



Testimony of

Patrick Forrey, President,
National Air Traffic Controllers Association
and
Patricia Gilbert, National Legislative Chair,
National Air Traffic Controllers Association

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**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



Photo 9: Mold-Contaminated Construction Debris found in 11th Floor Outer Ring, Back of the West wall of 11TS5

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



Air quality issues at Pensacola, Fla. Tower

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.

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.

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.



Blinding condensation in San Juan, Puerto Rico

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. 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



Naval Air Station, Meridian, Miss.

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.

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 safest remedy to the situation. Not using a collaborative approach to unexpected, failed facility maintenance has



Asbestos restricted area in Atlanta Center

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 values 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.

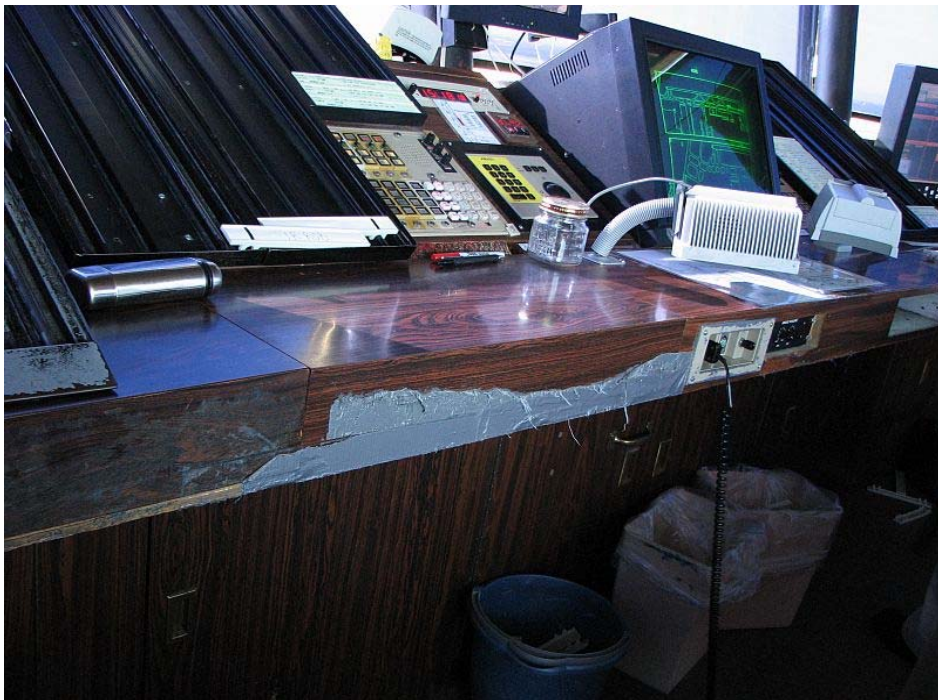
Just last Thursday afternoon, the following report went out from Tri-Cities, Bristol, TN rerouting traffic due to water damage in the TRACON:

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 110....ARRIVALS AT 90 OR 100 CLIMB TO 110.....191402H



The only thing keeping this ceiling tile from falling are the cables.

Dulles Tower





West Palm Beach Tower ceiling