



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

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The Honorable Thomas H. Allen
House of Representatives
Washington, DC 20515

Dear Congressman Allen:

Thank you for your May 27 letter about the air traffic control facilities of Maine and associated concerns regarding controllers at these facilities. I apologize for the delay, but we wanted to conduct a thorough review before responding in writing. I trust that you have received my letter responding to the concerns you raised in your April 16 letter regarding controller staffing and the Next Generation Air Transportation System readiness at Maine facilities.

We continue to address concerns about mold and other contaminants at the Portland facility, and we have conducted several studies. The most recent study was completed in May and found no air quality issues. We continue to check air quality at the Portland facility and will verify our internal results by using a local contractor.

I understand your concern with Brunswick Naval Air Station (BNAS). The Federal Aviation Administration plans to accept the air traffic control facilities at BNAS. The Department of the Navy has agreed to conveyance of the BNAS Radar Approach Control and is awaiting concurrence from the Office of Management and Budget to move forward with the transfer of these assets. As a point of clarification, en route air traffic control will continue to be provided from Boston Air Route Traffic Control Center (ARTCC), as is the case today, regardless of the outcome at BNAS.

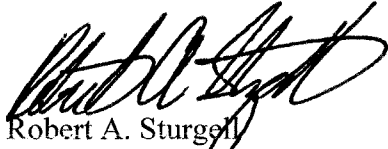
As with all terminal radar approach control (TRACON) facilities, the backup capability is the ARTCC serving that particular TRACON. Regardless of where TRACON services are provided in Maine, the Boston ARTCC will continue to serve as the backup in case of computer failure, natural disaster, or other catastrophe. At this time, we have no plans to move the air traffic controllers away from Maine. Also, military controllers serve as a vital hiring stream to the FAA and interested military controllers in the vicinity are encouraged to apply to work for the FAA, as there is no intent to dissipate this resource. There are three separate application avenues available for the controller workforce from BNAS that are periodically advertised at www.usajobs.gov. As veterans, they may apply under the Veterans Readjustment Act, the Retired Military Controller, and the Public Sector vacancy announcements.

The FAA is currently performing assessments to determine the operational requirements for BNAS.

Please be assured that the FAA places safety first for any decisions related to air traffic control services, and that we are very cognizant of the need to spend taxpayer dollars efficiently.

If I can be of further help, please contact me or Ms. Megan Rosia, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,



Robert A. Sturgell
Acting Administrator

Enclosure