

Recommendation Report

Monday, May 18, 2009

REC:A-05-014

Log Number 2931

Issue Date 5/31/2005

Memphis TN

12/18/2003

On December 18, 2003, about 1226 central standard time, Federal Express Corporation (FedEx) flight 647, a Boeing MD-10-10F (MD-10), N364FE, crashed while landing at Memphis International Airport (MEM), Memphis, Tennessee. The right main landing gear collapsed after touchdown on runway 36R, and the airplane veered off the right side of the runway. After the gear collapsed, a fire developed on the right side of the airplane. Of the two flight crewmembers and five nonrevenue FedEx pilots2 on board the airplane, the first officer and one nonrevenue pilot received minor injuries during the evacuation. The postcrash fire destroyed the airplane's right wing and portions of the right side of the fuselage. Flight 647 departed from Metropolitan Oakland International Airport, Oakland, California, about 0832 (0632 Pacific standard time) and was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 121 on an instrument flight rules flight plan.

Recommendation # A-05-014

Overall Status
QAAR

Priority

The National Transportation Safety Board recommends that the Federal Aviation Administration: Require all 14 Code of Federal Regulations Part 121 air carrier operators to establish programs for flight crewmembers who have demonstrated performance deficiencies or experienced failures in the training environment that would require a review of their whole performance history at the company and administer additional oversight and training to ensure that performance deficiencies are addressed and corrected.

FAA	Open Acceptable Alternate Response
9/8/2005 Addressee	Letter Mail Controlled 9/14/2005 3:07:09 PM MC# 2050430 Marion C. Blakey, Administrator, FAA, 9/8/05: The Federal Aviation Administration agrees with the intent of this safety recommendation. Many 14 CFR Part 121 certificate holders already have, in place, voluntary programs of review, oversight, and remedial training developed in cooperation with their respective pilots' collective bargaining unit representatives. These voluntary programs have been shown to be effective. The FAA will issue a notice by December 2005 recommending that all 14 CFR Part 121 certificate holders develop and implement a program consistent with the intent of this safety recommendation. I will provide the Board with a copy of the notice as soon as it is issued.
1/19/2006 NTSB	The FAA stated that many 14 CFR Part 121 air carriers already have voluntary programs of review, oversight, and remedial training. The FAA further stated that it will issue a notice recommending that all 14 CFR Part 121 certificate holders develop and implement a program consistent with the intent of this safety recommendation. The Safety Board believes that the FAA's proposed action of issuing a notice instead of requiring the establishment of these programs may be an acceptable alternative, so long as the FAA can readily report to the Board how many carriers have established a program. Pending issuance of the notice and confirmation that all Part 121 carriers have established the recommended program, Safety Recommendation A-05-14 is classified "Open-Acceptable Alternate Response."
4/13/2007 Addressee	Letter Mail Controlled 4/27/2007 8:49:34 AM MC# 2070178:Marion C. Blakey, Administrator, FAA, 4/13/07 The Federal Aviation Administration has issued Safety Alert for Operators (SAFO) 06015 (copy enclosed), recommending implementation and incorporation of a voluntary remedial Part 121 pilot training module to supplement an air carriers' approved training program. Directors of Safety of Part 121 certificate holders that do not have a voluntary remedial training module for pilots should recommend this type of program to top managers of air carriers. This remedial training program should initiate the review of pilot's performance history, provide additional remedial training and engage the representatives of pilots to accomplish the objectives of SAFO 06015. I believe that the FAA has satisfactorily responded to this safety recommendation, and I look forward to your response.