ATTACHMENT M FedEx Threat and Error Management Card

(2 pages)

THREAT & ERROR MANAGEMENT

With the presence of threats to safety flight crews shall conduct a more comprehensive briefing, ensuring each crewmember has a "Shared Mental Model" of the gameplan, and possible contingencies. The greater the number of threats to safety, the greater the potential for human error, and operational risk.

Data obtained from Flight Safety	Significant Threat - (S) Hom		
Foundation .	Moderate Threat - (M) Bell	4	
Rev 1.1 11/00	Potential Threat - (P). Warning Light		***

EXTERNAL THREATS	in e P		
AIRPORTATCTEREATS	Ş	M	P.
No approach radar or less than full ATC service - e.g. TWR closed		į Her	
No glide path guidance - e.g., ILS / VASI / PAPI			
Controller's primary language other than English		1	
Possible late runway change		4	
Special Ops / High Density Airport (LAX/ORD/EWR/CDG/MEM, etc.)		10	
No published SID or STAR		2	
Runway or approach lights out of service			裟
EXPECTED APPROACH THREATS	在以	1	*
Non-Precision - especially with step-down or circling procedure	I.		
Visual approach during darkness		20	
SERVIRONMENTAL THREATS		3.2	: X :3
Night and / or IMC			
Mountainous terrain in the departure / arrival area		14	
Visual Musions - e.g., "black hole," sloping terrain, wet runway		4	
Wind conditions - e.g., strong crosswinds, gusts, tallwind, wind shear			
Runway conditions - e.g., Ice, slush, snow, water		12	
AIRCRAFT EQUIPMENT THREATS	2	2.4.5	11.5
No Radar Altimeter / GPWS	E	1	
No Flight Director		4	
No TCAS			渁

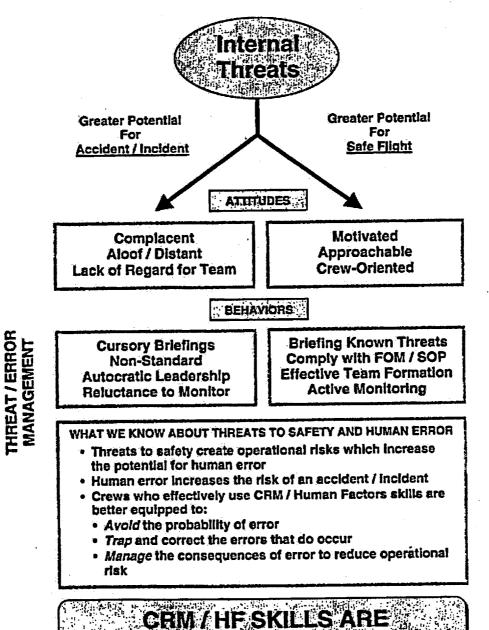
MANAGEMENT

INTERNAL THREATS

CREW FACTORS IN A STATE	ं		
First Day / First Leg as a crew			
Any crewmember awake 18+ hrs at departure or arrival	<u>`</u>		
Any crewmember unfamiliar with departure or arrival airport	1	-1-	ŀ
Any crewmember less than 100 hrs in seat or type	14	101	:

WHICH "BOX" ARE YOU IN?

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SURVIVAL SKILLS