



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

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August 23, 2011

Mr. Guy Cobb  
1419 Tree Haven Cove  
Cordova, TN 38016

Dear Mr. Cobb:

This letter is in response to your Freedom of Information Act (FOIA) request dated July 13, 2011 regarding clarification of the below airport certification findings and notes. The answers to your questions 1 through 8 are in italics below.

1. Could you explain why the FAA's 2003 inspection records section § 139.305 - Paved Areas and § 139.307 - Unpaved Areas makes no mention of the runways large fracture and crack?

*At the time of the 2003 annual inspection, no large fractures and cracks were found to be in existence on the runway surface. Safety was furthered assured with the airport's daily self-inspection program.*

2. In the "Remarks – Narrative" section of the 2003 inspection report, inspector Linda Berkowitz states that there was an "actual crash during simulated alert". Was Ms. Berkowitz's attachment included with the inspection? I can find no mention in the attachment sent to me. What crash is she referring to?

*The crash Mrs. Berkowitz made reference to was a real world accident and is separate from the inspection. Please see the Individual Airport Inspection History narrative enclosed.*

3. Are these inspection records inclusive of all four Memphis' runways or are they specific to a single runway?

*The inspection records are inclusive for all four runways.*

4. What do the reports "Site No." represent? What is the difference between site location 23097.A and 23094.A?

*The airport site number is a unique number which identifies the airport. The correct site number for Memphis is 23097.A. The other number (23094.A) was a typographical error.*

5. How often are the Memphis runways required to be inspected by the FAA. Could you explain why some inspections took three days and others took just one day? Why are there no inspection records for November 2004 and July 2010?

*There are three types of inspections: initial, periodic, and surveillance. Initial inspections are conducted prior to the issuance of an Airport Operating Certificate. The periodic inspection is conducted according to a schedule. Memphis International is a Class I airport and required to be annually inspected by the ACSI every 9 to 15-month cycle. Surveillance inspections can be conducted at any time.*

*A surveillance inspection was conducted on November 12-13, 2003. It was directed toward a specific requirement and was not necessarily all-inclusive. The annual inspection for 2004 was conducted on June 8-10. The 2010 inspection was conducted July 27-29. If previously omitted, the inspection checklist for 2004 and 2010 are attached.*

*Depending on the size and number of runways and operations, Class I annual inspections can take 2-5 days.*

6. Could you please decipher the meaning of the following statements and acronyms included in these supplemental notes from the inspection?

*The supplemental item referred to are notes the ACSI wrote to himself to discuss with the Airport Operator. These are not necessarily discrepancies/deficiencies, merely items that required further clarification.*

| Acronym | Meaning                                   |
|---------|---|
| LAHSO   | Land and Hold Short Operations            |
| LOC     | Localizer                                 |
| MALSR   | Medium Intensity Approach Lighting System |
| RSA     | Runway Safety Area                        |
| RWY     | Runway                                    |
| TWY     | Taxiway                                   |

7. Is the FAA responsible for inspecting the Hurricane Creek Tunnel which supports Runway 27?

*The FAA's Office of Airports does not have structural engineers on staff to conduct engineering analysis or engineering design; rather, the FAA requires airport sponsors to retain qualified individuals or consultants with the necessary training, experience and professional licenses to ensure that infrastructure conditions meet all applicable federal, state and local standards.*

8. When an airport receives an "Unsatisfactory mark", what happens? Is the airport required to correct the issue?

*Correction is required on the spot or a planned correction date is coordinated with the airport operator. If the airport does not take the appropriate actions to correct the discrepancy in a timely manner, legal enforcement action may be necessary.*

Sincerely,



Winsome A. Lenfert  
Manager, Airports Division

Enclosure