Fans And Sealing Of Holes.	$	1,000
302	WSA	Willows	CA	WLW	VASI	Repair Gravel Road And Site Foot Print	$	3,000
303	WSA	Maxwell	CA	MXW	VOR	Paint Facility, Trim And Exterior Doors	$	1,200
304	WSA	Judith Mountain	MT	QLJ	RCAG	Repair Roof	$	9,000
305	WSA	Biorka Is	AK	BKA	ATCBI	Build An Enclosure Beneath The Atcbi Antenna To House The Rotary Joint	$	15,000
306	WSA	Biorka Is	AK	BKA	VOR	Clear Brush & Trees Around VORtac	$	7,000
307	WSA	Homer	AK	HOM	LOC	Repair The Localizer Platform. Stabilize Ground Conditions To Keep	$	25,000
308	WSA	Level Is	AK	LVD	MAREQ	Temporary Repair Of Level Island Dock. Army Corps Of Engineers Has	$	60,000
309	WSA	Woody Is	AK	ODK	VOR	Repair & Paint Antenna Covers. Repair Groundplane Cables & Grounding	$	15,000
310	WSA	Sitka	AK	SIT	NDB	Repair The Sit Ndb Bldg Foundation Located On Biorka Island	$	35,000
311	WSA	Yakutat	AK	YAK	VOR	Repair The Wiring And Groundplane@ The VORtac	$	15,000
312	WSA	Yakutat	AK	YAK	VOR	Repair The Wiring And Lightning Protection, Grounding, & Bonding	$	43,000
313	WSA	Yakutat	AK	YAK	VOR	Repair VOR Roof W/Torchdown. Patch Roof, Fiberglass Toruchdown On	$	20,000
314	WSA	Mile High	CO	DVV	VOR	Refurb Building	$	13,500
315	WSA	Pueblo	CO	PUB	REIL	Repair Power Cable	$	10,000
316	WSA	Denver	CO	DEN	VOR	Refurb Building	$	21,000
317	WSA	Haxtun	CO	QRZ	RCLR	Paint Building	$	12,500
318	WSA	Cones	CO	ETL	VOR	Paint Building	$	15,000

319	WSA	Miles City	MT	MLS	VOR	Repair Roof	$ 10,000
320	WSA	Eastonville	CO	QUD	RCAG/RCL	Repair The Chain Link Fence And Gate Around The Facility	$ 7,000
321	WSA	San Jose	CA	SJC,	PAPI	Repair Access Roads	$ 10,000
322	WSA	Panoche	CA	PXN	VOR	Paint Tee-Pee And Repair Roof On A Mountain Top Site.	$ 9,500
323	WSA	Manix	CA	QSU	RCLR	Paint E/G Rm	$ 2,000
324	WSA	Fresno	CA	FAT	RTR	Entrance Door And Frame Are In Need Of Repair.	$ 3,000
325	WSA	Missoula	MT	MSO	VOR	Repair Roof	$ 9,000
326	WSA	Unalakleet	AK	UNK	BLDG	Paint Shop	$ 5,000
327	WSA	Galena	AK	GAL	VOR	Repair Siding	$ 5,000
328	WSA	Blythe	CA	BLH	RCAG	Repair Roof And Paint Antenna Shelter.	$ 8,000
329	WSA	Iron Mountain	UT	QVI	RCLR	Regravel Facility Grounds	$ 3,000
330	WSA	Yuma	AZ	YUM	REIL	Repair Foundations	$ 1,000
331	WSA	Jerome	ID	QLG	RCLR	Regravel Facility Grounds	$ 1,000
332	WSA	San Diego	CA	JLI	VOR	Repair Antenna Mounts On VOR System.	$ 750
333	WSA	Ukiah	CA	UKI	RCO	Paint Facility Interior & Exterior	$ 7,500
334	WSA	Rock Springs	WY	RKS	MALSR	Repair Weather Damaged Light Stations	$ 5,000
335	WSA	St Marys	AK	KSM	SX	Repair Air Vents To Prevent Snow Blocking	$ 15,000
336	WSA	Medford	OR	OED	VOR	Repair Siding And Reseal, Paint.	$ 9,000
337	WSA	Kenai	AK	SWD	VASI	Bury Existing Exposed And Spliced 2400V Underground Power Line That	$ 25,000
338	WSA	Kotzebue	AK	OTZA	BLDG	Paint Comserfac	$ 5,000
339	WSA	Bard	CA	BZA	VOR	Repair Roof And Paint Antenna Shelter.	$ 10,000
340	WSA	Denver	CO	DZG	LOC	Repair Roof	$ 15,500
341	WSA	Stanton	CA.	LGB	ASR9	Technician Trailer Lighting Is Old And Difficult To Obtain Lamps And Parts.	$ 750
342	WSA	Biorka Is	AK	BKA	NXRAD	Repair Roof	$ 34,000
343	WSA	Chino	CA	CNO	GS	Repair Glide Slope Cables That Are Deteriorating.	$ 2,000
344	WSA	Williams	CA	ILA	VOR	Paint Facility, Trim And Exterior Doors	$ 1,200
345	WSA	Blue Mesa	CO	HBU	VOR	Repair Roof	$ 15,000
346	WSA	Visalia	CA	FRA	VOR	Facility Fence Repair/Cattle Guard	$ 14,500
347	WSA	Oxnard	CA	OXR	RTR	Tower Repairs-Guy Wires, Painting	$ 35,000
348	WSA	Yuma	AZ	IPL	VOR	Repair Walkway	$ 2,000
349	WSA			LGU	VOR	Repair Fence - Estimate $7K	$ 7,000
350	WSA	Pocatello	ID	PIH	VOR	Repair Roof	$ 10,000
351	WSA	Salt Lake City	UT	SLC	VARIOUS	Modernize Ev-501 Monitoring Devices At Remote Unmanned Sites	$ 35,000
352	WSA	Malad City	ID	MLD	VOR	Refurbish Antenna Cables. Relocate Telco Lines	$ 19,000
353	WSA	Glenns Ferry	ID	QUO	RCL	Replace HVAC	$ 7,000
354	WSA	Squaw Butte	ID	QUL	RCL	Replace HVAC	$ 7,000
355	WSA	Bliss	ID	QUP	RCL	Replace HVAC	$ 7,000
356	WSA	Jerome	ID	QLG	RCL	Replace HVAC	$ 7,000
357	WSA	Conners	ID	QUS	RCL	Replace HVAC	$ 7,000
358	WSA	Bonanza Lake	ID	QVE	RCL	Replace HVAC	$ 7,000

359	WSA	Little Butte	ID	QVC	RCL	Replace HVAC	$ 7,000
360	WSA	Hamer	ID	QGO	RCL	Replace HVAC	$ 7,000
361	WSA	Strevell	UT	QUT	RCL	Replace HVAC	$ 7,000
362	WSA	Baker City	UT	BKE	RCAG	Replace HVAC	$ 7,000
363	WSA	Boise	ID	BOI	RCAG/RCL	Replace HVAC	$ 10,000
364	WSA	Boise	ID	BOI	RTR	Replace HVAC	$ 7,000
365	WSA	Dubois	ID	DBS	VOR	Repair & Ground Fence; Clean, Paint & Refurbish Building	$ 13,000
366	WSA	Hanksville	UT	HVE	VOR	Repair Roof	$ 10,000
367	WSA	San Diego	CA	MZB	VOR	Repair Outside Security Lighting At The Mzb VOR.	$ 500
368	WSA	Medford	OR	MFR	LOC	Repair Communications Cable Btwn Rtr And Localizer	$ 35,000
369	WSA	Denver	CO	ACX	LOC	Paint Door	$ 1,500
370	WSA	Yuma	AZ	YUM	LOC	Repair A/C Unit	$ 500
371	WSA	Yuma	AZ	YUM	OM	Roads And Grounds Maintenance	$ 1,000
372	WSA	Couer D'Alene	ID	COE	LOM	Repair Winch Pole	$ 10,000
373	WSA	Shamrock	CA	QSV	RCLR	Paint E/G Rm	$ 2,000
374	WSA	Salinas	CA	SNS	OM	Repair Access Road And Drainage	$ 15,000
375	WSA	San Diego	CA	UBR	LOC	Repair Stress Cracks On Walls, Fix Large Holes In Walls And Paint Interior.	$ 5,000
376	WSA	Grand Junction	CO	GJT	ASR	Install Ice Shield	$ 3,000
377	WSA	Oakland	CA	OAKA	RTR	Repair Roof	$ 3,000
378	WSA	Linden	CA	LIN	VOR	Paint Tee-Pee And Repair Roof	$ 8,000
379	WSA	Santa Ana	CA.	SNA	LOC	Repair By Painting Shelter	$ 2,000
380	WSA	Sleetmute	AK	SLQ	AWOS	Clear Brush In Critical Area	$ 11,250
381	WSA	San Diego	CA	SEE	LOC	Repair Ground Check Markers That Have Deteriorated Since Installation 15	$ 2,000
382	WSA	Denver	CO	OUF	ALSF	Repair Culvert	$ 20,000
383	WSA	Red Bluff	CA	RBLB	BLDG	Paint Two Shelter Covers	$ 2,000
384	WSA	Billings	MT	BIL	RCAG	Repair Roof	$ 7,500
385	WSA	Ft Collins	CO	FNL	MALSR	Repaint Shelter	$ 10,000
386	WSA	Oxnard	CA	OXR	MALSR	Paint & Seal Bldg	$ 5,000
387	WSA	Pueblo	CO	PUB	MALSR	Repair Flood Damaged Malsr Station 10	$ 7,500
388	WSA	Iron Springs	UT	QF7	RCLR	Regravel Facility Grounds	$ 2,000
389	WSA	Scipio	UT	QRS	RCLR	Regravel Facility Grounds	$ 2,000
390	WSA	Helena	MT	HLN	VOR	Repair Roof	$ 10,000
391	WSA	San Diego	CA	MYF	RTR	Repair Esd Flooring.	$ 2,000
392	WSA	Schivwits	UT	QVJ	RCLR	Regravel Facility Grounds	$ 2,000
393	WSA	Ontario	CA	ONT	RTR	Repair Duct Bank And Cable	$ 35,000
394	WSA	Santa Rosa	CA	STS	VASI	Repair Electrical System Feeding Electronic Equipment, Rwy 14	$ 20,000
395	WSA	Woodside	CA	OSI	VOR	Trim Trees	$ 10,000
396	WSA	Anchorage	AK	ANC	ASR	Repair Damage (Drywall, Fixtures, Ceiling Tiles) From The Roof Leak In	$ 8,000
397	WSA	Salmon	ID	LKT	VOR	Repair & Ground Fence; Clean, Paint & Refurbish Building	$ 5,000
398	WSA	San Diego	CA	PGY	VOR	Repair Outside Security Lighting At The Pgy VOR.	$ 500

399	WSA	Yucca Grove	CA	QSY	RCLR	Paint E/G Rm	$	2,000
400	WSA	Sand Point	AK	SDP	NDB	Repair Conex Storage	$	1,800
401	WSA	San Diego	CA	PGY	TR	Install Grounding System - Counterpoise, Plates, Lightening Rods For New	$	10,000
402	WSA	Thermal	CA	TRM	VOR	Repair Roof And Paint Antenna Shelter.	$	10,000
403	WSA	Chico	CA	CIC	MALSR	Repair Gravel Faa Roads For Airport Sites.	$	5,000
404	WSA	San Pedro	CA.	QLA	ARSR	Bldg @ Main Gate Entrance, Paint& Roof. Roof Is Old And Patchy, Paint On	$	300
405	WSA	Middleton Is	AK	MDOB	BLDG	Repair Garage Building #203	$	300,000
406	WSA	Fellows	CA	FLW	VOR	Paint The Exterior Trim At The Fellows VOR	$	5,500
407	WSA	Oakland	CA	OAK	RTR	Repair Roof	$	3,000
408	WSA	Medical Lake	WA	QTT	BLDG	Repair Bldg Refurb	$	15,000
409	WSA	Long Beach	CA.	LGB	RCVR	Bldg & Roof. Roof Is Worn And Patchy, Bldg Paint Is Old And Faded.	$	2,500
410	WSA	Pocatello	ID	PIH	OM	Repair & Ground Fence	$	1,000
411	WSA	Fresno	CA	FAT	RCAG	Roof Maintenance, Recoat Flat Roof	$	2,500
412	WSA	Anchorage	AK	ANC	GS	Repair The Gs Bldg Foundation On Runway 07L	$	20,000
413	WSA	San Diego	CA	MYF	RTR	Repair Air Conditioning System	$	2,000
414	WSA	Biorka Is	AK	BKA	MAREQ	Repair Marine Floating Dock	$	19,000
415	WSA	Twin Falls	ID	TWF	VOR	Repair Roof	$	7,594
416	WSA	Aspen	CO	PKN	LOC	Paint Loc Platform	$	25,000
417	WSA	Eagle	AK	EAA	RCO	Foundation/Pad Repair	$	12,000
418	WSA	Manix	CA	QSU	RCLR	Sheet Metal Repair	$	3,000
419	WSA	Stanton	CA.	LGB	ASR9	Admin Trailer Air Conditioning Unit. Entire Unit Is Old And Inefficient.	$	1,500
420	WSA	Black Rock	UT	QRQ	RCLR	Regravel Facility Grounds	$	2,000
421	WSA	Dunior	WY	DNW	VOR	Repair Roof At VOR	$	20,000
422	WSA	St George	AK	SRI	DME	Repair Tilt-Down Antenna Mechanism	$	6,000
423	WSA	San Diego	CA	PGY	VOR	Repair Esd Flooring.	$	2,000
424	WSA	San Diego	CA	PGY	VOR	Repair VOR Monitor Antenna Junction Box And Seal Around Teepee	$	1,500
						Total	**$**	**5,542,650**

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
1	ESA	Philadelphia	PA	PHL	ALS	Repair Support Tower Light Poles - 36 Each	$ 10,000
2	ESA	Dulles	VA	IAD	RTR	Repair Access Roads (Gravel Road & Parking Area)	$ 3,000
3	ESA	Dulles	VA	IAD	GS	Refurbish Grounds	$ 1,000
4	ESA	Dulles	VA	IAD	GS	Repair Structures Door	$ 1,000
5	ESA	Dulles	VA	IADA	RTR	Repair Access Roads (Gravel Road & Parking Area)	$ 3,000
6	ESA	Centerville	VA	IAD	OM	Repair Structures Door	$ 1,000
7	ESA	Leesburg	VA	IAD	TDWR	Install Structures Storage Building	$ 5,000
8	ESA	Leesburg	VA	IAD	TDWR	Repair Electrical Counterpoise Box	$ 1,000
9	ESA	Washington	DC	DCA	VOR	Replace Structures (Doors/Vent Hoods)	$ 5,000
10	ESA	Washington	DC	DCA	VOR	Repair Access Roads Pave	$ 10,000
11	ESA	Pittsburgh	PA	PIT	ASDE	Repair Roofing - Replace Rubber Gasket	$ 10,000
12	ESA	Pittsburgh	PA	PIT	RTR	Replace Plant Equipment - Air Handler	$ 5,016
13	ESA	Pittsburgh	PA	PIT	RCAG	Refurbish Electrical - Upgrade Ac Distribution System	$ 6,000
14	ESA	Pittsburgh	PA	PIT	RCAG	Replace Plant Equipment - Air Handler Unit	$ 5,016
15	ESA	Pittsburgh	PA	PIT	RTR	Repair Threshold For Pit Rtr	$ 1,000
16	ESA	Asheville	NC	BRA	NDB	Replace Climbing Rail	$ 4,000
17	ESA	Fort Fisher	NC	QGV	ARSR	Hook Up Fuel Monitor To Essential Panel	$ 2,500
18	ESA	Cumberland Furn.	TN	QYW	RCLR	Install Climbing Rails On Tower	$ 25,000
19	ESA	Stonyfork	PA	SFK	VOR	Replace Support Tower Tacr Antenna With Dme Antenna	$ 3,000
20	ESA	New Castle	DE	ILG	OM	Repair Security Fence	$ 2,000
21	ESA	Huntsville	AL	HSV	ALS	Repair And Recoat Lir Fiberglass Structures, Rwy 18R	$ 8,580
22	ESA	Rockdale	NY	RKA	RCAG	Replace Support Tower Rusted Antenna Pole With Tilt-Down Mg Type	$ 7,000
23	ESA	Charleston	WV	CRW	ALS	Roof Replacement/Repair	$ 2,750
24	ESA	Allentown	PA	FJC	VOR	Replace Electrical Power Panel	$ 750
25	ESA	Hagerstown	MD	HGR	VOR	Repair Roofing	$ 25,000
26	ESA	Smyrna	DE	ENO	VOR	Second Ac Unit Installation	$ 200
27	ESA	Auburn	NC	QGW	RCLR	Regrade Access Road	$ 3,000
28	ESA	Coalton	WV	QBX	RCO	Repair Towers	$ 9,000
29	ESA	Walton	NY	AE1	RCLR	Ae1 Rclr Tree & Branch Removal	$ 1,250
30	ESA	Cowpens	SC	QYF	RCLR	Replace Guy-Cables And Air Terminal	$ 6,000
31	ESA	Carmel	NY	CMK	VOR	Remove Grounds Tree Cutting	$ 50,000
32	ESA	Buena Vista	VA	QWW	RCAG	Install Electrical (Antenna Cable Boxes)	$ 2,000
33	ESA	Teterboro	NJ	TEB	RTR	Refurbish Painting Interior Of Site	$ 5,000
34	ESA	St Albans	VT	QHB	ARSR	Replace Sewer Pipe	$ 7,700
35	ESA	Islip	NY	ISPA	VASI	Refurbish Access Roads Spread Crushed Stone Where Needed	$ 1,500
36	ESA	Dorchester	GA	BN7	RCLR	Water Damage: Recaulk Exterior/Repair Interior	$ 4,000
37	ESA	York	KY	YRK	VOR	Facility Renovation	$ 35,000
38	ESA	Morristown	NJ	MMU	RTR	Replace Structures Replace Tiles	$ 2,000
39	ESA	Wilkes-Barre	PA	AVP	MM	Replace Security Access Door	$ 900

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
40	ESA	Hookstown	PA	QCO	RCLR	Tower Refurbishment	$ 3,500
41	ESA	Presque Isle	ME	PQI	MM	Gate Access For Winter	$ 2,000
42	ESA	Lynchburg	VA	LYH	MM	Repair Access Roads .	$ 500
43	ESA	Florence	SC	FLO	RCAG	Replace Plant Equipment HVAC	$ 2,000
44	ESA	Clarksburg	WV	CKB	REIL	Refurbish Light Boxes	$ 1,200
45	ESA	Lowell	FL	EC7	RCLR	Replace HVAC Unit	$ 4,000
46	ESA	Watertown	NY	ART	VOR	Repair Access Roads	$ 4,000
47	ESA	York	KY	YRK	VOR	Repair Roofing - Emregency Repair	$ 400
48	ESA	Utica	NY	CJY	NDB	Replace Fence With Chain Link	$ 4,000
49	ESA	Gainesville	FL	BC7	RCLR	Replace HVAC Unit	$ 4,000
50	ESA	Norfolk	VA	ORF	RCLR	Procure Grounds (Gravel)	$ 2,500
51	ESA	Albany	NY	ALBA	RCLR	Optimize Access Roads Trim Tree Growth Back	$ 5,000
52	ESA	Wilkes-Barre	PA	IZK	OM	Replace Security Access Door	$ 900
53	ESA	Owls Head	ME	SUH	NDB	Replace Guy Wires	$ 1,500
54	ESA	Hollybush	MS	QMH	RCLR	Replace Roof And Repair Water Damage	$ 27,000
55	ESA	Clarksburg	WV	CKB	MALSR	Tower Refurbishment	$ 2,500
56	ESA	Millville	NJ	MIV	RCAG	Refurbish Painting Scrape And Paint 4 Ea. 50 Foot Antenna Towers	$ 2,500
57	ESA	Block Island	RI	SEY	VOR	Install HVAC Rmm	$ 4,000
58	ESA	Tidioute	PA	TDT	VOR	Paint VOR Teepee	$ 3,500
59	ESA	East Boston	MA	MDC	LOC	Repair Equipment Shelter	$ 6,000
60	ESA	Teterboro	NJ	TEB	VOR	Replace Roofing	$ 15,000
61	ESA	Harcum	VA	HCM	VOR	Repair Access Roads (Gravel)	$ 2,000
62	ESA	Mt. Savage	MD	QC5	RCLR	Refurbish Grounds (Clean-Up)	$ 1,500
63	ESA	Windsor Locks	CT	BDL	ALS	Repair Access Road	$ 10,000
64	ESA	Oneonta	NY	OZX	LOC	Repair Structures Antenna Platform	$ 3,000
65	ESA	Erie	PA	ERI	GS	Refurbish Support Tower - Add Platform	$ 16,950
66	ESA	Holston Mountain	TN	QGC	RCLR	Replace Fence	$ 4,610
67	ESA	Allegheny	PA	AGC	MALSR	Remove Grounds - Tree Clearing	$ 820
68	ESA	Buffalo	NY	BUF	GS	Access Road Repair	$ 10,000
69	ESA	Islip	NY	ISP	VASI	Repair Access Roads	$ 1,500
70	ESA	Snowbird	TN	SOT	VOR	Removal Trees And Vegetation From Clear Zone	$ 20,000
71	ESA	Rutland	VT	RUT	AWOS	Replace Tilt Down Mast	$ 7,000
72	ESA	Hartford	CT	HFD	LOC	Repair Roads And Grounds	$ 10,000
73	ESA	Princeton	ME	PNN	VOR	Replace Posts	$ 1,000
74	ESA	Broadway	NJ	BWZ	VOR	Refurbish Painting Paint VOR Cone & Bldg Exterior	$ 3,000
75	ESA	Newark	NJ	EWR	RTR	Replace Electrical Backup A/C Unit	$ 800
76	ESA	Windsor Locks	CT	IKX	GS	Repair Roads And Grounds	$ 10,000
77	ESA	Huntington	WV	HTS	OM	Repair/Replace Siding	$ 3,500
78	ESA	Bangor	ME	BGR	RCAG	Door Replacement	$ 3,200

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
79	ESA	Washington	DC	ASO	GS	Refurbish Painting (Fence)	$ 5,000
80	ESA	Youngsville	NC	QGY	RCLR	Regrade Access Road	$ 3,000
81	ESA	Montour	PA	MMJ	VOR	Fence Repair And Installation	$ 500
82	ESA	Fort Site	PA	AS1	RCLR	Replace Bldg. Security Lights	$ 800
83	ESA	Lawrence	MA	LWM	VOR	Replace Roof	$ 18,000
84	ESA	Norfolk	VA	ORF	GS	Replace Flooring .	$ 1,000
85	ESA	Milton	PA	MIP	VOR	Paint Interior And Ext-Trim	$ 2,300
86	ESA	Esopus	NY	QNY	RCLR	Install Structures Install Concrete Pad Foundations For The Propane Fuel Tanks	$ 5,000
87	ESA	Flushing	NY	LGA	ASDE	Repair Plant Equipment Repair Railing And Catwalk	$ 5,000
88	ESA	Columbia	SC	CAE	SMO	Install Air Conditioner Covers On Vertex Shelters	$ 30,000
89	ESA	Lynchburg	VA	LYH	OM	Remove Grounds (Tree)	$ 1,000
90	ESA	Savannah	GA	VHL	MLSA	Replace Roofing	$ 16,000
91	ESA	Norfolk	VA	ORF	VOR	Refurbish Electrical Climate Control/Lighting	$ 7,500
92	ESA	Norfolk	VA	ORF	RCAG	Install Grounds (Guard Posts For Guywires)	$ 5,000
93	ESA	Salisbury	MD	SBY	GS	Refurbish Support Tower Sand Blast, Primer, And Paint Tower	$ 1,000
94	ESA	Fayetteville	NC	FAY	RTR	Osha Safety Issues	$ 20,000
95	ESA	Camden	MS	CM7	RCLR	Replace Roof And Repair Water Damage	$ 27,000
96	ESA	Tyrone	PA	TON	VOR	Access Road Repair	$ 10,000
97	ESA	Jamaica	NY	HIQ	LOC	Replace Esu Trailer Roof	$ 5,000
98	ESA	Allegheny	PA	SAQ	LOC	Antenna Platform Replacement	$ 40,000
99	ESA	Gainesville	FL	BC7	RCLR	Rclr Eng. Gen. Room Door Replacement	$ 1,800
100	ESA	Allegheny	PA	AGC	RTR	Replace Facility	$ 150,000
101	ESA	Atlantic City	NJ	ACY	RTR	Repair Support Tower Bases Of Antenna Towers	$ 20,000
102	ESA	Williamsport	PA	IPT	RCAG	Repair Access Road	$ 1,000
103	ESA	Bedford	MA	BED	MM	Replace Ventilation System	$ 5,000
104	ESA	Bradford	PA	BFD	REIL	Cut & Clear Trees And Vegetation	$ 2,000
105	ESA	Decatur	AL	DCU	RCO	Installation Of Collapsible Pole At Dcu Rco	$ 2,700
106	ESA	Culpeper	VA	QC9	RCLR	Refurbish Grounds (Gravel/Railroad Ties/Fence Area)	$ 1,000
107	ESA	Allegheny	PA	AGC	VOR	Remove Grounds - Tree Clearing	$ 3,650
108	ESA	Oklawaha	FL	BE7	RCLR	Replace HVAC Unit	$ 4,000
109	ESA	Vaiden	MS	QJL	RCLR	Replace Guy Cables At Qjl Rclr	$ 5,000
110	ESA	Atlanta	GA	GXZ	PAPI	Install Grounds Papi Concrete Pad	$ 12,500
111	ESA	Owings	SC	QMN	RCAG	Improve Safety-Ladder Climbing System	$ 2,500
112	ESA	Myrtle Beach	SC	CRE	VOR	Replace Rusting Counterpoise Wire At Cre VORtac	$ 15,000
113	ESA	Richmond	VA	BNE	ALS	Refurbish Painting (Towers)	$ 1,800
114	ESA	Brooker	FL	AR7	RCLR	Replace HVAC Unit	$ 4,000
115	ESA	Ocala	FL	OCF	AWOS	Osha Safety Issues	$ 50,000
116	ESA	Myrtle Beach	SC	CRE	VOR	Replace Roofing	$ 5,000
117	ESA	Brooker	FL	AR7	RCLR	Rclr Facility Door Replacement	$ 1,800

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
118	ESA	Jackson	MS	JAN	RCAG	Replace Roof And Repair Water Damage, Refurbish Exterior	$ 39,000
119	ESA	Hartwell	GA	QYI	RCLR	Improve Safety-Ladder Climbing	$ 5,000
120	ESA	Revloc	PA	REC	VOR	Access Road Repair	$ 5,000
121	ESA	Islip	NY	ISP	OM	Replace Building	$ 15,000
122	ESA	Montour	PA	MMJ	VOR	Remove Grounds - Tree Clearing	$ 9,800
123	ESA	Temple	NH	QE5	RCLR	Replace Security Fence	$ 12,000
124	ESA	Sparta	NJ	SAX	VOR	Paint Interior Of Site	$ 2,000
125	ESA	Carmel	NY	CMK	VOR	Replace Roof	$ 75,000
126	ESA	Flushing	NY	LGA	RTR	Replace Exterior Doors	$ 8,000
127	ESA	Dorchester	GA	BN7	RCLR	Repair Damaged Guy Wires	$ 5,000
128	ESA	Sandy Grove	NC	FG7	RCLR	Water Damage: Recaulk Exterior/Repair Interior	$ 7,000
129	ESA	Hawthorne	FL	ED7	RCLR	Rclr Eng. Gen. Room Door Replacement	$ 1,800
130	ESA	Harcum	VA	HCM	VOR	Refurbish Electrical Climate Control/Lighting	$ 7,500
131	ESA	Gerry	NY	QCX	RCLR	Install Security Fence/Gates	$ 15,000
132	ESA	Wilkes-Barre	PA	FQM	VOR	Install Gravel Around Site	$ 1,300
133	ESA	Oxford	NC	QGX	RCLR	Regrade Access Road	$ 3,000
134	ESA	Parkersburg	WV	PKB	LOM	Fence Grounding	$ 1,000
135	ESA	Bangor	ME	BGR	OM	Shelter Floor Replacement	$ 6,500
136	ESA	Broadway	NJ	BWZ	VOR	Paint VOR Cone & Bldg Exterior	$ 3,000
137	ESA	Hawthorne	FL	ED7	RCLR	Rclr Facility Door Replacement	$ 1,800
138	ESA	Worcester	MA	EKW	GS	Paint Antenna Tower	$ 5,000
139	ESA	Miami	FL	QM8	ARSR	Replace Fence	$ 12,000
140	ESA	East Boston	MA	DGU	LOC	Repair Equipment Shelter	$ 6,000
141	ESA	Gardner	MA	GDM	VOR	Repair Roof	$ 20,000
142	ESA	Miami	FL	TMB	LOC	Repair Structures	$ 3,800
143	ESA	Norfolk	VA	ORF	MALSR	Repair Structures (Embedded R/W Light)	$ 7,500
144	ESA	Paducah	KY	PAH	MALSR	Refurbish Malsr System	$ 2,340
145	ESA	Paducah	KY	PAH	RCO	Refurbish Rco Facility	$ 2,650
146	ESA	Farmingdale	NY	FRG	LOM	Remove Grounds Tree Cutting	$ 1,000
147	ESA	Jacksonville	FL	JAX	OM	Replace Guyrwires And Anchors For Antenna.	$ 3,200
148	ESA	Binghamton	NY	BGM	LOM	Sidewalk Repair	$ 3,000
149	ESA	Watertown	NY	ART	VOR	Clear Trees In Critical Area	$ 2,000
150	ESA	Stafford	VA	QCP	RCLR	Refurbish Grounds Gravel	$ 2,500
151	ESA	Saranac Lake	NY	SLK	MM	Replace Security Door	$ 1,500
152	ESA	Syracuse	NY	SYR	RTR	Install Grounds Weed Control Fabric And Gravel	$ 5,000
153	ESA	Puckett	MS	QMY	RCLR	Replace Roof And Repair Water Damage	$ 27,000
154	ESA	Altoona	PA	AOO	RCAG	Install Rain Gutter	$ 700
155	ESA	Islip	NY	ISPB	VASI	Refurbish Access Roads Spread Crushed Stone Where Needed	$ 1,500
156	ESA	Prentiss	MS	PJR	RCLR	Replace Roof And Repair Water Damage	$ 27,000

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
157	ESA	Morgantown	WV	MGW	MALSR	Cut & Clear Trees And Vegetation	$ 2,500
158	ESA	Meadville	PA	GKJ	OM	Repair Access Roads Install Culvert, Grade And Gravel Road	$ 2,500
159	ESA	Manassas	VA	HEF	MALSR	Install Plant Equipment (Ductless Heat Pump)	$ 2,500
160	ESA	Searsport	ME	QEG	RCLR	Fence Replacement	$ 23,000
161	ESA	Newland	NC	QGE	RCLR	Remove And Replace Barb-Wire	$ 720
162	ESA	Lebanon	NH	LEB	VOR	Replace Roof & Door	$ 12,500
163	ESA	Charleston	WV	CRW	GS	Door Repair/Replacement	$ 4,400
164	ESA	Saint Thomas	PA	THS	VOR	Remove Grounds (Fence)	$ 500
165	ESA	Slate Run	PA	SLT	VOR	Repair Soffit	$ 1,500
166	ESA	Flushing	NY	URD	GS	Install Structures Fall Protection Rail On Gs Tower	$ 10,000
167	ESA	Bradford	PA	BFD	VOR	Electrical Distribution Upgrade	$ 6,000
168	ESA	St. Petersburg	FL	PIE	MALSR	Powerpole Replacement	$ 4,325
169	ESA	Pike	NY	QC2	RCLR	Cut & Clear Trees And Vegetation	$ 6,960
170	ESA	Watertown	NY	ART	MALSR	Repair Access Roads Crushed Stone	$ 1,500
171	ESA	Winchester	KY	QNP	RCLR	Improve Access Road	$ 4,000
172	ESA	Asheville	NC	IMO	LOM	Add Ground Radial Counterpoise	$ 15,000
173	ESA	Windsor Locks	CT	IKX	VASI	Repar Roads And Grounds	$ 10,000
174	ESA	Pottstown	PA	PTW	VOR	Power Panel Replacement	$ 750
175	ESA	West Pelzer	SC	QYH	RCLR	Improve Safety-Ladder Climbing	$ 5,000
176	ESA	Saint Marys	PA	OYM	RCO	Repair Support Tower - Antenna Support Repair	$ 1,000
177	ESA	Oklawaha	FL	BE7	RCLR	Rclr Facility Door Replacement	$ 1,800
178	ESA	Newark	NJ	EWR	RTR	Replace Structures Replace Doors On Back Of Trailer & Build Steps	$ 600
179	ESA	Etna	NH	LEB	VOR	Repair Access	$ 6,750
180	ESA	Burlington	VT	BTV	LOC	Install Bird Spikes	$ 925
181	ESA	Bloomery	WV	AK1	RCLR	Install Electrical (Distribution Upgrade)	$ 1,200
182	ESA	Lawrence	MA	LWM	GS	Repair Equipment Shelter	$ 6,000
183	ESA	North Clymer	NY	QCV	RCLR	Repair Access Roads Repair Culvert, Grade And Gravel Road	$ 2,500
184	ESA	Eastbrook	ME	QEB	RCLR	Fence Replacement	$ 23,000
185	ESA	Newark	NJ	LSQ	MM	Replace Security Fence	$ 5,000
186	ESA	Plato	NY	QCZ	RCLR	Install Security Fence/Gates	$ 15,000
187	ESA	Montour	PA	MMJ	VOR	Access Road Repair	$ 20,000
188	ESA	Lebanon	NH	LEB	VOR	Replace Roof	$ 30,000
189	ESA	Valdosta	GA	VLD	RCO	Install Telco Equipment Into Outside Telco Box	$ 2,500
190	ESA	Newport News	VA	PHF	MALSR	Replace Grounds (Fence)	$ 7,500
191	ESA	New Castle	DE	ILG	LOC	Replace Asbestos Tiles With Vinyl	$ 750
192	ESA	Tri-Cities	TN	TRI	OM	Replace Wooden Antenna Poles At Tri Om	$ 6,500
193	ESA	Flushing	NY	URD	ALS	Install Structures Install Equip/Parts Shed On Pier	$ 4,000
194	ESA	Fairfax	VA	QRU	RCLR	Refurbish Grounds Weed Control (Anchor Enclosures)	$ 4,000
195	ESA	Stony Fork	PA	SFK	VOR	Tree Removal	$ 9,000

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
196	ESA	Georgetown	NY	GGT	VOR	Refurbish Painting Interior Of Building	$ 500
197	ESA	Atlanta	GA	FSQ	MALSR	Install Security Fences	$ 10,500
198	ESA	Clarksburg	WV	CKB	VOR	Cut & Clear Trees And Vegetation	$ 45,000
199	ESA	Worcester	MA	RSR	GS	Replace Equipment Shelter	$ 40,000
200	ESA	Pittsburgh	PA	PFS	MALSR	Refurbish Support Tower - Tower Refurbishment	$ 8,837
201	ESA	Charleston	WV	CRW	LOC	Roof Replacement/Repair	$ 1,300
202	ESA	Charlottesvl	VA	CHO	MALSR	Remove Electrical (Relocate Switch)	$ 2,000
203	ESA	Islip	NY	ISP	LOM	Install Grounds Install Fence	$ 2,000
204	ESA	Charleston	WV	CRW	RTR	Door Repair/Replacement	$ 1,100
205	ESA	Biggerstaff	NC	QNO	RCLR	Regravel Access Road	$ 5,000
206	ESA	Islip	NY	ISP	OM	Install Grounds Install Fencing Around Antenna	$ 2,000
207	ESA	Chase City	VA	QRD	RCLR	Repair Structures Extend Safety Rail & Ladder To Ground	$ 1,550
208	ESA	Jamaica	NY	HIQ	LOC	Replace Shed At Esu Compound	$ 1,600
209	ESA	Erie	PA	ERI	VOR	Refurbish Painting - Paint VOR Teepee	$ 3,500
210	ESA	Fairfax	VA	QRU	RCLR	Replace On-Site Cabling Tower Safety Cable & Ladder Rungs	$ 10,000
211	ESA	Buena Vista	VA	QWW	RCAG	Repair Access Roads .	$ 20,000
212	ESA	Harcum	VA	HCM	VOR	Install Plant Equipment HVAC System	$ 10,000
213	ESA	Huguenot	NY	HUO	VOR	Paint VOR Cone & Bldg Exterior	$ 3,000
214	ESA	Hattiesburg	MS	LBY	VOR	Replace VOR Roof And Refurbish Facility	$ 38,000
215	ESA	Long Island	NY	ZLS	NDB	Repair The Security Fence Around The Ndb	$ 5,000
216	ESA	Windsor Locks	CT	IKX	GS	Paint Antenna Tower	$ 5,000
217	ESA	Bar Harbor	ME	BHB	GS	Paint Antenna Tower	$ 2,500
218	ESA	Hagerstown	MD	HGR	GS	Install Structures (Shelter)	$ 2,500
219	ESA	Stafford	VA	QCP	RCLR	Refurbish Painting Building	$ 3,500
220	ESA	Camp Springs	MD	ADW	VOR	Replace Flooring .	$ 5,000
221	ESA	Allegheny	PA	AGC	VOR	Replace Plant Equipment A/C Unit	$ 2,750
222	ESA	Brooker	FL	AR7	RCLR	Rclr Eng. Gen. Room Door Replacement	$ 1,800
223	ESA	Washington	VT	MPV	VOR	Road Improve	$ 2,250
224	ESA	Ship Bottom	NJ	QPO	RCAG	Repl Elect Distribution Panels	$ 1,000
225	ESA	Folkston	GA	QG7	RCLR	Water Damage; Recaulk Exterior/Repair Interior	$ 7,000
226	ESA	Tri-Cities	TN	TRI	RCAG	Refurbish Fence	$ 966
227	ESA	Montour	PA	MMJ	VOR	Cut & Clear Trees And Vegetation	$ 10,000
228	ESA	Allegheny	PA	AGC	GS	Replace Shelter Gs + Om	$ 10,000
229	ESA	Teterboro	NJ	TEB	VOR	Paint VOR Cone & Bldg Exterior	$ 3,000
230	ESA	Roanoke	VA	ROA	RTR	Replace Roofing (Storage Building)	$ 5,000
231	ESA	Flushing	NY	LGA	LOM	Install Structures High Voltage Protection Fences - Safety Issue	$ 7,000
232	ESA	Franklin	VA	FKN	VOR	Refurbish Electrical Climate Control/Lighting	$ 7,500
233	ESA	Crossville	TN	CSV	RCO	Refurbish Antenna System	$ 3,500
234	ESA	Oilville	VA	QRX	RCLR	Repair Structures Extend Safety Rail & Ladder To Ground	$ 1,165

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
235	ESA	Franklin	VA	FKN	VOR	Install Plant Equipment HVAC System	$ 10,000
236	ESA	Oilville	VA	QRX	RCLR	Install Electrical Grounding Plates	$ 1,275
237	ESA	Niagara Falls	NY	IAG	GS	Refurbish Support Tower - Add Platform	$ 5,650
238	ESA	Binghamton	NY	CFB	VOR	Road Maitenance	$ 1,500
239	ESA	Flushing	NY	LGA	GS	Install Structures Fall Protection Rail On Gs Tower	$ 10,000
240	ESA	East Boston	MA	LIP	LOC	Repair Equipment Shelter (Old)	$ 6,000
241	ESA	Worcester	MA	RSR	GS	Install Access Roads Shelter	$ 5,000
242	ESA	Jacks Creek	TN	JKS	VOR	Refurbish Site Access Road And Clear Zone	$ 16,300
243	ESA	Harris	GA	HRS	VOR	Clean And Paint Shelter And Teepee	$ 2,000
244	ESA	Stewart	TN	QYX	RCLR	Install Climbing Rail On Rclr Tower	$ 25,000
245	ESA	Williamsport	PA	IPTA	RTR	Repair Facility Access	$ 2,250
246	ESA	Williamsport	PA	IPT	MALSR	Repair Light Tower Fences And	$ 1,500
247	ESA	Binghamton	NY	AAJ	MALSR	Tree Removal	$ 1,000
248	ESA	Lowell	FL	EC7	RCLR	Facility Door Replacement	$ 1,800
249	ESA	Manassas	VA	HEF	MALSR	Repair Grounds (Foundation Pad To Malsr Light)	$ 1,100
250	ESA	Baltimore	MD	BAL	VOR	Replace Electrical Wiring	$ 500
251	ESA	Butler	PA	BTP	MALSR	Refurbish Support Tower - Tower Refurbishment	$ 6,585
252	ESA	Mt. Freedom	NJ	QCJ	RCLR	Replace Structures Replace Ladder	$ 5,000
253	ESA	Buena Vista	VA	QWW	RCAG	Install Structures (Safety Toe Boards)	$ 2,000
254	ESA	Newark	NJ	EZA	IM	Reseal Roof And Repair Ceiling Panels	$ 200
255	ESA	Hazelton	PA	HZL	OM	Paint Exterior Of Building	$ 400
256	ESA	Augusta	GA	MZX	OM	Replace Flooring	$ 4,500
257	ESA	Asheville	NC	AVL	MALSR	Repair And Recoat Lir Fiberglass Structures	$ 600
258	ESA	Kingsport	TN	QGD	RCLR	Replace Fence	$ 3,927
259	ESA	Oklawaha	FL	BE7	RCLR	Eng. Gen. Room Door Replacement	$ 1,800
260	ESA	Shirley	NY	HWV	VASI	Refurbish Access Roads Spread Crushed Stone Where Needed	$ 1,500
261	ESA	Latrobe	PA	LBE	GS	Refurbish Support Tower - Add Platform	$ 5,650
262	ESA	Searsport	ME	QEG	RCLR	Repair Gate	$ 3,000
263	ESA	Augusta	ME	AUG	MALSR	Paint Shelter	$ 1,000
264	ESA	North Clymer	NY	QCV	RCLR	Install Security Fence/Gates	$ 15,000
265	ESA	Keating	PA	ETG	VOR	Replace Roofing	$ 25,000
266	ESA	Mystic	KY	MYS	VOR	Repair Road	$ 14,700
267	ESA	Revloc	PA	REC	VOR	Facilty Plumbing Repair	$ 1,200
268	ESA	Brooke	VA	BRV	VOR	Refurbish Access Roads (Cut Trees/Grade & Gravel)	$ 3,500
269	ESA	New Castle	DE	ILG	GS	Refurbish Support Tower Sand Blast, Primer, And Paint Antenna Tower	$ 3,000
270	ESA	Beulah Knob	WV	AT1	RCLR	Tower Refirbishment	$ 2,450
271	ESA	Oilville	VA	QRX	RCLR	Refurbish Grounds (Spread Gravel)	$ 500
272	ESA	Gainesville	FL	BC7	RCLR	Door Replacement	$ 1,800
273	ESA	Philipsburg	PA	PSB	MALSR	Replace Support Tower - Fill Arround Bases	$ 1,000

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
274	ESA	Washington	NJ	QCL	RCLR	Install Security Enclosure	$ 5,000
275	ESA	Hawthorne	FL	ED7	RCLR	Replace HVAC Unit	$ 6,500
276	ESA	Cogdell	GA	QG6	RCLR	Water Damage: Recaulk Exterior/Repair Interior	$ 7,000
277	ESA	Oilville	VA	QRX	RCLR	Install Structures Toe Boards On Platform	$ 3,250
278	ESA	Lebanon	NH	LEBB	RCO	New Roof	$ 9,800
279	ESA	Guilford	CT	MAD	VOR	Upgrade HVAC System	$ 30,000
280	ESA	Kingston	NY	IGN	VOR	Repair Access Roads Repair Gravel Road	$ 3,000
281	ESA	Presque Isle	ME	PQI	OM	Gate Access For Winter (Also Repair Fence Barbwire)	$ 2,000
282	ESA	Flushing	NY	LGA	MALSR	Replace Structures Replace Exterior Doors On Bldg	$ 8,000
283	ESA	Williamsport	PA	IPT	RCAG	Refurbish Support Tower Scrape And Paint	$ 8,000
284	ESA	Bradford	PA	BFD	VOR	Cut & Clear Trees And Vegetation	$ 20,000
285	ESA	Richmond	VA	EZD	MALSR	Refurbish Painting (Towers)	$ 1,800
286	ESA	Barharbor	ME	BHB	LOC	New Road To Array	$ 6,500
287	ESA	Geneseo	NY	GEE	VOR	Access Road Repair	$ 4,000
288	ESA	Crossville	TN	HCH	TR	Repair Access Roads	$ 27,000
289	ESA	Coats	NC	AM7	RCLR	Water Damage: Recaulk Exterior/Repair Interior	$ 7,000
290	ESA	Norfolk	VA	ORF	RCLR	Remove Structures (Building)	$ 2,500
291	ESA	Martinsburg	WV	MRB	VOR	Repair Access Roads .	$ 15,000
292	ESA	Plattsburgh	NY	PLB	VOR	Repair Paving Around Bldg	$ 1,500
293	ESA	Wheeling	WV	HLG	RTR	Encapsulate Lead-Based Paint	$ 1,000
294	ESA	Butler	PA	BTP	MALSR	Access Road Repair	$ 6,000
295	ESA	Kearny	NJ	LSQ	OM	Re-Grade/Replace Fence	$ 5,000
296	ESA	W. Groton	NY	AB1	RCLR	Guy Wire Tree Clearing	$ 2,000
297	ESA	East Boston	MA	MDC	LOC	Repair Access Road	$ 10,000
298	ESA	Flushing	NY	GDI	GS	Install Structures Safety Rail For Climbing Tower	$ 7,000
299	ESA	Newark	NJ	EWR	LOM	Install Security Fence	$ 5,000
300	ESA	Bedford	MA	BED	LOC	Vegetation Control	$ 2,000
301	ESA	Bradford	PA	BFD	GS	Grade Antenna Mast Area	$ 3,000
302	ESA	Winston Salem	NC	INT	GS	Repair/Regravel Access Road	$ 5,000
303	ESA	Wilkes-Barre	PA	IZK	OM	Replace Security Fence	$ 600
304	ESA	Philadelphia	PA	PNE	OM	Refurbish Grounds Site	$ 2,000
305	ESA	Wilkes-Barre	PA	AVP	MM	Replace Security Fence	$ 400
306	ESA	Joelton	TN	QOJ	RCLT	Install Electrical	$ 15,000
307	ESA	Roanoke	VA	ROA	RTR	Replace Roofing .	$ 5,000
308	ESA	Frederick	MD	FDK	RCLR	Upgrade Facility	$ 1,250
309	ESA	Newcombe	KY	ECB	VOR	Cut & Clear Trees And Vegetation	$ 30,000
310	ESA	Covington	KY	EEI	ALS	Repair And Recoat Lir Fiberglass Structures, Rwy 36L	$ 8,580
311	ESA	East Texas	PA	ETX	VOR	Power Panel Replacement	$ 750
312	ESA	Wildwood	NJ	CEJ	OM	Repair Security Fence	$ 5,000

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
313	ESA	Improve	MS	QMX	RCLR	Replace Roof And Repair Water Damage	$ 33,000
314	ESA	Binghamton	NY	BGM	LOM	Fence Grounding	$ 3,500
315	ESA	Parkersburg	WV	PKB	REIL	Paint Lights	$ 500
316	ESA	Charlotte	NC	VKQ	OM	Regravel Access Road And Plot	$ 3,000
317	ESA	Augusta	ME	AUG	LOC	Antenna Platform Ladder Replacement	$ 2,500
318	ESA	Islip	NY	RXN	MM	Replace Structures Replace Exterior Doors	$ 500
319	ESA	Camp Springs	MD	ADW	TDWR	Install Security System	$ 5,000
320	ESA	Islip	NY	ISPA	RTR	Install Grounds Install Guard Posts To Protect The Guy Wires In Accordance With Order 6940.3 Par. 208	$ 500
321	ESA	Islip	NY	RXN	VASI	Refurbish Access Roads Spread Crushed Stone Where Needed	$ 1,500
322	ESA	Greer	SC	QYG	RCLR	Improve Safety-Ladder Climbing	$ 5,000
323	ESA	Mt. Tom	MA	QE6	RCLR	Provide Winter Access	$ 6,000
324	ESA	Latrobe	PA	LBE	OM	Replace Shelter	$ 2,000
325	ESA	Stillwater	NJ	STW	VOR	Install Structures Install Guard Post For Propane Tanks	$ 10,000
326	ESA	Chase City	VA	QRD	RCLR	Install Grounds Gravel	$ 1,275
327	ESA	Millinocket	ME	MLT	VASI	Pave Road	$ 2,500
328	ESA	Huguenot	NY	HUO	VOR	Paint Interior Of Site	$ 2,000
329	ESA	Staten Island	NY	QWUA	RCLR	Refurbish Painting Paint Exterior Walls & Doors	$ 600
330	ESA	Saranac Lake	NY	SLK	GS	Refurbish Support Tower Scrape And Paint	$ 7,500
331	ESA	Montour	PA	MMJ	VOR	Install Access Roads - Gravel And Regrade	$ 2,725
						TOTAL	**$ 2,450,497**

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
1	CSA	Minneapolis	MN	MSP	OM	Refurbish Grounds Restore Plot	$ 10,000
2	CSA	Chicago	IL	MDW	RTR	Remove RTR Towers	$ 10,000
3	CSA	St Louis	MO	STL	RCAG	Replace Towers, Coax Cableing, Fix Grnding	$ 150,000
4	CSA	Empire	MI	QJA	ARSR	Repair Electrical Elevator Control Panel	$ 2,000
5	CSA	Wichita	KS	ICTD	RTR	Replace Trailer With New Shelter	$ 150,000
6	CSA	Bemidji	MN	BJI	VOR	Replace Plant Equipment HVAC	$ 8,000
7	CSA	Yankton	SD	YKN	VOR	Install Plant Equipment HVAC (Install Money)	$ 1,000
8	CSA	North Platte	NE	LBF	ARSR	Install Hoist	$ 1,000
9	CSA	Clinton	MO	GLY	RCO	Replace Rf Cable	$ 5,000
10	CSA	Duluth	MN	DLH	VOR	Refurbish Access Roads Gravel	$ 3,000
11	CSA	W. Memphis	AR	AWM	MALSR	Stablize Bank At Station 16	$ 40,000
12	CSA	La Crosse	WI	LSE	LOC	Replace Plant Equipment HVAC Unit	$ 2,500
13	CSA	Roseau	MN	ROX	VOR	Replace Plant Equipment HVAC	$ 8,000
14	CSA	Hutchinson	KS	HTI	ARSR	Replace Covers On Power Wire Trough	$ 3,500
15	CSA	Dubuque	IA	DBQ	MALS	Repair Gravel Walkway	$ 16,370
16	CSA	Minot	ND	MOT	OM	Replace Building	$ 25,000
17	CSA	Watford City	ND	QWA	ARSR	Apply Non-Skid Paint To Floors	$ 3,000
18	CSA	Sioux Falls	SD	FSD	OM	Replace Structures Replace Om Building	$ 15,000
19	CSA	Jamestown	ND	JMS	LOC	Replace Chance Anchor Foundation	$ 25,000
20	CSA	Toledo	OH	TOL	GS	Replace Structures Building	$ 42,000
21	CSA	Kirksville	MO	IRK	MALS	Replace System & Light Tower Foundations	$ 150,000
22	CSA	Rochester	MN	RST	RTR	Replace Plant Equipment HVAC Unit	$ 4,500
23	CSA	Topeka	KS	FOE	OM	Install Fence	$ 2,500
24	CSA	Grand Island	NE	GRIB	RCAG	Replace Fence	$ 8,000
25	CSA	Crawford	NE	QHX	RCAG	Replace Towers W/ Tilt Over Poles	$ 150,000
26	CSA	Fargo	ND	FAR	OM	Replace Building	$ 20,000
27	CSA	Omaha	NE	OMAB	SX	Replace E/G Shelter	$ 120,000
28	CSA	Leshara	NE	NF3	RCLR	Replace Door	$ 1,000
29	CSA	Omaha	NE	QHO	ARSR	Renovate Main Entry Way	$ 5,000
30	CSA	Ypsilanti	MI	LSW	GS	Repair Structures Equipment Shelter Repair	$ 2,000
31	CSA	Carleton	MI	CRL	VOR	Replace Roofing Soffit Repair And Painting	$ 7,000
32	CSA	Duluth	MN	JUD	OM	Repair Access Roads With Gravel	$ 6,000
33	CSA	Goodland	KS	GLD	OM	Replace Shelter	$ 30,000
34	CSA	Sioux Falls	SD	FSD	RCAG	Replace Structure	$ 400,000
35	CSA	Ypsilanti	MI	YIP	GS	Repair Structures Equipment Shelter Repair	$ 2,000
36	CSA	Sioux Falls	SD	FSD	MM	Remove Structures Decommision Building	$ 4,000
37	CSA	Kirksville	MO	IRK	LOC	Replace Ant. Array Foundations	$ 20,000
38	CSA	Dodge City	KS	DDCA	RCO	Install Fuel Tank Guard Posts	$ 500
39	CSA	Butler	MO	BUM	VOR	Paint Radome	$ 1,000

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
40	CSA	Duluth	MN	JUD	MALSR	Refurbish Access Roads Gravel	$ 3,000
41	CSA	Grand Island	NE	GRIB	RCAG	Repair Road/Plot And Erosion Control	$ 4,500
42	CSA	Kirksville	MO	IRK	VASI	Replace Light Box Foundations	$ 20,000
43	CSA	Bismarck	ND	BIS	GS	Refurbish Painting & Install Door	$ 2,000
44	CSA	Thief River	MN	HYZ	MALSR	Refurbish Structures Floor Rotting	$ 1,800
45	CSA	Finley	ND	QFI	ARSR	HVAC Platform Toe Guard / Sidewall	$ 5,000
46	CSA	Eden Prairie	MN	FCM	MALSR	Refurbish Access Roads Gravel	$ 1,000
47	CSA	Akron	OH	CAK	RTR	Repair Structures Tower Foundation	$ 1,000
48	CSA	Williston	ND	ISN	MALSR	Replace Flasher Towers	$ 15,000
49	CSA	Sioux Falls	SD	FSD	RCAG	Install Fall Protection On 3 Towers	$ 16,000
50	CSA	Harlingen	TX	HRL	OM	Install Shelter	$ 25,000
51	CSA	Swinns Valley	WI	BK8	RCLR	Replace Plant Equipment HVAC	$ 3,500
52	CSA	West Chicago	IL	DPA	GS	Install Security Fences	$ 25,000
53	CSA	Odessa	TX	QXS	ARSR	Refurbish Hydrogen Sulfide Filtration System	$ 20,000
54	CSA	Detroit	MI	DET	GS	Repair Structures Equipment Shelter Repair	$ 2,000
55	CSA	Baudette	MN	BDE	VOR	Replace Plant Equipment HVAC	$ 8,000
56	CSA	Scottsbluff	NE	BFF	VOR	Replace Wood Entrance Gate	$ 1,000
57	CSA	Duluth	MN	DLH	LOC	Repair Structures Repair The Platform	$ 6,000
58	CSA	Farmington	MO	FAM	RCO	Install Building And Tilt Over Pole	$ 30,000
59	CSA	Pine Bluff	AR	PBF	LOC	Replace Structures Replace Building	$ 3,000
60	CSA	Malden	MO	MAW	BUEC	Install Building And Tilt Over Pole	$ 30,000
61	CSA	Tomah	WI	BI8	RCLR	Replace Electrical HVAC	$ 3,500
62	CSA	College Station	TX	CLL	RCAG	Repair Roofing Building	$ 25,000
63	CSA	Pennline	PA	IA8	RCLR	Replace Plant Equipment HVAC	$ 800
64	CSA	Coopersville	MI	CPV	ARSR	Replace Access Roads Security Gate	$ 11,000
65	CSA	Oneill	NE	ONL	RCAG	Replace Fence	$ 8,000
66	CSA	Hill City	KS	HLCA	RCO	Replace Shelter	$ 50,000
67	CSA	Lamoni	IA	LMN	VOR	Install Tilt-Over Pole	$ 30,000
68	CSA	North Bend	WI	BJ8	RCLR	Replace Plant Equipment HVAC	$ 3,500
69	CSA	Clarion	IA	CAV	NDB	Replace Support Tower Guy Anchors	$ 123,922
70	CSA	Richland	MO	QJK	RCAG	Install Door Awning To Keep Rain Out	$ 300
71	CSA	Chardon	OH	CXR	RCAG	Replace Plant Equipment HVAC	$ 800
72	CSA	San Antonio	TX	SAT	LOC	Replace On-Site Cabling Loop Cable	$ 75,000
73	CSA	Milwaukee	WI	GMF	LOM	Repair Roofing Roof Repair	$ 5,000
74	CSA	Coopersville	MI	CPV	ARSR	Repair Plant Equipment HVAC Unit # 1	$ 1,700
75	CSA	Park Rapid	MN	PKD	VOR	Replace Plant Equipment HVAC	$ 8,000
76	CSA	Kansas City	MO	MCIA	RTR	E/G Door Replacement	$ 1,500
77	CSA	Saginaw	MI	HYX	NDB	Install Access Roads Security Gates, Loc, Gs, Malsr	$ 3,000
78	CSA	Chicago	IL	HKH	LOC	Install Electrical -Receptacle/Transfer Switch For	$ 5,000

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
79	CSA	Jeffersonvill	IN	JVY	OM	Replace Structures Replace Shelter	$ 23,000
80	CSA	Rice Lake	W	RPD	LOC	Replace Structures Relocate The Rco From The Terminal To The Loc. Install Tilt-Down Tower	$ 10,000
81	CSA	Chadron	NE	CDR	VOR	Replace Gate	$ 1,000
82	CSA	Aberdeen	SD	ABR	MALSR	Cabling & New Junction Boxes	$ 25,000
83	CSA	Louisville	NE	NG3	RCLR	Replace Door	$ 1,000
84	CSA	Kirksville	MO	IRKA	VASI	Replace Light Box Foundations	$ 20,000
85	CSA	Grand Rapids	MN	GPZ	VOR	Replace Plant Equipment HVAC	$ 8,000
86	CSA	Longview	TX	GGG	RTR	Rehab.Facility	$ 150,000
87	CSA	Norfolk	NE	OFK	VASI	Replace Foundations	$ 20,000
88	CSA	Thief River	MN	HYZ	OM	Replace Building	$ 15,000
89	CSA	Rapid City	SD	RAP	GS	Install Plant Equipment HVAC (Instal Funds)	$ 1,000
90	CSA	Brownsville	TX	BRO	VOR	Repair Structures Foundation & Access Rd	$ 12,000
91	CSA	Fairmont	MN	FRM	RCAG	Install Fall Protection On Tower	$ 3,000
92	CSA	Grand Island	NE	GRI	LOM	Replace Shelter	$ 30,000
93	CSA	Ely	MN	ELO	VOR	Replace Plant Equipment HVAC	$ 8,000
94	CSA	Farmington	MN	ZMP	BLDG	Repair Flooring Waterproof The Attic Floor	$ 10,000
						TOTAL	**$ 2,369,692**

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
1	WSA	San Diego	CA	SAN	ASDE	Install Plant Equipment Ventilation Fan	$ 25,000
2	WSA	San Diego	CA	SAN	MALSR	Replace Support Tower Fibergalss Light Supports	$ 15,000
3	WSA	Phoenix	AZ	PHX	ARSR	Replace Plant Equipment A/C Condenser	$ 5,000
4	WSA	Phoenix	AZ	PHX	MALSR	Refurbish Support Tower Paint Fibergalss Light Supports	$ 6,000
5	WSA	Denver	CO	DEN	TDWR	Install Structures Install Additional Ice Shield	$ 15,000
6	WSA	Denver	CO	DENA	ASR	Install Structures Install Ice Sheild	$ 15,000
7	WSA	Elk Grove	CA	QSL	RCLR	Replace Electrical Tower Obstruction Lights	$ 3,000
8	WSA	Dillingham	AK	DLG	VASI	Refurbish Structures Na01071-Rpl Lha'S With Fibergalss Boxes, Rpl Pipe Legs, Cable, Cement Pad And Grounding	$ 18,000
9	WSA	Avenal	CA	AVE	VOR	Replace Roof	$ 20,000
10	WSA	Homer	AK	HOM	DF	Replace Shelter	$ 20,000
11	WSA	Stoney River	AK	SRV	OAW	Replace Support Tower Na04054-Replace Tower With Tilt-Down	$ 8,000
12	WSA	Lakeview	OR	LKV	VOR	Replace Roof	$ 20,000
13	WSA	Shishmaref	AK	SHH	QS	Optimize Structures Na03034-Re-Orient Bldg Away From Prevailing Wind, Prevent Snow Drifting And Blocking Access	$ 3,000
14	WSA	Lake Clark W	AK	QLW	SSO	Repair Structures Repair Stairs	$ 7,000
15	WSA	Salinas	CA	SNS	MM	Repair Access Roads	$ 5,000
16	WSA	Yakima	WA	YKM	RTR	Replace Roof	$ 10,000
17	WSA	Fort Yukon	AK	FYU	VOR	Refurbish Electrical Na99028-Rehab Xmit/Mon Cables/G&B, Refurb Ant Covers/Cables	$ 30,000
18	WSA	Whitehall	MT	HIA	VOR	Refurbish Structures VOR	$ 7,500
19	WSA	Atlantic City	WY	QTL	RCLR	Repair Roofing	$ 15,000
20	WSA	Dunoir	WY	DNW	VOR	Refurbish Structures Refurb Building	$ 24,000
21	WSA	Kalskag	AK	KLG	AWOS	Install Structures Na02021-Install Connex On Timbers	$ 11,250
22	WSA	Donnelly	ID	DNJ	VOR	Refurbish Structures VOR	$ 15,000
23	WSA	San Jose	CA	SJC	GS	Repair Roofing - Roof Repairs	$ 5,500
24	WSA	Rock Springs	WY	OCS	VOR	Refurbish Structures Refurbish Shelter	$ 14,000
25	WSA	Shivwits	UT	QVJ	RCLR	Install Siding Door	$ 4,000
26	WSA	Klamath Falls	OR	LMT	MALS	Replace Structures Shelter	$ 64,704
27	WSA	Georgetown	CA	QY4	RCLR	Replace Electrical Tower Obstruction Lights	$ 3,000
28	WSA	Lewistown	MT	LWT	VOR	Refurbish Structures VOR	$ 13,000
29	WSA	Concord	CA	CCR	RTR	Repair Support Tower Repair & Paint Rtr Towers	$ 6,600
30	WSA	Horton	OR	QXWA	RCAG	Repair Access Roads Add Gravel And Clean Ditches	$ 10,500
31	WSA	Saipan Obyan	GU	GSN	NDB	Refurbish Structures Pressure Wash, Prepare And Apply Fungicide	$ 2,000
32	WSA	Mtn Home	ID	LIA	VOR	Refurbish Structures VOR	$ 15,000
33	WSA	Anchorage	AK	ANCA	ASDE	Install Structures Sa02036 - Add Two Arctic Entries To Bldg, North And South Doors	$ 12,000
34	WSA	Anchorage	AK	ANC	ASR	Repair Roofing Repair Damage Caused By Roof Leak In Ups Room Sa04002	$ 7,500
35	WSA	Judith Mtn	MT	QLJ	RCAG	Replace Doors	$ 2,800
36	WSA	Carlsbad	CA	CRQ	GS	Install Support Tower Fall Protection, Work Platforms	$ 10,000
37	WSA	Annette Is	AK	ANN	BLDG	Install Structures Sa03046-Install Arctic Entry On Warehouse Bldg	$ 4,500

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
38	WSA	Nez Perce	ID	MQG	VOR	Refurbish Structures Electrical, Grounds, Roof	$ 30,001
39	WSA	Nenana	AK	ENN	VOR	~~Replace Support Tower Na02005-Replace Monitor Ant Support Timbers, Timbers Are Rotted~~	$ 6,000
40	WSA	Anchorage	AK	ANCE	RTR	Install Structures Construct Arctic Entries For Anc E Rtr	$ 6,000
41	WSA	Bonanza Lake	ID	QVE	RCLR	Install Plant Equipment 2 HVAC Units	$ 11,000
42	WSA	Salinas	CA	SNS	LOC	Install Security Fence	$ 30,500
43	WSA	Bellingham	WA	HUH	VOR	Replace Roof	$ 11,000
44	WSA	Marysville	CA	BAB	ASR	Install Support Tower Fabricate And Install Two Tilt Down Towers For Both Mti Reflectors.	$ 20,000
45	WSA	Santa Rosa	CA	STS	MM	Reseal & Paint Facility	$ 6,000
46	WSA	Fire Island	AK	QAI	BLDG	Optimize Structures Sa02016-Design Temp Qtrs	$ 22,500
47	WSA	Sacramento	CA	SMF	RTR	Replace The Air Terminals At The Sacramento Metro Rtr	$ 3,300
48	WSA	Powder Wash	CO	QKM	RCLR	Replace Support Tower Replace Guy Wires	$ 2,000
49	WSA	Naselle	WA	SSE	RCAG	Install Plant Equipment Install HVAC	$ 3,000
50	WSA	Redmond	OR	RDM	RCAG	Repair Roofing	$ 10,000
51	WSA	Moab	UT	OAB	RCO	Install Plant Equipment HVAC Unit	$ 3,000
52	WSA	Billings	MT	BIL	LOM	Repair Support Tower Guy Wires	$ 1,000
53	WSA	Everett	WA	PAE	BUEC	Install Plant Equipment HVAC	$ 3,000
54	WSA	Lewistown	MT	LWT	NDB	Replace Roofing	$ 3,500
55	WSA	Yakima	WA	YKM	MALSR	Repair Access Roads Crowning Road For Water Run Off	$ 5,500
56	WSA	Price	UT	PUC	VOR	Refurbish Structures VOR	$ 8,000
57	WSA	Sitka	AK	SIT	NDB	Repair Structures Repair Flooring In The Ndb Plaschem Building, Install Joists, Seal Crack Along Bottom Edge Of Building. Ups Is Falling Through The Floor	$ 4,000
58	WSA	Spokane	WA	GEG	RCAG	Replace Collapsed Culverts	$ 4,500
59	WSA	San Diego	CA	NKX	BLDG	Refurbish Plant Equipment A/C Compressors And Ducts	$ 8,000
60	WSA	Newport	OR	ONP	VOR	Refurbish Structures Grounds, Roofing, Electrical	$ 27,000
61	WSA	Grand Canyon	AZ	GCN	LOC	Refurbish Structures Various Repairs	$ 2,000
62	WSA	Gustavus	AK	GST	SACOM	Install Structures Sa02076-Install Stairs To Both Dish Platforms	$ 3,750
63	WSA	Johns Peak	OR	QSE	RCLR	Grade & Gravel Road	$ 14,000
64	WSA	Portland	OR	PDX	ASR	Replace Plant Equipment HVAC	$ 200
65	WSA	Morro Bay	CA	MQO	VOR	Repair Siding	$ 12,000
66	WSA	Salt Lake Cy	UT	TCH	VOR	Replace Structures Building	$ 6,000
67	WSA	Talkeetna	AK	TKA	VOR	Install Structures Install Wxcam To View Vor Counterpoise	$ 8,000
68	WSA	Talkeetna	AK	TKA	VOR	Repair Failed Security Fence	$ 10,000
69	WSA	Tracy	CA	TCY	VASI	Sandblast And Paint Vasi Boxes At The Tracy Vasi.	$ 3,300
70	WSA	Reno	NV	RNO	RCAG	Expand The Antenna Shelter At The Peavine Rcag	$ 5,500
71	WSA	Myton	UT	MTU	VOR	Replace Roofing	$ 12,554
72	WSA	Rome	OR	REO	VOR	Replace Roofing /New Single Membrane Roof Needed	$ 7,594
73	WSA	Lucin	UT	LCU	VOR	Refurbish Structures VOR	$ 2,000
74	WSA	Monterey	CA	MRY	RTR	Refurbish Ladder & Trap Doors	$ 5,500
75	WSA	Tucson	AZ	TUS	TACR	Repair Support Tower Tilting Antenna Support	$ 2,000

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
76	WSA	Long Beach	CA	LGB	MM	Refurbish Painting Equipment Shelter Exterior	$ 1,000
77	WSA	Modesto	CA	MOD	VASI	Sandblast And Repaint The Vasi Boxes At The Modesto Vasi 10L	$ 3,300
78	WSA	Gillette	WY	GCC	VOR	Paint Shelter	$ 2,000
79	WSA	Biorka Is	AK	BKA	QS	Replace Leaking Windows In Transient Quarters.	$ 3,000
80	WSA	Glasgow	MT	GGW	RCAG	Replace Doors	$ 6,300
81	WSA	Level Is	AK	LVD	VOR	Optimize Grounds Clear Brush From Road And Vor To Optimize Facility Performance	$ 4,000
82	WSA	Harness Mtn	OR	QLH	RCLR	Repair Structures Eg Fresh Air Intake Getting Smashed By Fall Ice Off Rclr Tower	$ 10,000
83	WSA	Middleton Is	AK	MDOE	BLDG	Repair Roofing Sa01086-Re-Roof And Re-Side Qtrs/Equip Bldg At Bldg 609	$ 15,000
84	WSA	Stampede Pass	WA	SMP	RCLR	Repair Access Roads Add 30 Yeards Gravel Around Snow Cat Shelter	$ 5,500
85	WSA	Biorka Is	AK	BKA	NXRAD	Optimize Structures Provide Gables For Flat Roof On Storage Building To Insure Protection From The Elements	$ 3,000
86	WSA	Stampede Pass	WA	SMP	RCLR	Repair Roofing Spauling Around Edges	$ 20,000
87	WSA	Scammon Bay	AK	SCM	AWOS	Install Structures Na02022-Install Conex At Awos On Timbers, Connex Purchased And Located At Lake Hood	$ 11,250
88	WSA	Monterey	CA	MRY	GS	Reseal Roof & Repaint Exterior Of Shelter	$ 15,000
89	WSA	Carlsbad	CA	CRQ	MALSR	Refurbish Structures - Light Stations Are Sinking Because Of Soil Consolidation In Old Land Fill.	$ 11,750
90	WSA	Salinas	CA	SNS	RCLR	Improve Climbing Ladder	$ 3,500
91	WSA	Anchorage	AK	ANC	ASDES	Optimize Security Extend Facility Gate To Be In Compliance With The Fsrm	$ 6,000
92	WSA	Elko	NV	EKO	RCAG	Seal Wall Openings	$ 1,100
93	WSA	Malad	ID	MLD	VOR	Replace Roofing Replace	$ 80,000
94	WSA	Livingston	MT	LVM	VOR	Refurbish Structures VOR	$ 13,000
95	WSA	Crescent City	CA	CEC	TACR	Replace Support Tower - Tacan Wooden Platform And Support Posts.	$ 16,500
96	WSA	Merced	CA	MCE	MALSR	Access Road Needs Gravel And Road Work	$ 3,300
97	WSA	Dixon	CA	QIX	RCLR	Replace Electrical Tower Obstruction Lights	$ 3,000
98	WSA	San Francisco	CA	FNP	LOC	Replace Flooring	$ 7,500
99	WSA	Mtn Home	ID	LIA	VOR	Replace Roofing	$ 13,862
100	WSA	Trinidad	CO	TAD	ARSR	Install Structures Install Radome Snow Shield	$ 15,000
101	WSA	Middleton Is	AK	MDO	SWG	Install Structures Sa02073-Safety Issue-Access To Wastewater Trmt System For Maintenance	$ 15,000
102	WSA	Ashton	ID	QVA	ARSR	Repair Plant Equipment HVAC	$ 11,000
103	WSA	Blackfoot	ID	QXV	RCAG	Replace Fence	$ 13,300
104	WSA	Monterey	CA	MTB	DME	Repair Leaky Shelter Roof	$ 15,000
105	WSA	Mile High	CO	DVV	VOR	Refurbish Structures VOR	$ 13,500
106	WSA	Battleground	WA	BTG	VOR	Reconfigure Service Entrance	$ 75,000
107	WSA	Burbank	CA	BUR	MALSR	Paint, Asphalt, Floor Tile	$ 37,750
108	WSA	Salem	OR	SLE	ARSR	Grade & Gravel Road	$ 7,000
109	WSA	Makah	WA	QKW	ARSR	Repair Stairway	$ 8,000
110	WSA	Monterey	CA	MRY	LOC	Reseal Roof & Repaint Exterior Of Shelter	$ 15,000

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
111	WSA	Twin Falls	ID	TWF	VOR	Replace Roofing	$ 20,000
112	WSA	Judith Mtn	MT	QLJ	RCAG	Replace Roofing	$ 9,000
113	WSA	Angels Camp	CA	QQA	RCAG	Refurbish Access Roads Drainage Control Measures	$ 4,000
114	WSA	Level Is	AK	LVD	MAREQ	Repair Floating Dock Pilings	$ 15,000
115	WSA	Annette Is	AK	ANN	TACR	Replace Support Tower Replace With Tilt-Down	$ 12,400
116	WSA	Kenai	AK	IWW	NDB	Refurbish Grounds Raise Height Of Tuning House Security Fence To Osha Compliant And Fsrm Standards.	$ 7,000
117	WSA	Lovell	WY	QSI	ARSR	Replace Roof	$ 160,000
118	WSA	Hanksville	UT	HVE	VOR	Refurbish Structures	$ 12,000
119	WSA	Mount Potosi	NV	QMP	RCAG	Repair Access Roads	$ 3,500
120	WSA	Nogales	AZ	OLS	RCO	Replace Support Tower Tilt Down Antenna Support	$ 2,000
121	WSA	Corona	CA	AJO	VASI	Refurbish Painting Visaids Boxes	$ 500
122	WSA	Missoula	MT	MSO	VOR	Replace Roofing Replace Roof	$ 9,000
123	WSA	Rifle	CO	RIL	VOR	Refurbish Structures Refurb Building	$ 20,000
124	WSA	Bellingham	WA	HUH	VOR	Replace Electrical Uprgrade Electrical	$ 16,000
125	WSA	Apple Valley	CA	APVA	VASI	Paint, Recable	$ 5,000
126	WSA	Hanksville	UT	HVE	VOR	Replace Roofing /Repair Soffet And Sidding	$ 12,962
127	WSA	Elko	NV	EKO	MALSR	Repair The Roof And Paint The Exterior Of The Shelter	$ 2,200
128	WSA	Larch Mt	WA	QLD	RCLR	Repair Road	$ 8,000
129	WSA	Long Beach	CA	LGB	GS	Refurbish Painting Equipment Shelter	$ 1,000
130	WSA	Fullerton	CA	FUL	RTR	Repair And Paint Ext. & Int. Building, Resurface Roof, Upgrade Electrical & Grounding Systems To Current Standards, And Replace One A/C Unit.	$ 24,700
131	WSA	Billings	MT	BIL	RCAG	Replace Roofing	$ 7,500
132	WSA	Globe	AZ	QXY	RCLR	Repair And Paint Exterior And Interior Building, Resurface Roof, Upgrade Internal Electrical System, One Air Conditioning Unit And Bring Lightning And Grounding Up To Current	$ 13,150
133	WSA	Bonneville	UT	BVL	VOR	Refurbish Structures	$ 15,000
134	WSA	Monterey	CA	MTB	LOC	Reseal Roof & Repaint Exterior Of Shelter	$ 15,000
135	WSA	Burley	ID	BYI	VOR	Refurbish Structures	$ 15,000
136	WSA	San Pedro	CA	QLA	BLDG	Refurbish Roofing And Rain Gutters	$ 5,000
137	WSA	Burns	OR	ILR	VOR	Install Plant Equipment HVAC @ Ilr Vor (Burns, Or	$ 3,000
138	WSA	Holy Cross	AK	HCA	AWOS	Install Structures Na02027-Install Connex On Timbers, Connex Located At Lake Hood	$ 11,250
139	WSA	Burns	OR	ILR	VOR	Refurbish Structures	$ 15,000
140	WSA	Salem	OR	SLE	ARSR	Grade & Gravel Road	$ 7,000
141	WSA	Juneau	AK	JNU	RCO	Replace Roofing Patched Numerous Times,Needs Replacement	$ 12,000
142	WSA	Douglas	WY	IIP	VOR	Refurbish Structures Refurb Building	$ 11,000
143	WSA	Rome	OR	REO	VOR	Refurbish Structures	$ 11,000
144	WSA	Daggett	CA	DAG	VASI	Paint, Recable	$ 5,000
145	WSA	Newport	OR	ONP	VOR	Replace Floor & Doors	$ 5,000
146	WSA	Brigham City	UT	BMC	VASI	Replace Foundation	$ 1,000
147	WSA	Bellingham	WA	HUH	VOR	Refurbish Plant Equipment Total Site Refurbishment	$ 52,695

Priority	Service Area	City	State	Location ID	Facility Type	Project Description	Cost Estimate
148	WSA	Sheridan	WY	SHR	VOR	Refurbish Electrical Feed From Mdu	$ 19,000
149	WSA	Worland	WY	RLY	VOR	Refurbish Structures	$ 21,000
150	WSA	Glendive	MT	GDVA	VASI	Replace Foundation	$ 5,000
151	WSA	Nome	AK	OME	VOR	Repair Structures Na03027-Left Front Bottom Corner Of Sx Bldg Is Letting Wtr In. Composite Bldg. Reseal	$ 4,500
152	WSA	Glasgow	MT	GGW	RCAG	Replace Roofing	$ 6,500
153	WSA	Marysville	CA	MYV	LOM	Remove Structures	$ 20,000
154	WSA	Lake Clark E	AK	QLEA	SSO	Repair Structures Repair Stairs. Consider Doing Project In Conjunction With Replace Bldg And Foundation To Optimize Savings.	$ 6,000
155	WSA	Myton	UT	MTU	VOR	Refurbish Structures	$ 13,000
156	WSA	Red Table Mtn	CO	DBL	VOR	Refurbish Building	$ 42,500
157	WSA	Saipan Obyan	GU	GSN	MALSR	Refurbish Structures Pressure Wash, Prepare And Apply Fungicide	$ 2,000
158	WSA	Merced	CA	MCE	MALSR	Reroof And Paint Exterior Of The Equipment Shelter At The Merced Malsr And Repair And Replace Hoist Mechanisms For The Malsr Light Stations	$ 5,500
159	WSA	Norwood	CO	ETL	VOR	Refurbish Vor	$ 16,000
160	WSA	Kipnuk	AK	IIK	VOR	Replace Roofing Na03031 Replace The Vor Teepee	$ 12,000
161	WSA	Wilson Creek	NV	ILC	VOR	Install Plant Equipment (HVAC)	$ 11,000
162	WSA	Newcastle	WY	ECS	VOR	Refurbish Structures Paint Shelter/Repair Fence	$ 6,000
163	WSA	Cedar City	UT	ECC	MALSR	Repair Concrete Pad	$ 1,500
164	WSA	Front Range	CO	FTG	OM	Repair Fence	$ 4,000
165	WSA	Cedar City	UT	ECC	MALSR	Repair Electrical	$ 2,000
166	WSA	Great Falls	MT	GTF	VOR	Replace Grounds Replace Fence	$ 8,300
167	WSA	Palmdale	CA	PMD	LOC	Paint, Roofing, Windbreak,	$ 7,900
168	WSA	Wilson Creek	NV	ILC	VOR	Refurbish Structures Building	$ 16,000
169	WSA	Klickitat	WA	LTJ	VOR	Refurbish Structures Facility	$ 44,523
170	WSA	Sausalito	CA	SAU	VOR	Paint Building	$ 6,000
171	WSA	Deadhorse	AK	SCC	VOR	Refurbish Structures Na04019-Replace Counterpoise Roof, Paint Interior/Exterior Of Bldg	$ 10,000
172	WSA	Oakland	CA	OAK	OM	Replace Flooring	$ 7,000
173	WSA	Deadhorse	AK	SCC	VOR	Repair Roofing Na02040-Repair Roof	$ 5,000
174	WSA	Biorka Is	AK	BKA	VOR	Optimize Grounds Clear Brush From Road And Vor To Optimize Facility Performance	$ 4,000
175	WSA	Milford	UT	MLF	VOR	Refurbish Structures	$ 13,000
176	WSA	Annette Is	AK	ANN	VOR	Optimize Grounds Cut Down And Remove Brush In A 300' Area Surrounding The Vor Fence.	$ 3,000
177	WSA	Oakdale	CA	O27	VASI	Paint The Vasi Units	$ 3,300
178	WSA	Karluk	AK	KYK	HELI	Refurbish Structures Existing Foundation Is Severely Rotted. Due To Safety Hazard, Employees Are No Longer Allowed To Land On The Facility Or Perform Maintenance. Current Helipad Has Rotted Away.	$ 15,000
179	WSA	Rome	OR	REO	RCAG	Replace Roofing	$ 10,900
180	WSA	Portland	OR	PDX	GS	Refurbish Electrical Refurbish Electrical System	$ 12,000
						TOTAL	**$ 2,192,745**