

2.22.2010

Memphis Field Office
Federal Bureau of Investigation
Special Agent in Charge My Harrison
225 N. Humphreys Boulevard, Suite 3000
Memphis, Tennessee 38120

Special Agent Harrison,

My name is Guy Cobb and I was a Business Continuity and Disaster Recovery planner for FedEx. In 2006, while performing research into the potential collapse during an earthquake of the Hurricane Creek tunnel which passes beneath the Memphis Airport, I accidentally discovered a defect in runway 9/27. I documented my findings in a report I titled "Enterprise Vulnerability Study 001" and presented these findings to FedEx Express Management as well as the Memphis Shelby County Airport Authority. I was told by the Express Management to "not let this get out into the public" and then by my Director to "shred" my documentation and to let "Legal handle it".

The enclosed document will explain why the new runway 9/27 is in danger of collapsing into the Hurricane Creek tunnel which runs beneath it. Sara Hall, the Memphis Shelby County Airport Authority's Legal Counsel has been unable to answer many of the questions I submitted related not only to the runway and tunnel but also the financing of the project. FedEx Express, the Airport Authority and the FAA have had a long term relationship in place which will prevent any local agencies to investigate these findings.

If you could assign an agent to speak with me, I would like to walk through this documentation to further explain why the new runway is in danger of collapsing.

Thank you,

Guy Cobb

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This is the email that Sara Hall, the MSCAA's Legal Counsel has not responded to:

Sara,

I have still not received any response to many of the questions I have submitted to you over the past two month. I've consolidated a list for you here. Could you please respond?

- 1) Did FedEx fund any part of the new runway 9/27's construction?
- 2) In the Memphis Shelby County Airport Authority's 2009 Annual Report there is a statement that the Airport Authority received a \$45 million dollar revolving credit line from "a bank" for construction of the new runway. Which bank provided this credit line?
- 3) The Annual Report also stated that no funds had been drawn from the credit line by June of 2009 (about halfway through the project). How were construction costs paid for up until June?
- 4) Did the Airport Authority receive any Federal Stimulus funds for the construction of the new runway?
- 5) In Tom Clarke's January 12, 2007 email he stated that "a second party" would check AFRAM's calculations specific to the ability of the Hurricane Creek tunnel to be able to support runway 9/27 during any use (taxi or landing) by a 1.3 million pound A-380 Airbus. Why was AFRAM asked to change their original findings rather than use the "second party"?
- 6) On January 18, 2007 I sent Tom Clarke satellite images of runway 9/27 which showed the area above the Hurricane Creek tunnel was failing in the same manner as it had back in 2004. Why was there not any additional construction approved for reinforcing the tunnel during the runway's construction?
- 7) Are you aware that the new runway has placed an additional 5.3 million pounds of static load on top of the tunnel?
- 8) Can you explain the circular pattern developing on the new runway directly above the Hurricane Creek tunnel?
- 9) Have you been able to locate the missing construction records from my audit?

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