

DOCKET NO. SA-519

EXHIBIT NO. 16G

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

**Letter and Reply Re.
Chattanooga Metropolitan Airport
ALS Frangibility
(2 pages)**



**CHATTANOOGA METROPOLITAN
AIRPORT AUTHORITY**

1001 Airport Rd. • Ste. 14 • Chattanooga, Tennessee 37421 • (423) 855-2200

June 3, 1999

WILLIAM M. TITTLE, III
Chairman

W. LLOYD STANLEY, JR.
Vice Chairman

JOHN N. FOY
JOHN P. FRANKLIN
JAMES C. HUDSON, JR.
MARILYN LLOYD
JOHN A. SCALICE

H. HUGH DAVIS, JR.
President

Jane Garvey
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Ms. Garvey,

I feel compelled to write after the latest tragedy in Little Rock. It appears that the craft broke apart, and a fire started, after the plane struck a non-frangible pole in the runway safety area. In 1973 a similar catastrophe was averted by literally inches when a Delta DC-9 clipped off nearly ¼ mile of approach lights while landing in Chattanooga during a thunderstorm. Inches because these lights were/are mounted on telephone poles. Fortunately, only one of the landing gear actually hit one of the poles – the landing gear, not surprisingly, sheared off.

Although these poles are a known hazard, they are still there. This is our primary, CAT II approach. For many years this light system has been scheduled for replacement, but the date is regularly postponed. At this time we are not aware of a firm schedule for replacement.

I am sure we are not alone in this situation. What can be done, and when?

You have served admirably as administrator. I know you are not at fault for the problem, but you can certainly be part of the solution.

Thank you for your consideration.

Sincerely,


Hugh Davis
President

HD/mw

cc: Jim Hall, Chairman, NTSB

AUG 03 1999

Mr. Hugh Davis
President
Chattanooga Metropolitan Airport Authority
1001 Airport Road, Street 14
Chattanooga, Tennessee 37421

Dear Mr. Davis:

Thank you for the copy of your June 3, 1999, letter to the Federal Aviation Administration (FAA) Administrator about approach lights mounted on nonfrangible poles for the primary Category II runway at Chattanooga Metropolitan Airport.

The National Transportation Safety Board's airports investigator contacted FAA headquarters about this issue. According to the FAA's Airports Division, the nonfrangible approach lighting system at Chattanooga Metropolitan Airport is priority 22 out of about 100 such systems scheduled for improvement as part of the Approach Lighting System Improvement Program. The FAA has requested approximately \$7.7 million for fiscal year 2000 and reports that the rate of installation depends on the appropriation allocated by Congress.

I hope this information is helpful. Thank you for bringing your concerns to my attention.

Sincerely,

ORIGINAL SIGNED BY
JIM HALL

Jim Hall
Chairman