Operations

Captain Dave Kirchgessner
Operational Factors

- Flight crew performance
- FedEx actions after accident
Flight Crew Performance

• No flare, left crab, right of centerline
• Landing inconsistent with training
• Crosswind landing techniques and flare were trained and practiced
Flight Crew Performance

- Crosswinds within airplane / flight crew’s capabilities
- FedEx flight training adequate
Flight Crew Performance

- Operational factors
  - Fatigue
  - FAA pilot certification
  - FAA medical certification
  - Wind conditions
  - MD-11 / MD-10 differences
Flight Crew Performance

First Officer’s History

• Previous employer (1994)
  – Two proficiency checkride failures
  – FAA reexamination
Flight Crew Performance

First Officer’s History

• Hired by FedEx in 1996
• MD-11 type rating in 1998
• Two unsatisfactory proficiency checkrides
• No deficiencies directly related to performance on day of accident
Flight Crew Performance
Check Airman’s Performance

- Check airman and pilot-in-command
- Responsibilities
  - Monitor First Officer’s performance
  - Ensure safe conduct of the flight
Flight Crew Performance
Check Airman’s Performance

- MD-11 simulator
- Replicated FDR data
- Cockpit observations
  - Flight control inputs
  - Left crab
  - Drift
  - No flare
Flight Crew Performance
Check Airman’s Performance

• Possible corrective actions
  – Verbal instruction
  – Command a go around
  – Take over flight controls

• No corrective actions taken
FedEx Actions

• Enhanced Oversight Program
  – Pilots requiring additional training
  – Pilots with unsatisfactory checkrides
  • Monitored for at least 1 year
  • Receive additional line checks
FedEx Actions

• Monthly pilot reviews
• Database
• Vice President of Flight Operations involvement
• Address and correct deficiencies
Summary

• Poorly executed landing techniques
• First Officer performance deficiencies
• Captain’s inactions
• Enhanced Oversight Program
SUMMARY

Programs that assess flight crewmember deficiencies are beneficial.