Flight AIE 802
CYUL – CYGW

CM1 _____
CM2 _____
Date_____

FLIGHT INFORMATION

AIRPORT SETTING		AIRCRAFT SETTING	DH8-100	DH8-300
Airport	CYUL	Aircraft OEW	LBS	27304 LBS
Runway	06R	Pax Weight (total)	LBS (XX)	8056 LBS (45)
Gate	23	Bag & Cargo Weight	LBS	2744 LBS
Takeoff Alt	N/A	Fuel | MIN DIV	LBS | LBS	5000 LBS |1526 LBS
Emergency Return	CYUL	Aircraft TOW	LBS	42904 LBS
RUNWAY SETTING		Center of Gravity	MAC %	MAC 32 %
		MEL/CDL	N/A	
RWY Condition	BARE & DRY 6/6/6	De-ice/Anti-ice	N/A	
Braking Action	GOOD	Dangerous Goods	N/A	
RWY Lighting	3	Doors Open	PAX | BAGGAGE	
WEATHER SETTING		**CLEARANCE**		
Time of Day	DAY	ATC clears AIE 802 to CYGW airport via FPL, CYUL two dep, 06R, squawk 4222, dep. Freq. 124.65		
Altimeter	29.70			
Wind	060/15	**TAXI CLEARANCE**		
Temperature	12/07	Left on north ramp and tower 119.9 holding short on right side of the bay		
Visibility	15 SM			
Ceiling	SKY CLEAR			

FLIGHT SUMMARY

CM1	CM2
• FLIGHT DECK PREPARATION	• FLIGHT DECK PREPARATION
• ENGINE START (NORMAL START)	• TAKEOFF AND CLIMB
• TAXI	• FGC – ADU AWARENESS
• VISUAL AND ORAL ALARMS (GROUND)	• VISUAL AND AURAL ALARMS (FLIGHT)
• TAKEOFF AND CLIMB	• HOLD
• FGC – ADU AWARENESS	• RNAV – PROCEED
• ILS	• LANDING
• LANDING	• T/O-VECTORS-INTERCEPT-RNAV
• T/O-VECTORS-INTERCEPT-ILS	

Threat and Error Management

Threats *Events or errors that occur beyond the influence of the line personnel, increase operational complexity, and which must be managed to maintain the margins of safety.*	**Anticipated – Foreseen** • Weather • Airport Congestion • Crosswinds • Runway Conditions	**Unanticipated – Unforseen** • In-flight Malfunction • Automation Anomalies • Unforecasted Weather • TCAS TA/RA • Non-Standard Phraseology	**Latent – Unseen** • Incorrect Documentation • Equipment Design Issues • Organizational / Cultural Changes • Complacency • Fatigue/Stress • Illusions
Errors *Actions or inactions by the line personnel that lead to deviations from organisational or operational intentions or expectations.*	**Aircraft Handling** • Vertical, lateral or speed deviations • Incorrect FGC inputs • Incorrect altimeter • Taxiing too fast	**Procedural** • Wrong APS entered on Load and Trim • Checklists from memory or performed late • Omitted briefing or missed items • Incorrect logbook entries	**Communications** • Missed calls • Incorrect phraseology • Transmitting while another transmission is in progress • Incorrect read back • Miscommunication or misinterpretation between crew members
Error Types	**Slips** • Actions that do not go as planned	**Lapses** • Memory failures	**Mistakes** • Failure in the plan of action	**Violations** • Routine or exceptional acts of sabotage
Undesired Aircraft States (UAS) *Operational conditions where an unintended situation results in a reduction in margins of safety.*	**Aircraft Handling Issues** • Aircraft control • Unnecessary weather penetration • Operation outside aircraft limitations • Unstable approach • Continued landing after unstable approach	**Navigation** • Misalignment on runway • Proceeding to the wrong taxiway or runway • Proceeding to the wrong destination	**Incorrect Aircraft Config** • Systems • Flight Controls • Automation • Engine • Weight and Balance
UAS Outcomes	**Return to Safe Operations**	**An Additional Error**	**Occurrence – Incident/Accident**

TEM Countermeasures				
Planning	**SOP Briefing**	The required briefing was interactive and operationally thorough	• Concise, not rushed, and met SOP requirements • Bottom lines were established
	Plans Stated	Operational plans and decisions were communicated and acknowledged	• Shared understanding about plans • "Everybody on the same page"
	Workload Assignment	Roles and responsibilities were defined for normal and non normal situations	• Workload assignments were communicated and acknowledged
	Contingency Management	Crew members developed effective strategies to manage threats to safety	• Threats and their consequences were anticipated • Used all available resources to manage threats
Execution	**Monitor / Cross-check**	Crew members actively monitored and cross checked systems and other crew members	• Aircraft position, settings, and crew actions were verified
	Workload Assignment	Operational tasks were prioritized and properly managed to handle primary flight duties	• Avoided task fixation • Did not allow work overload
	Automation Management	Automation was properly managed to balance situational and/or workload requirements	• Automation setup was briefed to other members • Effective recovery techniques from automation anomalies
Review	**Evaluation / Modification of Plans**	Existing plans were reviewed and modified when necessary	• Crew decisions and actions were openly analyzed to make sure the existing plan was the best plan
	Inquiry	Crew members asked questions to investigate and/or clarify current plans of action	• Crew members not afraid to express a lack of knowledge • "Nothing taken for granted" attitude
	Assertiveness	Crew members stated critical information and/or solutions with appropriate persistence	• Crew members spoke up without hesitation

TEM / Cognitive Ease

When the Pilot has experience, is in a good mood, is familiar with situation and surroundings, there is an increased risk of incidents occurring – Pilot may let their guard down.

Bias

- Expectation Bias
- Plan Continuation Bias
- Confirmation Bias
- Recency Effect Bias

Dirty Dozen

1. Lack of Communication	2. Complacency	3. Lack of Knowledge	4. Distraction	5. Lack of Teamwork	6. Fatigue
7. Lack of Resources	8. Pressure	9. Lack of Assertiveness	10. Stress	11. Lack of Awareness	12. Norms