

May 5, 2011

Tina Amereihn, Director, FAA
Office of Quality, Integration, and Executive Services
800 Independence Avenue, SW.
Washington, DC 20591

Dear Ms. Amereihn,

My name is Guy Cobb and I am contacting you concerning my **FAA Whistleblower Complaint WB1049**. On May 27, 2010 you wrote a letter to Catherine Lang, Acting Associate Administrator for Airports instructing her to:

“Please **specifically address**, at a minimum, the following allegations that are raised in the complaint:

1. Runway structural irregularities “

I am writing to inform you that, based upon Ms. Lang’s April 5, 2011 response letter (see letter enclosed), the local FAA inspectors never inspected Runway 9/27 for “structural irregularities” nor did they inspect the Hurricane Creek tunnel to verify the damaged walls holding up the runway.

As you can see from her response, Ms. Lang states:

“A runway structural test is not part of the inspection.”

On April 13, 2011 I filed a Federal lawsuit (Case 2:11-cv-02274) against the Memphis Airport Authority, FedEx, and the Kimley-Horn & Associates engineering firm for damages, conspiracy, and fraud. The Memphis Airport Authority with the support of the FAA is in direct violation of Title 14, Code of Federal Regulations, Part 139 and Title 49, U.S.C. Section 47105(d).

The newly constructed Runway 9/27 is continuing to sink into the Hurricane Creek tunnel. The videos and photography of the damaged walls being crushed directly below the runway have shown this clearly. If I am to interpret Federal Regulations governing the Federal Aviation Administration, the FAA is required to physically inspect any allegations submitted pursuant to a FAA Hotline or FAA Whistleblower complaint. I have submitted both and neither have led to physical inspection of the tunnel or runway.

The purpose of the FAA Whistleblower Protection Program was to create a mechanism for people with inside information to be able to report safety violations either anonymously or not. In no way was the program instituted to allow the FAA to choose whether or not to base your investigation on a third party’s investigation (i.e. the Kimley-Horn Report).

When a person calls the fire department for help because their house is on fire, the fire department does not have the option to choose whether or not the call is true or not...they are required to physically see for themselves. For two years the FAA has refused to even try inspecting the runway and tunnel.

Please respond to this letter and provide me with an explanation as to why the FAA never inspected the runway or Hurricane Creek tunnel and what steps the FAA will take going forward to verify that the walls beneath the runway are being crushed by the weight of the new runway.

Also, I would like to request when you respond, please send me a letter that has been signed by you, not another person or third party.

Respectfully,

Guy Cobb
1419 Tree Haven Cove
Cordova, Tennessee 38016