

OSHA Control number assigned is 299590

The following is the OSHA complaint text for OSHA Control number 299590:

Please categorize my submission under the whistleblower protection act. I was recently terminated from FedEx, I believe, for multiple Enterprise Vulnerability Reports I wrote and presented while working in FedEx's Business Continuity and Disaster Recovery group. The most significant report investigated the potential collapse of the Hurricane Creek drainage tunnels which run beneath the 9/27 runway at the Memphis International Airport. While investigating the tunnels structure on site, myself and my colleagues found major cracks inside the structure. We then documented major damage to the runway at the location directly above the tunnel. Following our on-site inspection we met with the Memphis Airport Authority to discuss a plan of action. I was told before this meeting by my FedEx management not to provide the airport authority with any of the photographs we had taken of the tunnel damage. The Airport Authority cooperated completely with myself and John Baxter, also of FedEx, and provided a report to us by the AFRAM company who are a structural engineering company. Their report examined the tunnels to assess whether the tunnels could support FedEx's A380's, which were on order at the time. **Based on the information AFRAM provided in their report and the structural diagrams that we had we determined that the tunnels could not support an A380 without collapse.** I presented this information to a large group of FedEx Express management. We discussed the potential collapse of the tunnels and it was said by the Express management that the tunnels would be inspected by their engineers. All of the reports were collected by the Express management at the end of the meeting I was told to make sure the reports were destroyed. When there was obviously not progress after this meeting I continued to report the threat to Scott Mugno, Director of Safety but never received any response at all from him or his office. I finally contacted J. Randy Digirolamo with FedEx Express and sent him the report for his review. He was very interested to see what the AFRAM report results were. A few months after I submitted the report to him the 9/27 runway was completely removed and replaced and is scheduled to be completed on Dec. 1st 2009. The issue remaining is that when I asked Randy if any additional construction was being added to further support the tunnel ceilings beneath the new runway he confirmed for me that there were no plans to further support the tunnels walls regardless of any damage that may have taken place prior. I have documentation showing the original damage to runway 9/27 and all photos of the tunnels, and original emails. I have additional Vulnerability Reports that I submitted to Scott Mugno, Director of FedEx Safety that he never responded to.