

ΔΟΔC

Air Inuit

Recurrent Phase 6

Ice and Rain Protection | Stall Protection

1 July to 31 December 2026



V1 – Jul 2026





Air Inuit

Recurrent Phase 6

Ice and Rain Protection | Stall Protection

1 July to 31 December 2026

Welcome to Phase 6!

This package is a *SUPPLEMENT* to your personal studies.

The orange glowing buttons are links for you to follow.



Visit airinuit-aviation-training.com

V1 – Jul 2026



Agenda



1. General
2. The Game Plan – PPC
3. Evaluation
4. Threat and Error Management
5. System Review
6. Space Weather
7. Flying a GNSS overlay Non Precision Approach
8. Stall
9. Thank you 😊



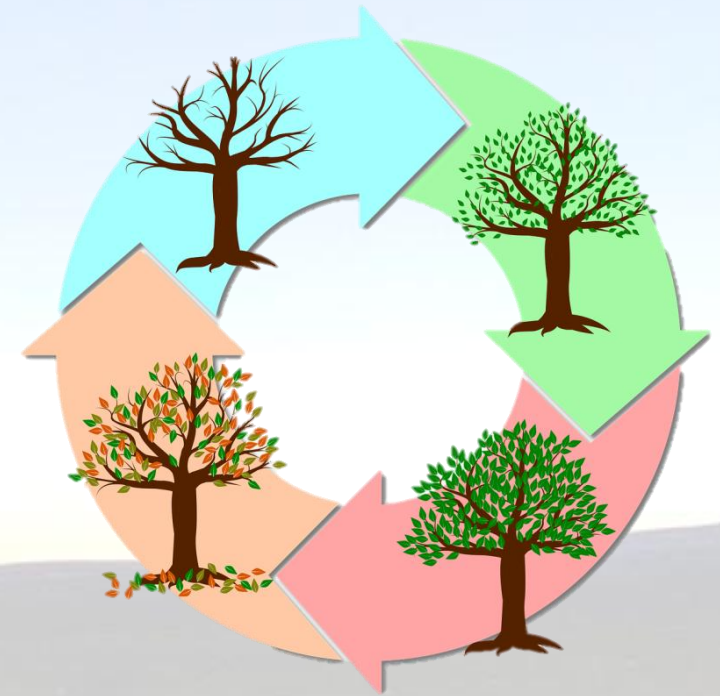
Phase 6 – Ice and Rain Protection | Stall Protection

Phases: Crew will review all systems and maneuvers over a course of 3 years

1. Flight Controls | Auto Flight
2. Hydraulics | Landing Gear
3. Fuel | Emergency Landing, Forced Landing | -100 Series preferably
4. Electrical System
5. Air Conditioning | Pressurization | Fuselage Fire or Smoke
6. **Ice and Rain | Stall Protection | -100 Series preferably**

Training will always include:

- Steep Approach CYZG
- **Engines and Propellers**
- Night Sessions from May to September



NOTE: Any phase or training flight can be done in a -100 or a -300 Series

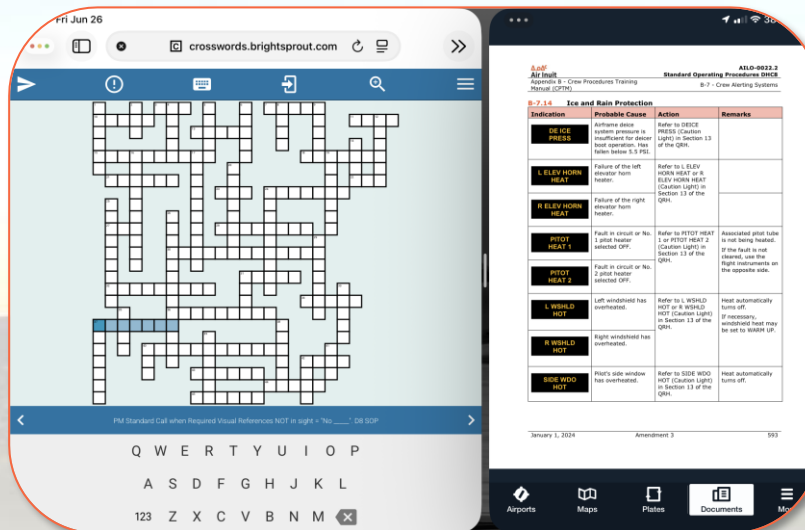
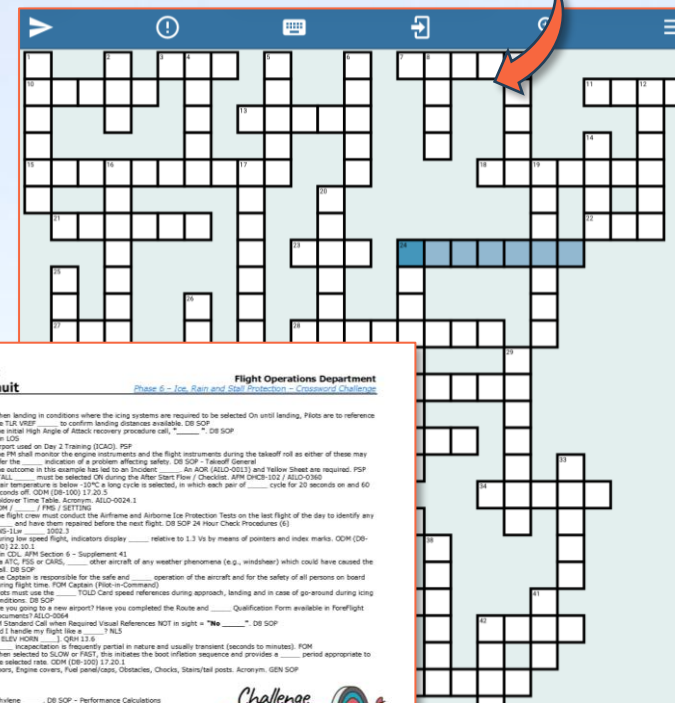


General – Crossword

Although not mandatory, you may find interesting clues to your upcoming training in here

Complete this on your own time, in flight, or with a colleague.

[Link to Crossword here!](#)



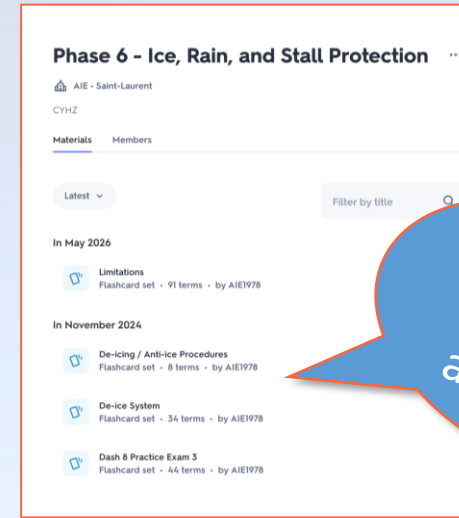
General – Quizlet

Have you tried this?

Along with the Crossword and integrated quizzes, we've added an exciting new study tool – Quizlet!

Here is how to get started:

1. [Download](#) the Quizlet app
2. **Create** your free account
3. **Join** our Phase 6 Class by [clicking here](#) or scanning the QR code.



Makes the
review a little
more fun!



Tap or scan this to join Phase 6

General – Simulator & Aircraft Differences

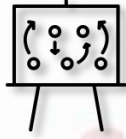


Spot the Simulator differences

- In icing conditions, ice builds up on the nacelle between inflation cycles creating large Torque variations (somewhat unrealistic)
- DH8-311: 105.0% cannot always be reached with Bleed Air ON
 - We will always takeoff and land with Bleed Air OFF/MIN
 - Operate Bleed Air as if we were always on gravel
- FMS SCN (software version) and keyboard are different (5")
- Sim Cargo Smoke Test is the same as -102 fleet
- No Universal TAWS – Sim uses Honeywell EGPWS
- Sim is not equipped with ADS-B-Out



The Game Plan



Phase 6: Ice and Rain Protection | Stall Protection

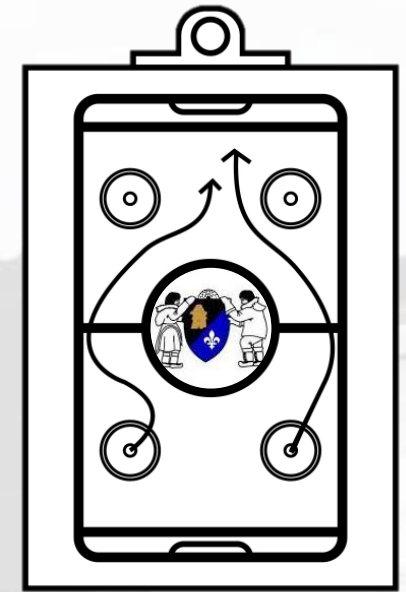
Day 1: Salluit

- En route Start
- Steep Approach
- Start Malfunctions
- RTO
- Gravel Ops
- V₁ Cuts
- Airwork: Stall
- Deice / Anti-Ice Issues
- TCAS RA

Winter



NOTE: YZG sessions may be in a Dash 8 100 or 300



Prepare your



Binders!



The Game Plan



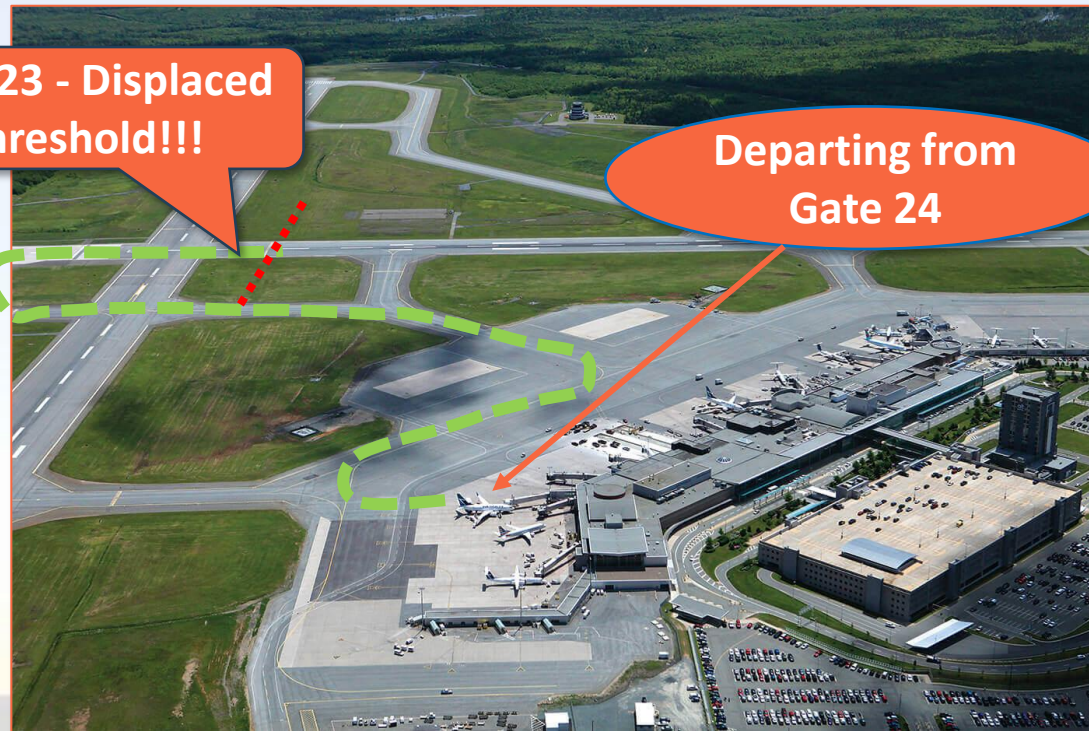
Phase 6: Ice and Rain Protection | Stall Protection

Day 2: Halifax

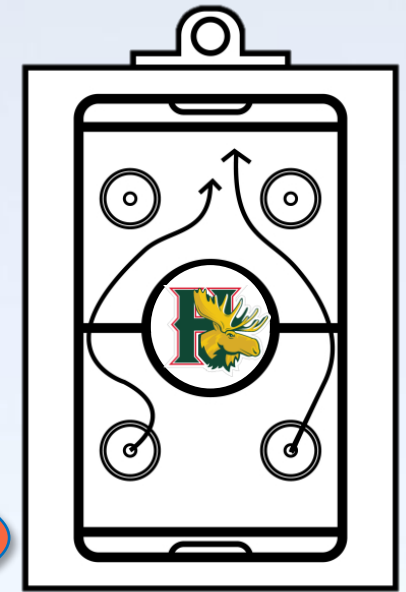
- Abnormal Starts
- RVR 600 RTO and V1 Cut
- Deice / Anti-Ice Issues
- Stick Pusher Shut Off
- Malfunction in Flight
- ILS / RNAV or Traditional with overlay (optional)
- Single Engine Approach
- Go-Around
- Pilot Incapacitation

RWY 23 - Displaced Threshold!!!

Departing from Gate 24



Expected taxi from gate 24 : Taxi G - F - L,
Hold short of 23



Prepare your



Binders!



The Game Plan

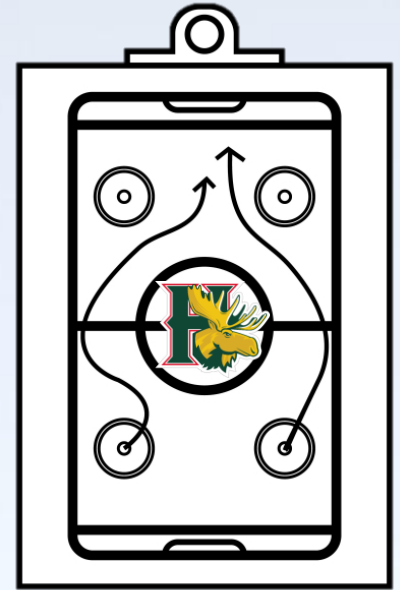


Phase 6: Ice and Rain Protection | Stall Protection

Day 3 PPC: CYHZ

PPC Standards

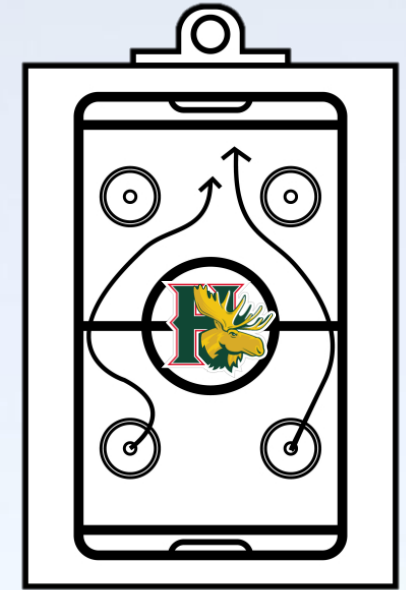
- Normal takeoff with crosswind
- RVR 600
- Rejected Takeoff
- IFR weather
- SID Departure
- 2 approaches (precision and non-precision)
- Hold
- Go-around
- Normal landing with crosswind
- Single engine landing
- PF and PM duties
- Engine Failures: V_1 Cut and En route Malfunction
- Two separate system failures



The Game Plan



Phase 6: Ice and Rain Protection | Stall Protection



LOFT 1

- AIE 880 – CYGL to CYVP
- Weather: Spring/Fall – Season Change
- Airborne icing on GFAs



LOFT 2

- AIE 851 – CYHZ to CYFC
- Weather: Spring/Fall – Season Change
- Airborne icing on GFAs

LOFT 3

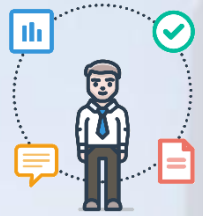
- AIE 852 – CYHZ to CYGR
- Weather: Spring/Summer
- Airborne icing on GFAs

Prepare your



Binders!

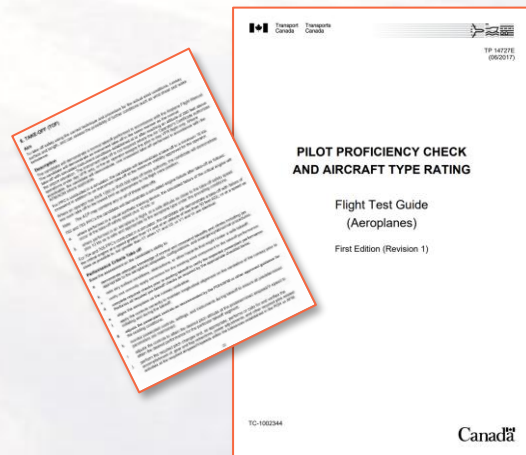




Evaluation

Flight Test Guide – New 2026 version

- Review the [PPC Flight Test Guide](#) to understand how you are evaluated



Item	Tolerance
Heading, Track and Bearing All Engines Operating and with Engine Failure(s)	±10 degrees
Angle of Bank Steep Turns	±5 degrees
Altitude Normal Flight and Steep Turns Approach	±100 feet At or above minimums (See Note 1)
Airspeed Normal Flight Take-off, Initial/Enroute Climb and Landing Approach, Go-around and Rejected Landing	±10 knots - 5/+10 knots - 5/+10 knots
Course, Bearing and Glide Slope/Path Approach and Hold - RNAV(GNSS), ILS, LOC and VOR Approach - NDB Hold - NDB	±½ scale ±5 degrees ±10 degrees

Evaluation

Aiming Point
Markings

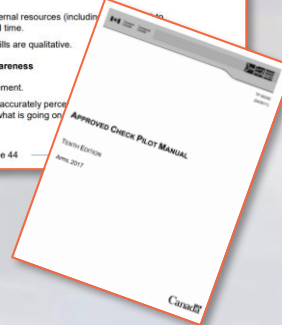
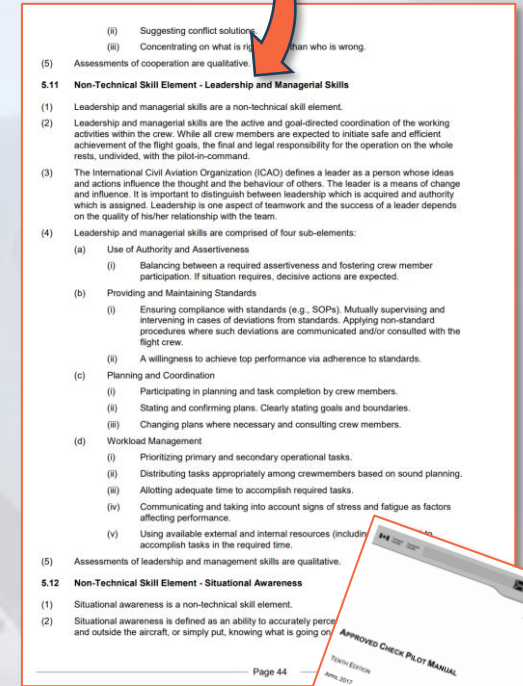


What's New?

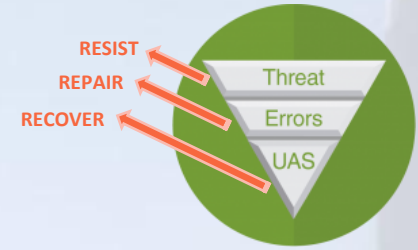
Ever wondered how ACPs evaluate a flight? Check out the ACP manual



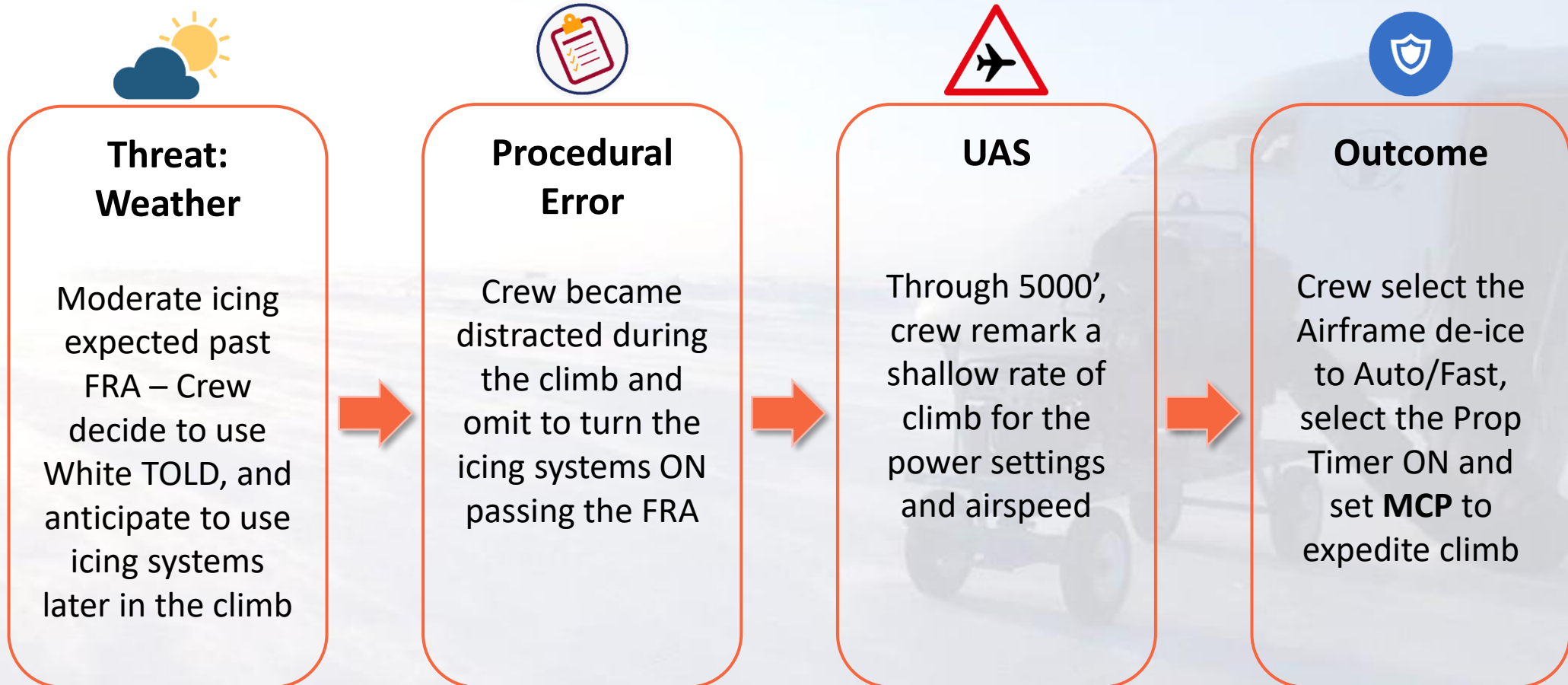
Note 3: Landing – Touch down should be accomplished with the runway centerline between the main landing gear at the appropriate speed and pitch attitude at the runway aiming point markings -250/+500 feet, or where there are no runway markings 750 to 1,500 feet from the approach threshold of the runway. Where a full stop is planned, taxi speed should be achieved within the calculated landing distance plus 25% for the actual conditions with the runway centerline between the main landing gear. These parameters are approximate and for reference, ACPs may use touchdown markings and/or runway lighting to judge distances.



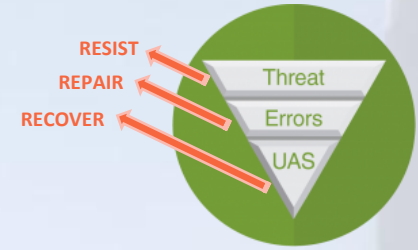
Threat and Error Management (TEM)



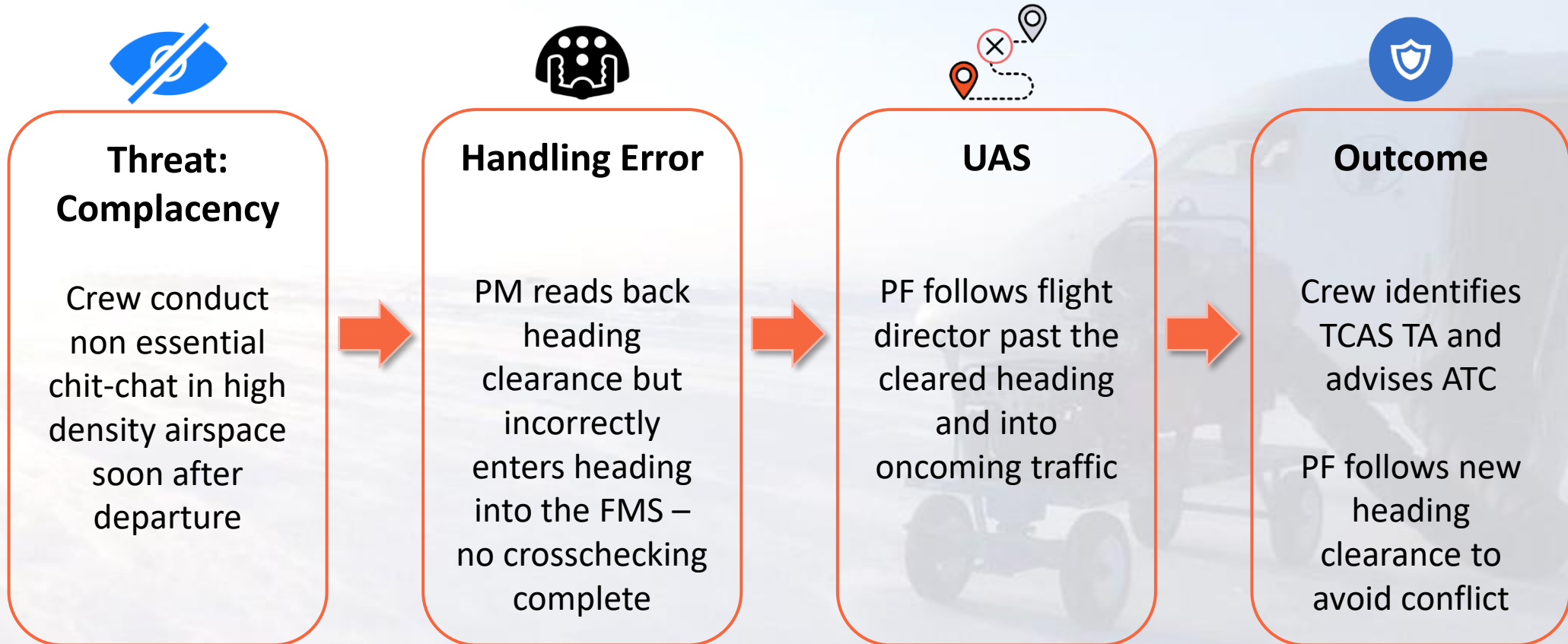
Scenario 1



Threat and Error Management (TEM)



Scenario 2



The outcome in this example has led to an Incident Occurrence
An AOR ([AILO-0013](#)) and Yellow Sheet are required

Ice and Rain Protection – Click

PRI INV	L AC BUS	EMER LTS DISARMED		#1 HYD FLUID HOT	#1 STBY HYD PUMP HOT	FLT COMPT- PACK HOT	#1 ENG FUEL PRESS	#2 ENG FUEL PRESS	ALTGEAR IND FAIL	RUD PRESS		#1 STALL SYST FAIL	FLT DATA RECORDER
SEC INV	R AC BUS	PITOT HEAT 1		#2 HYD FLUID HOT	#2 STBY HYD PUMP HOT	#1 BLEED HOT	#1 ENG HYD PUMP	#2 ENG HYD PUMP	#2 BLEED HOT		PUSHER SYST FAIL	#2 STALL SYST FAIL	GPWS
AUX INV	DC BUS			FLT COMPT- DUCT HOT	PITOT HEAT 2	#1 DC GEN HOT	#1 DC GEN	#2 DC GEN	#2 DC GEN HOT	ROLL SPLR INBD HYD	ROLL SPLR OUTBD HYD	NOSE STEERING	PARKING BRAKE
L 26 AC	L TRU	L WSHLD HOT		CABIN DUCT HOT	MAIN BATTERY	#1 AC GEN HOT	#1 AC GEN	#2 AC GEN	#2 AC GEN HOT	#1 RUD HYD	#2 RUD HYD	INBD ANTI SKID	OUTBD ANTI SKID
R 26 AC	R TRU	R WSHLD HOT		CABIN PACK HOT	AUX BATTERY	#1 ENG MANUAL	#1 HYD ISO VLV	#2 HYD ISO VLV	#2 ENG MANUAL	RUD FULL PRESS	FLAP DRIVE	LDG GEAR INOP	WT ON WHEELS
L ELEV HORN HEAT	R ELEV HORN HEAT	SIDE WDO HOT	L TRU HOT	R TRU HOT	DEICE PRESS	#1 FUEL FLTR BYPASS	#1 TANK FUEL LOW	#2 TANK FUEL LOW	#2 FUEL FLTR BYPASS		FLAP POWER	APU	FUELING ON

	TOUCHED RUNWAY	#1 ENG OIL PRESS	#2 ENG OIL PRESS	SMOKE	CHECK FIRE DET	CABIN PRESS	PASS DOOR	BAG DOOR	MAIN BAT HOT	AUX BAT HOT	FWD EXIT DOOR	SERV DOOR	
--	-------------------	---------------------	---------------------	-------	-------------------	----------------	--------------	-------------	-----------------	----------------	------------------	--------------	--



-100 SERIES

**L STALL
SYST FAIL**

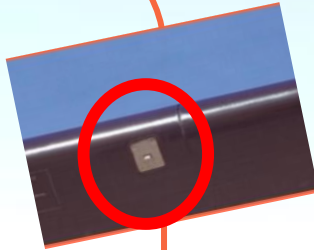
**R STALL
SYST FAIL**

The Left or Right Stall Warning Heating Element has failed OR:

The Left or Right Stall Warning Computer channel has failed.

Affected side's SLOW/FAST bug is biased out of view.

The Stick shaker will still work if one channel is operating normally.



-300 SERIES

**#1 STALL
SYST FAIL**

**#2 STALL
SYST FAIL**

The Left or Right AoA Vane Heater has failed OR:

The Left or Right Stall Warning Computer channel has failed.

Affected side's SLOW/FAST bug is biased out of view.

The Stick shaker will still work if one channel is operating normally.

The Stick Pusher is deactivated with either Stall Warning unserviceable.



**PUSHER
SYST FAIL**

Back to PANEL

**PUSHER
SYST FAIL**

One or both Stall Warning Computer is defective OR

Nitrogen reservoir is low (or empty) OR

Either PUSH OFF push button has been pushed.

NOTE: C of G limit has to be moved forward (as per MEL).

**PUSH
OFF**

**PUSH
OFF**

Internal Failure caused air pressure to reach the Ram when there is no Stall Computation.

Pressing the push button will dump air pressure.

Both Lights will extinguish.

The PUSH SYST FAIL Caution Light will come on.

Back to PANEL

**L ELEV
HORN HEAT**

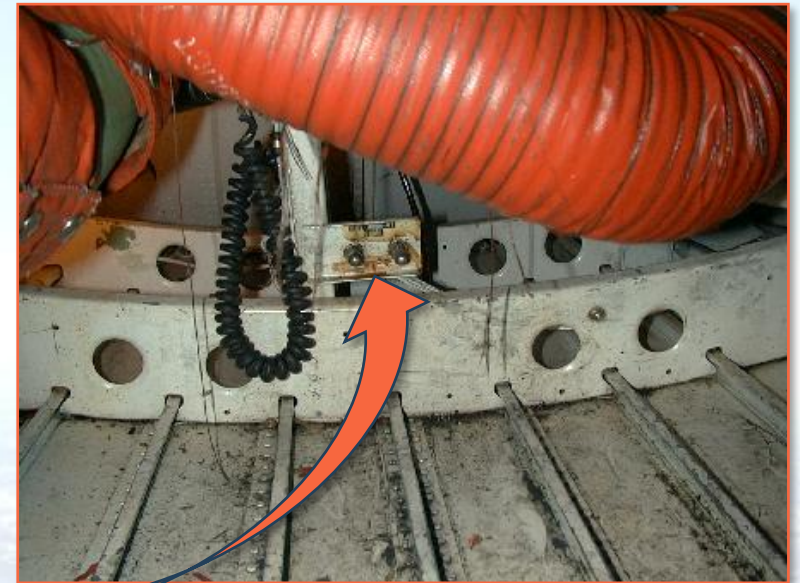
**R ELEV
HORN HEAT**

The Left or Right Windshield has failed.

MAINTAIN 173 KIAS or greater in icing conditions.

Add 15 kts to Vref and Vga Speeds.

Remember: you can revert to using backup elements with the switches in the tail cone.



Back to PANEL

**L WSHLD
HOT**

**R WSHLD
HOT**

The Left or Right Windshield has overheated. The heating element will be **AUTOMATICALLY disconnected from its power source.**

The QRH says to select Warm Up.



The QRH assumes the system is operated NORM. We usually operate at WARM UP.

It is unclear if **LEAVING the switch at Warm Up will «reset» the system. It can be selected **OFF** than back to Warm Up.**

*From the
ODM*

Windshield Heat Caution Lights

Loss of electrical power or excessive heat to either windshield panel, or pilot's side window will illuminate the associated L WSHLD HOT, R WSHLD HOT or SIDE WDO HOT caution light. The affected system caution light remains illuminated until the temperature cools to sensor value. The windshield system must be reset by briefly selecting the WINDSHIELD HEAT switch to WARM UP then to NORM. The pilot's side window will reset automatically with the switch selected to ON.

Back to PANEL

SIDE WDO HOT

Pilot's side window heat has over heated.

The heat source will automatically be disconnected and will reconnect (cycle on and off) when it has cooled.

The QRH has you switch the Pilot Side Window to OFF.

Back to PANEL

DEICE PRESS

"DEICE PRESS" (Caution Light)

- Airframe Auto Selector Off
- Boot Air Iso
- Deice Pressure Indicator check
- Engine Intake Bypass Doors open
- Ignition 1 and 2 Manual (Auto)

Caution: Do not select the outer two wing positions during manual deicing of the tail and engine intake.

- Airframe Manual selector Tail and engine intake positions



Back to PANEL

How to manage the Airframe Manual selector

Captain side operational?

FO side operational?



Captain has 4 stripes



FO has 3 stripes

WHY?



Cycle through 4 - 5 - 6

Cycle through 3 - 5 - 6

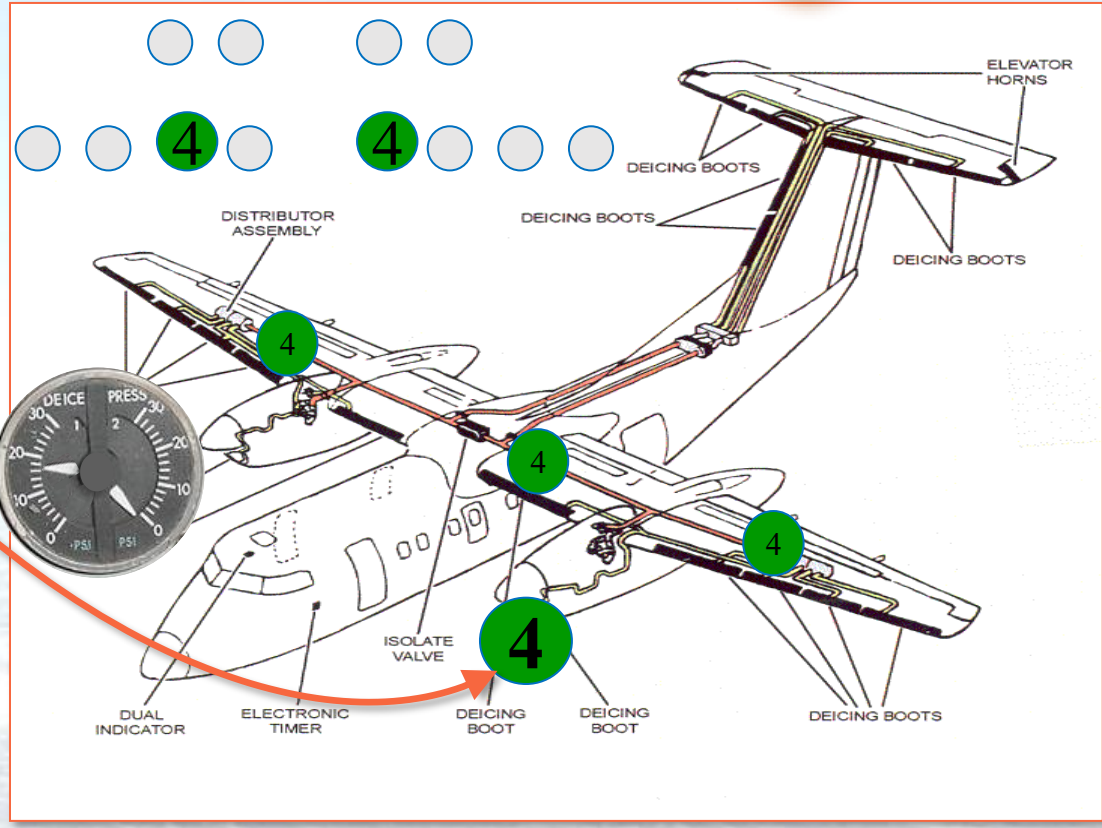
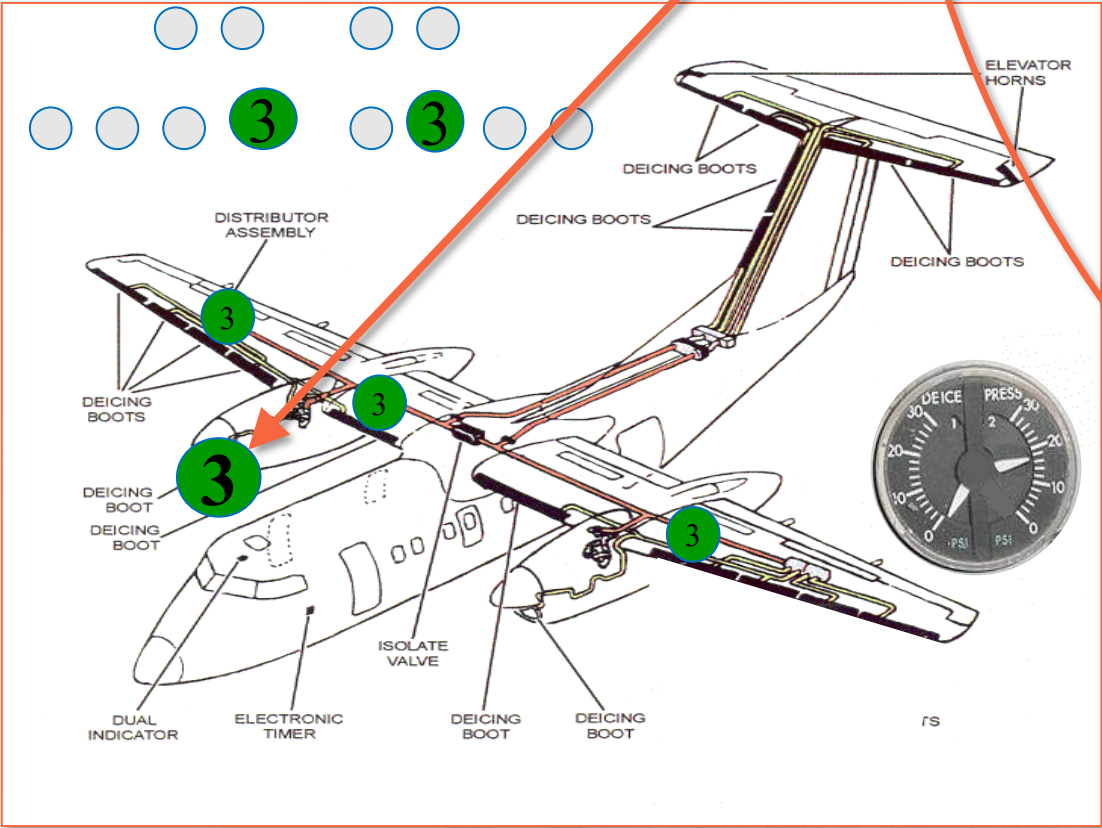


DEICE PRESS

To de-ice the nacelle on the unaffected side (position 3 or 4).



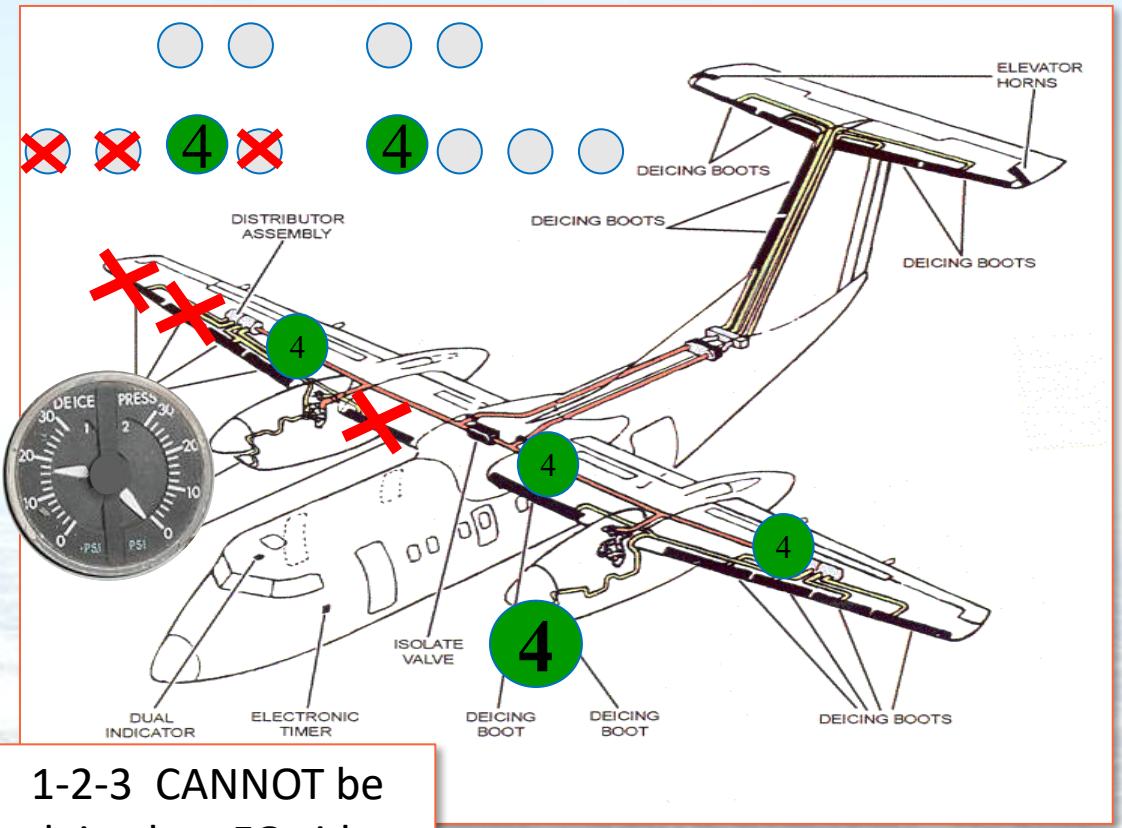
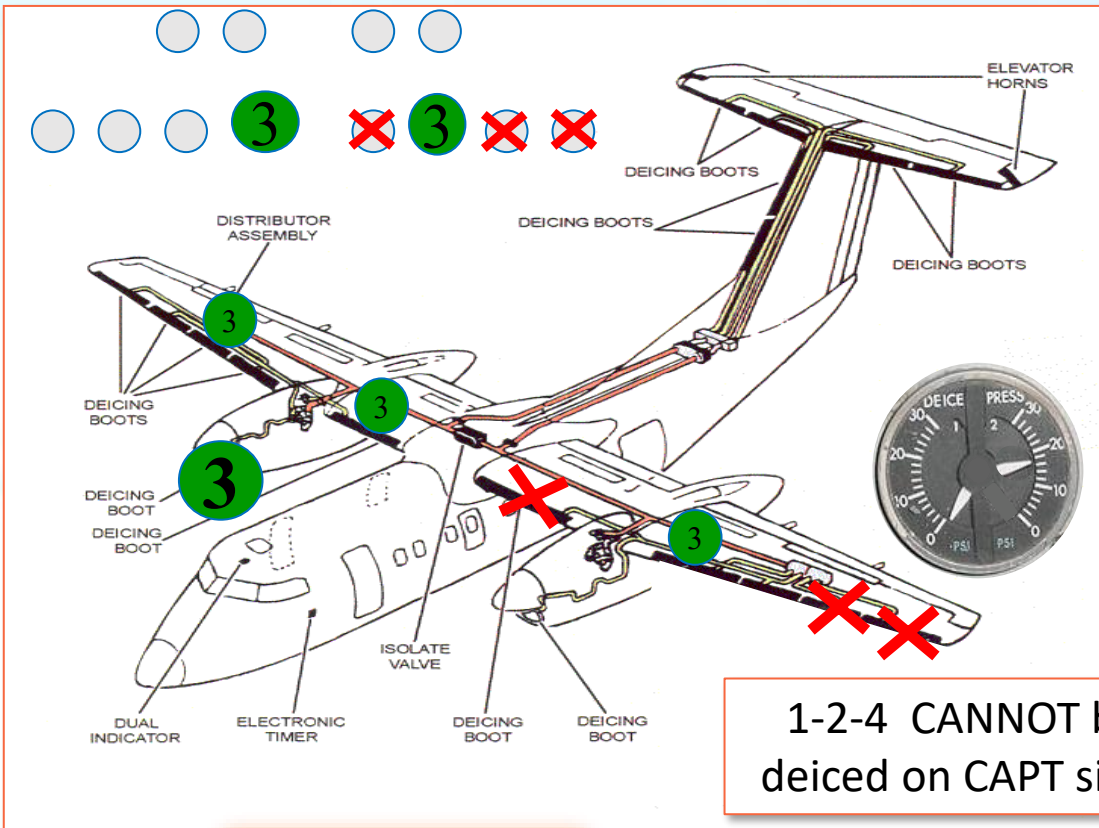
Yes but... Why not de-ice all positions?



DEICE PRESS

**To prevent deice asymmetry on the wings.
One wing would get almost completely deiced.**

**On the other, positions 1-2 and position 3 or 4, depending on
the side of the problem, would NOT be deiced.**



PITOT HEAT 1

PITOT HEAT 2

A fault in the electrical circuit (broken heating element) or the Pitot heat has been selected off.

The PITOT HEAT Control Switches power both the associated PITOT Tube and the Static Plate Heating elements.



NO INDICATION OF FAILURE comes from the static plate.

In icing conditions, you can expect the affected port (pitot or static) to ice up and become blocked.

Signs of
blockage and
what to do



Back to PANEL

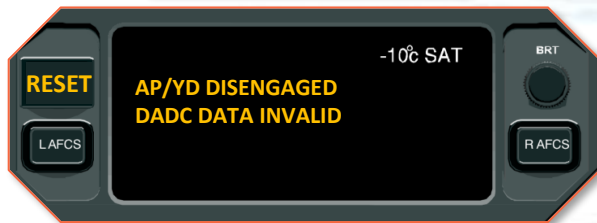
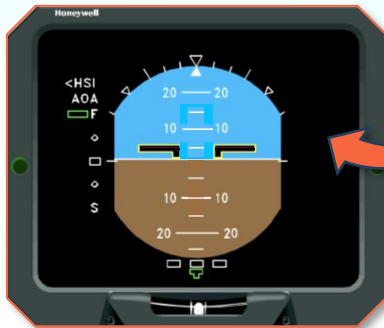
PITOT HEAT 1

PITOT HEAT 2

DADC Data invalid = Look at your flight instruments and compare them!!!

First signs:

- Autopilot and Yaw Damper **DISCONNECT**
- Flight Director is cleared



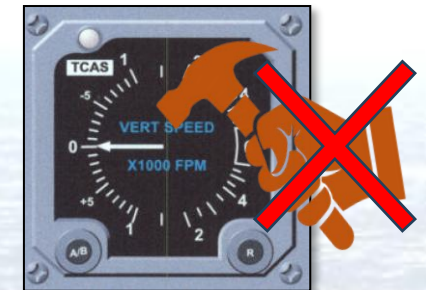
The messages in Table 7-2, are displayed momentarily when the crew attempts an engagement and the system has detected a failure that prohibits engagement.

Message	Comments
AP FAIL/YD AVAIL	The failure is in either the pitch, roll, or pitch trim servos, or a failure in servo drive functions within computers before engagement.
AHRS DATA INVLD	Both APIRSs are invalid or data between both APIRSs is in disagreement.
DADC DATA INVLD	Both DADCs are invalid or data between both DADCs is in disagreement.
L AP/YD FAIL	Left AFCS invalid.
R AP/YD FAIL	Right AFCS invalid.
ENGAGE INHIBIT	This message can appear for one of the following reasons: <ul style="list-style-type: none"> • AP DISC (disconnect) button pushed • TCS button pushed • Stall warning active • GA button pushed.
ACFT ON GND	AP engagement is inhibited on the ground.

System Messages That Prohibit Engagement
Table 7-2



What to do next???



No, do **NOT** break the VSI glass!

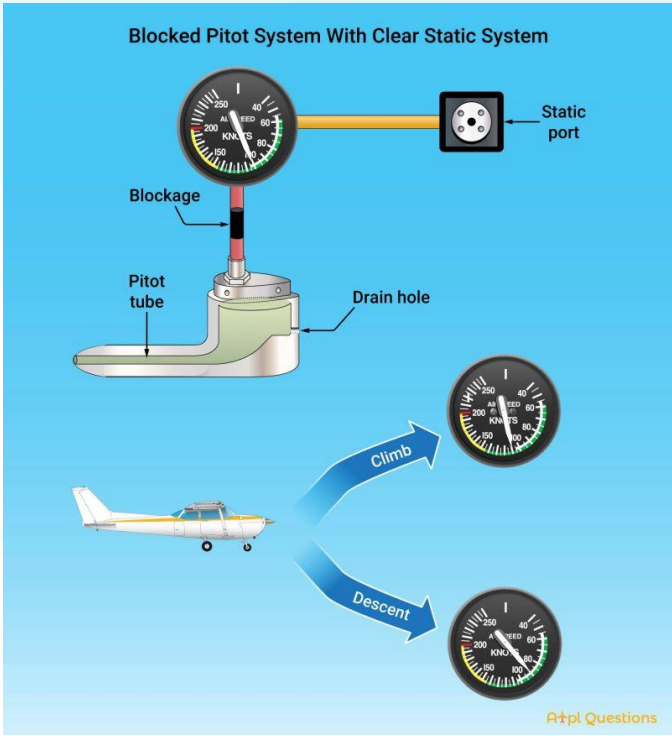
Back to PANEL

PITOT HEAT 1

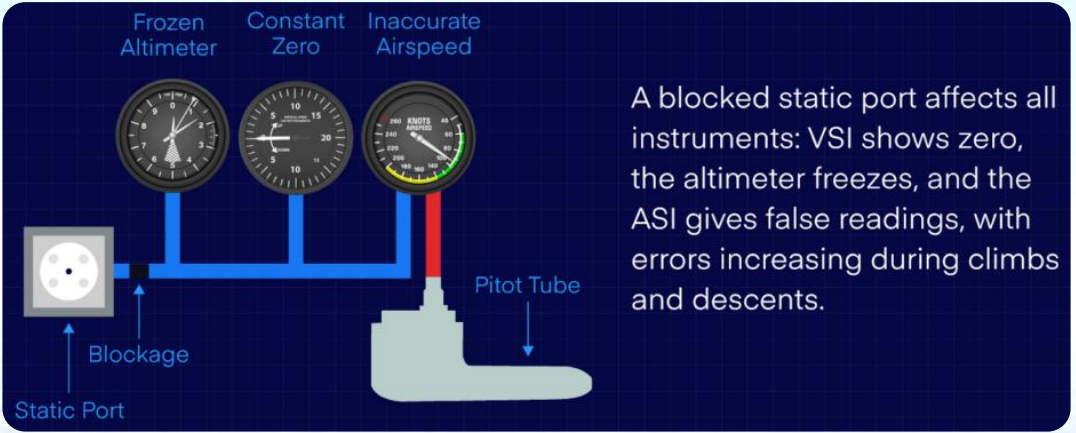
PITOT HEAT 2

BLOCKED STATIC
 Complete blockage
 =
 Altimeter freezes
 VSI returns to 0 fpm

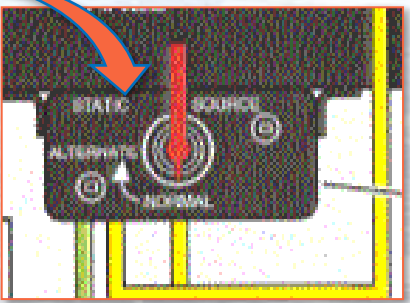
NO CAUTION LIGHT FOR STATIC HEATERS!!!



BLOCKED PITOT
 Complete blockage
 =
 ASI behaves like an altimeter
 Climbing = IAS increases



Select **ALTERNATE static source!!**



Back to PANEL

Ice and Rain – Review

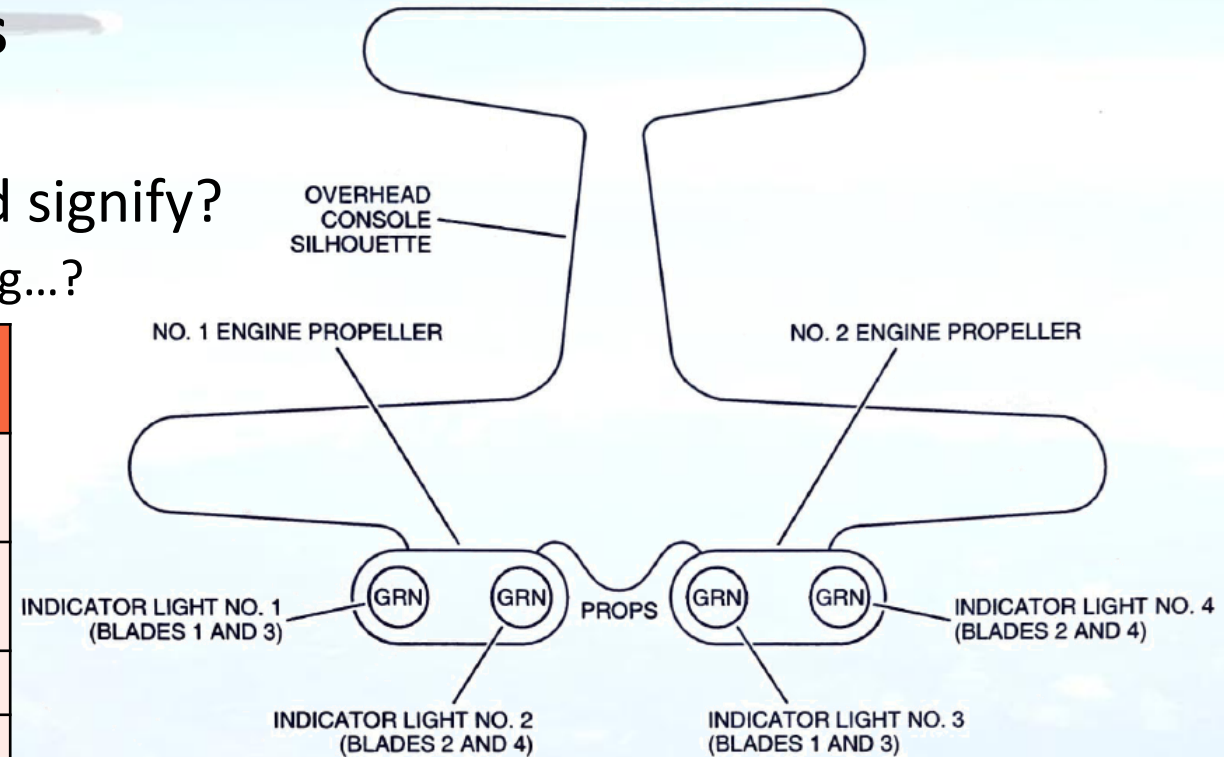


Propeller Deicing – Know your loads

- What are the QRH actions?
- What could half the expected AC load signify?
 - Maybe only part of the system is working...?

Timer Setting	Blade Heaters Energized	Blade Sequence
ABOVE -10°C	ON 10 seconds, OFF 60 seconds	LEFT PROP 1 & 3
BELOW -10°C	ON 20 seconds, OFF 60 seconds	RIGHT PROP 1 & 3
		LEFT PROP 2 & 4
		RIGHT PROP 2 & 4

- **Dwell** time is 60 seconds
 - When selected ABOVE or BELOW



PROPELLER DEICING INDICATOR LIGHT SEQUENCE

SELECT VARIABLE FREQUENCY SWITCHES

1	3	2	4
L BUS A	R BUS A	L BUS B	R BUS B

FMS UNS-1Lw SCN 1002.3 Reminders



Space Weather?

Magnetic storms caused by solar activity

- 3 Space Weather Stations monitoring solar activity
- This would affect the satellites our FMS use to navigate (causing a potential WAAS failures)

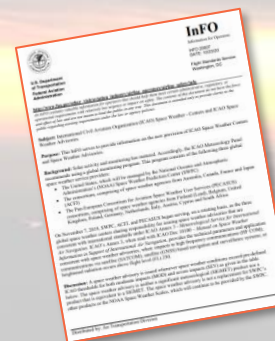
Advisory issued when conditions meet or exceed ICAO thresholds of moderate (MOD) or severe (SEV) impacts

- MOD = Possible degraded service between FL250 and FL460
- SEV = Possible unreliable service above FL250



Position Uncertain (POS) Message?

Go-Around and use Traditional Navigation



[Review the FAA InFO for more details](#)

Flying a GNSS Overlay...

... is very similar to flying a RNAV approach

No (GNSS) in the CAP approach name?

- No problem! LOC RWY 10
- You **CAN** use the FMS if a 'G' is mentioned in the FMS approach identifier on the ARRIVAL page
- Load the approach
- It will Activate automatically or manually, and once activated, you will get Lateral AND Vertical guidance (**LNAV** and **VNAV**)
- Have the VOR set on the RMI, and if there is a variance between FMS and RMI, the **RMI will take priority**



Manoeuvre Overview - STALL

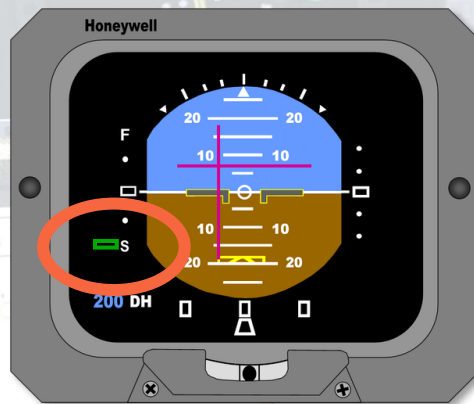
When is it likely to happen?

- Autopilot ON, levelling off after descent
- Engine Failure in level flight if you don't add POWER.

What are the warning signs?



Check the speed drum to detect a TREND!!



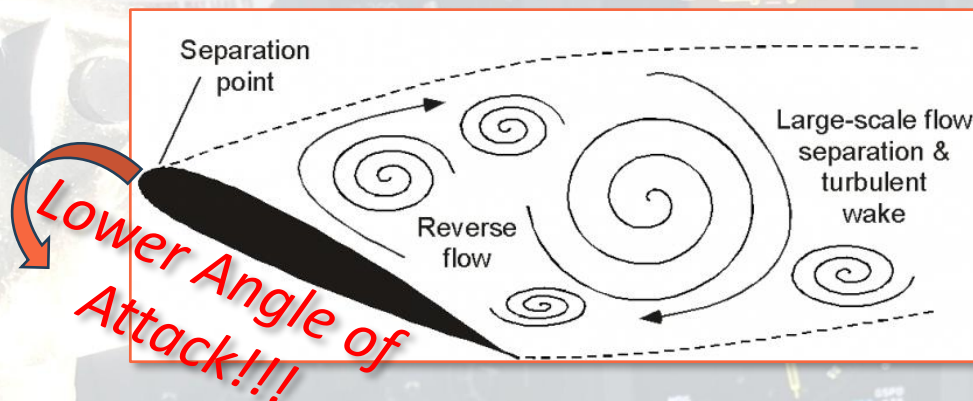
PM : SPEED!



GGRRR

Manoeuvre Overview - STALL

As PF, what are your immediate ACTIONS?



Remember: At high altitude, Power will not get you out of a stall.

REDUCING THE ANGLE OF ATTACK WILL!

3.15.2.1 High Angle of Attack Recovery Procedures (Summary Table)

PF	PM
"STALL"	
<p><u>Simultaneously:</u></p> <ul style="list-style-type: none"> • Disconnect Autopilot • Bring Wings Level • Smoothly lower Pitch Attitude • Press either GA and smoothly move power levers forward 	
<p>Once minimum reference airspeed is achieved: "Go-Around, Flaps, Power". As airspeed increases, establish positive climb and follow the FD until altitude required.</p>	<p>If Flaps are at 35°, select Flaps 15°. Set the Condition Levers to MAX. Follow up on the Power Levers to set <u>MCP</u>.</p>
	Advise: "Positive Rate" .
<p>Command: "Gear Up, Set HDG, ALT SElect". Advise: "HDG, ALT SElect".</p>	Select the Gear Up, set the FGC.
	Call when passing through: "120 knots" .
Request: "Flaps 0°" .	Select the Flaps to 0°.
	Call when passing through: "130 knots" .
<p>Command: "Climb Power, After Takeoff Checklist".</p>	

NOTE: The same procedure applies for Flaps 0° except, do not select Flaps 15°.

Manoeuvre Overview - STALL

MOST IMPORTANT:

- Reduce the Angle of Attack
- Advance C/L to MAX
- P/L slowly to not over torque

COMMON MISTAKES:

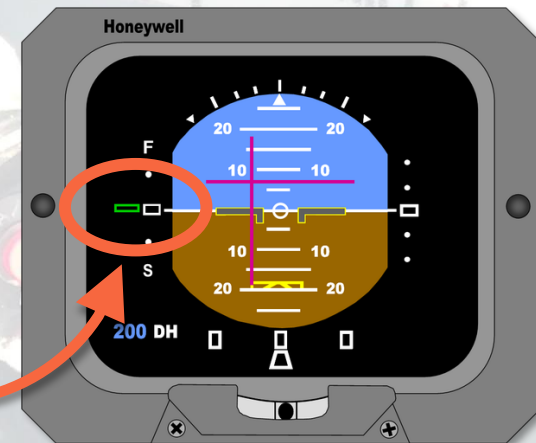
- Not advancing C/L to MAX
- Secondary Stall – Pulling yoke too soon
- Not setting HDG/AUX NAV, ALT SEL

- In flight, “Gear Up” is ALWAYS followed with “HDG/AUX NAV, ALT SEL”

Remember!



Look at the slow fast bug to avoid a secondary stall



PF: “Gear Up”

PF thinking: “Feels like I’m missing something...”

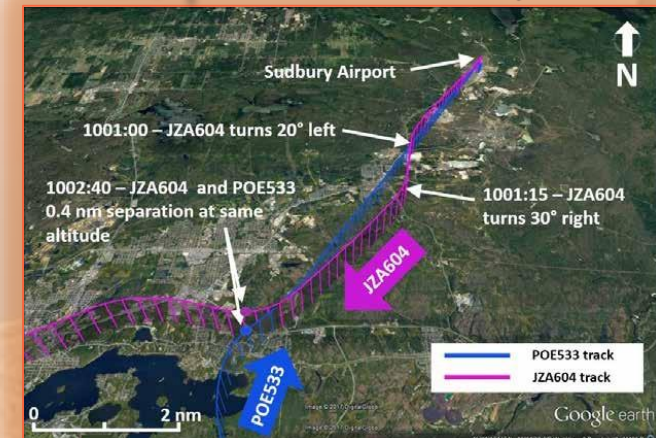
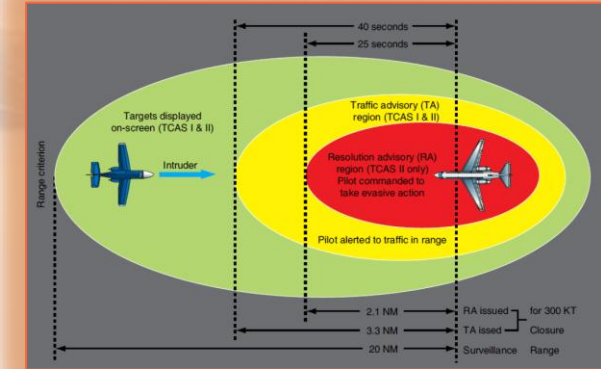
TCAS RA – Review



Resolution Advisory (RA)

- Are you familiar with the different RA procedures? (Ref. DHC8 SOP 3.31)
- Always follow the RA!
- Advise **ATC** as soon as possible, "Inuit 820, TCAS RA"

[TCAS Trouble: Why We're Getting It Wrong](#)



[Review this TSB report involving two DHC8 near Sudbury](#)





ΔοΔC

Air Inuit

Prepare your questions &
send them to your trainer in
advance!



ΔοΔC

Air Inuit

**Have an excellent
training session!**

ᐃᓂᐃᑦ

Air Inuit

ᓇᐃᑦᑦᑦ

merci

thank you