



Flight AIE833 CYQB-CYUL

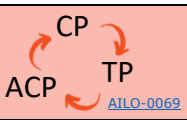
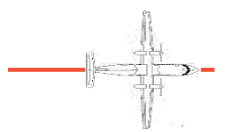
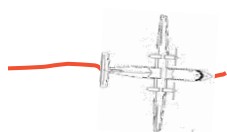
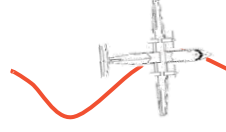
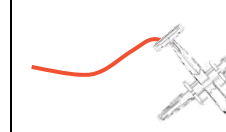
CM1 _____
CM2 _____

Date _____

FLIGHT INFORMATION					
AIRPORT SETTING		AIRCRAFT SETTING	DH8-100	DH8-300	
Airport	CYQB	Aircraft OEW	23 523 LBS	27372 LBS	
Runway	29	Pax Weight (total)	4800 LBS (24)	3000 LBS (15)	
Gate	26	Bag & Cargo Weight	960 LBS	1200 LBS	
Takeoff Alt	N/A	Fuel MIN DIV	2700 LBS 1424 LBS	3000 LBS LBS	
Emergency Return	CYQB	Aircraft TOW	31 783 LBS	34572 LBS	
RUNWAY SETTING		Center of Gravity	MAC 32%	MAC 29%	
		MEL / CDL	N/A		
RWY Condition	WET	De-Ice & Anti-Ice	N/A		
Braking Action	GOOD	Dangerous Goods	IATA 1072 COMPRESSED OXYGEN (BAY #1)		
RWY Lighting	5	Doors Open	PAX BAGGAGE		
WEATHER SETTING		CLEARANCE			
Time of Day	DAY	ATC clears AIE 833 to CYUL airport via NORDIK 3 Dep, FPL, Departure RWY 29, squawk 4602, dep. Freq. 127.85			
Altimeter	30.30	TAXI CLEARANCE			
Wind	200/20				
Temperature	28/20				Threshold RWY 29
Visibility	1SM				
Ceiling	OVC003				

FLIGHT SUMMARY	
CM1	CM2
<ul style="list-style-type: none"> • PREFLIGHT • FLIGHT DECK PREPARATION • ENGINE START • TAXI • TAKEOFF • CLIMB • CRUISE • #1 HYDRAULIC SYSTEM FAIL • DESCENT • NON-PRECISION APPROACH • FLAPLESS LANDING • AFTER LANDING • TAXI IN AND SHUTDOWN • PM DUTIES 	<ul style="list-style-type: none"> • PREFLIGHT • FLIGHT DECK PREPARATION • ENGINE START • TAXI • TAKEOFF • CLIMB • CRUISE • BUS FAILURE • DESCENT • HOLDING • PRECISION APPROACH • FLAPLESS LANDING • AFTER LANDING • TAXI IN AND SHUTDOWN • PM DUTIES

Grading Index

		Marks			
		4	3	2	1
Technical Skill Elements	Aircraft Handling	<ul style="list-style-type: none"> No deviation Effective quality and accuracy Regulatory and aircraft limitations compliance Safety of flight assured 	<ul style="list-style-type: none"> Minor deviation Acceptable quality and accuracy Regulatory and aircraft limitations compliance Safety of flight maintained 	<ul style="list-style-type: none"> Major deviation Poor quality and accuracy Regulatory and aircraft limitations compliance Safety of flight reduced 	<ul style="list-style-type: none"> Critical deviation Unacceptable quality and accuracy Regulatory or aircraft limitations non-compliance Safety of flight compromised
	Technical Skills and Knowledge	<ul style="list-style-type: none"> No error Effective practical understanding Effective following SOPs, rules and regulations 	<ul style="list-style-type: none"> Minor error Acceptable practical understanding Acceptable following SOPs, rules and regulations 	<ul style="list-style-type: none"> Major error Poor practical understanding Poor following SOPs, rules and regulations 	<ul style="list-style-type: none"> Critical error Unacceptable practical understanding Unacceptable following SOPs, rules and regulations
Non-Technical Skills Elements	Cooperation	<ul style="list-style-type: none"> Effective team building and maintaining Effective consideration of others Effective support of others Effective solving conflicts 	<ul style="list-style-type: none"> Acceptable team building and maintaining Acceptable consideration of others Acceptable support of others Acceptable solving conflicts 	<ul style="list-style-type: none"> Poor team building and maintaining Poor consideration of others Poor support of others Poor solving conflicts 	<ul style="list-style-type: none"> Unacceptable team building and maintaining Unacceptable consideration of others Unacceptable support of others Unacceptable solving conflicts
	Leadership and Managerial Skills	<ul style="list-style-type: none"> Effective use of authority and assertiveness Effective providing and maintaining standards Effective planning and coordination Effective workload management 	<ul style="list-style-type: none"> Acceptable use of authority and assertiveness Acceptable providing and maintaining standards Acceptable planning and coordination Acceptable workload management 	<ul style="list-style-type: none"> Poor use of authority and assertiveness Poor providing and maintaining standards Poor planning and coordination Poor workload management 	<ul style="list-style-type: none"> Unacceptable use of authority and assertiveness Unacceptable providing and maintaining standards Unacceptable planning and coordination Unacceptable workload management
	Situational Awareness	<ul style="list-style-type: none"> Effective system awareness Effective environmental awareness Effective awareness of time and anticipation of future events 	<ul style="list-style-type: none"> Acceptable system awareness Acceptable environmental awareness Acceptable awareness of time and anticipation of future events 	<ul style="list-style-type: none"> Poor system awareness Poor environmental awareness Poor awareness of time and anticipation of future events 	<ul style="list-style-type: none"> Unacceptable system awareness Unacceptable environmental awareness Unacceptable awareness of time and anticipation of future events
	Decision Making	<ul style="list-style-type: none"> Effective problem definition / diagnosis Effective option generation Effective risk assessment & option selection Effective outcome review 	<ul style="list-style-type: none"> Acceptable problem definition / diagnosis Acceptable option generation Acceptable risk assessment & option selection Acceptable outcome review 	<ul style="list-style-type: none"> Poor problem definition / diagnosis Poor option generation Poor risk assessment & option selection Poor outcome review 	<ul style="list-style-type: none"> Unacceptable problem definition / diagnosis Unacceptable option generation Unacceptable risk assessment & option selection Unacceptable outcome review
Pictorial					

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>				
TEM Countermeasures	Planning	SOP Briefing	The required briefing was interactive and operationally thorough	<ul style="list-style-type: none"> Concise, not rushed, and met SOP requirements Bottom lines were established 			
		Plans Stated	Operational plans and decisions were communicated and acknowledged	<ul style="list-style-type: none"> Shared understanding about plans “Everybody on the same page” 			
		Workload Assignment	Roles and responsibilities were defined for normal and non normal situations	<ul style="list-style-type: none"> Workload assignments were communicated and acknowledged 			
		Contingency Management	Crew members developed effective strategies to manage threats to safety	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Aircraft position, settings, and crew actions were verified 			
		Workload Assignment	Operational tasks were prioritized and properly managed to handle primary flight duties	<ul style="list-style-type: none"> Avoided task fixation Did not allow work overload 			
		Automation Management	Automation was properly managed to balance situational and/or workload requirements	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Crew members spoke up without hesitation 			
		TEM / Cognitive Ease			Bias		
		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.			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		