



Flight AIE 832-833 CYUL – CYQB - CYUL

CM1 _____
CM2 _____

Date _____

FLIGHT INFORMATION					
AIRPORT SETTING		AIRCRAFT SETTING		DH8-100	DH8-300
Airport	CYUL	Aircraft OEW	LBS	27 328 LBS	
Runway	06L	Pax Weight (total)	LBS (XX)	3750 LBS (18)	
Gate	23	Bag & Cargo Weight	LBS	723 LBS	
Takeoff Alt	N/A	Fuel MIN DIV	LBS LBS	3189 LBS 2010 LBS	
Emergency Return	CYUL	Aircraft TOW	LBS	40 072 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 832 to CYQB airport via FPL, CYUL.2 DEP, 06L, squawk 4222, dep. Freq. 124.65			
Altimeter	30.09				
Wind	090/15	TAXI CLEARANCE			
Temperature	06/03	Right on north ramp and tower 119.3 holding short on right side of the bay			
Visibility	10 SM				
Ceiling	BKN 020				

FLIGHT SUMMARY	
CM1	CM2
<ul style="list-style-type: none"> FLIGHT DECK PREPARATION ENGINE START (NORMAL START) TAXI NORMAL TAKEOFF CLIMB MINOR SYSTEM PROBLEM ENGINE MALFUNCTION RECOGNITION STAR ILS GO AROUND – VECTORS ILS MALFUNCTION ON TAKEOFF 	<ul style="list-style-type: none"> FLIGHT DECK PREPARATION TAXI NORMAL TAKEOFF CLIMB MINOR SYSTEM PROBLEM ENGINE MALFUNCTION RECOGNITION STAR RNAV GO AROUND – VECTORS RNAV MALFUNCTION ON TAKEOFF

Threat and Error Management

<p>Threats</p> <p><i>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.</i></p>	<p>Anticipated – Foreseen </p> <ul style="list-style-type: none"> Weather Airport Congestion Crosswinds Runway Conditions 		<p>Unanticipated – Unforeseen </p> <ul style="list-style-type: none"> In-flight Malfunction Automation Anomalies Unforecasted Weather TCAS TA/RA Non-Standard Phraseology 		<p>Latent – Unseen </p> <ul style="list-style-type: none"> Incorrect Documentation Equipment Design Issues Organizational / Cultural Changes Complacency Fatigue/Stress Illusions 		
	<p>Errors</p> <p><i>Actions or inactions by the line personnel that lead to deviations from organisational or operational intentions or expectations.</i></p>	<p>Aircraft Handling </p> <ul style="list-style-type: none"> Vertical, lateral or speed deviations Incorrect FGC inputs Incorrect altimeter Taxiing too fast 		<p>Procedural </p> <ul style="list-style-type: none"> Wrong APS entered on Load and Trim Checklists from memory or performed late Omitted briefing or missed items Incorrect logbook entries 		<p>Communications </p> <ul style="list-style-type: none"> Missed calls Incorrect phraseology Transmitting while another transmission is in progress Incorrect read back Miscommunication or misinterpretation between crew members 	
<p>Error Types</p>		<p>Slips </p> <ul style="list-style-type: none"> Actions that do not go as planned 		<p>Lapses </p> <ul style="list-style-type: none"> Memory failures 		<p>Mistakes </p> <ul style="list-style-type: none"> Failure in the plan of action 	
	<p>Violations </p> <ul style="list-style-type: none"> Routine or exceptional acts of sabotage 						
<p>Undesired Aircraft States (UAS)</p> <p><i>Operational conditions where an unintended situation results in a reduction in margins of safety.</i></p>	<p>Aircraft Handling Issues </p> <ul style="list-style-type: none"> Aircraft control Unnecessary weather penetration Operation outside aircraft limitations Unstable approach Continued landing after unstable approach 		<p>Navigation </p> <ul style="list-style-type: none"> Misalignment on runway Proceeding to the wrong taxiway or runway Proceeding to the wrong destination 		<p>Incorrect Aircraft Config </p> <ul style="list-style-type: none"> Systems Flight Controls Automation Engine Weight and Balance 		
	<p>UAS Outcomes</p>		<p>Return to Safe Operations</p>		<p>An Additional Error</p>		
<p>Occurrence – Incident/Accident</p>							
<p>TEM Countermeasures</p>	<p>Planning </p>	<p>SOP Briefing</p> <p>The required briefing was interactive and operationally thorough</p>	<ul style="list-style-type: none"> Concise, not rushed, and met SOP requirements Bottom lines were established 				
		<p>Plans Stated</p> <p>Operational plans and decisions were communicated and acknowledged</p>	<ul style="list-style-type: none"> Shared understanding about plans “Everybody on the same page” 				
		<p>Workload Assignment</p> <p>Roles and responsibilities were defined for normal and non normal situations</p>	<ul style="list-style-type: none"> Workload assignments were communicated and acknowledged 				
		<p>Contingency Management</p> <p>Crew members developed effective strategies to manage threats to safety</p>	<ul style="list-style-type: none"> Threats and their consequences were anticipated Used all available resources to manage threats 				
	<p>Execution </p>	<p>Monitor / Cross-check</p> <p>Crew members actively monitored and cross checked systems and other crew members</p>	<ul style="list-style-type: none"> Aircraft position, settings, and crew actions were verified 				
		<p>Workload Assignment</p> <p>Operational tasks were prioritized and properly managed to handle primary flight duties</p>	<ul style="list-style-type: none"> Avoided task fixation Did not allow work overload 				
		<p>Automation Management</p> <p>Automation was properly managed to balance situational and/or workload requirements</p>	<ul style="list-style-type: none"> Automation setup was briefed to other members Effective recovery techniques from automation anomalies 				
	<p>Review </p>	<p>Evaluation / Modification of Plans</p> <p>Existing plans were reviewed and modified when necessary</p>	<ul style="list-style-type: none"> Crew decisions and actions were openly analyzed to make sure the existing plan was the best plan 				
		<p>Inquiry</p> <p>Crew members asked questions to investigate and/or clarify current plans of action</p>	<ul style="list-style-type: none"> Crew members not afraid to express a lack of knowledge “Nothing taken for granted” attitude 				
		<p>Assertiveness</p> <p>Crew members stated critical information and/or solutions with appropriate persistence</p>	<ul style="list-style-type: none"> Crew members spoke up without hesitation 				
		<p>TEM / Cognitive Ease</p> <p>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.</p>			<p>Bias</p> <ul style="list-style-type: none"> Expectation Bias Plan Continuation Bias Confirmation Bias Recency Effect Bias 		
		<p>Dirty Dozen</p>					
<p>1. Lack of Communication</p>		<p>2. Complacency</p>	<p>3. Lack of Knowledge</p>	<p>4. Distraction</p>	<p>5. Lack of Teamwork</p>	<p>6. Fatigue</p>	
<p>7. Lack of Resources</p>		<p>8. Pressure</p>	<p>9. Lack of Assertiveness</p>	<p>10. Stress</p>	<p>11. Lack of Awareness</p>	<p>12. Norms</p>	