

Delta Air Lines, Inc.
New York, NY
March 5, 2015
DCA15FA085

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 5

DAL Statement

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Internal Memorandum

Date: 4/13/2015

From: Timothy Phillipp
System Operations Manager – SAS
Delta Air Lines OCC

Subject: NTSB Investigation: Flight 1086 05-MAR-15 ATL-LGA MD-88 N909DL (909)

Within minutes after F1086's incident, I was assisting the OCC Duty Director with the multiple requests coming in. At approximately 20min post incident, Capt Steve Dickson instructed us to request a surface friction assessment of LGA Runway 13.

I immediately called our LGA Control Center Performance Leader Melanie Jackson and instructed her to make the request with the LGA Port Authority. She responded back approximately 20min later and advised she made the request and that the Port Authority Ops person responded with two answers:

- 1) The Port Authority Operations personnel no longer conduct runway friction tests
- 2) And even if they wanted to in this case, she did not believe their vehicle for surface friction tests was still calibrated to do so.

At that point, approximately 45min post incident and with the snow having continued to fall for that duration, we realized the friction test at that point was probably futile and further requests were not made.

I acknowledge this statement may be released to Delta Flight Safety and the NTSB.

Regards,

Timothy Phillipp
Employee [REDACTED]
(Signature on file)