



ASIS

Transportation Safety Board of Canada

Daily Notification Log

MODE: AIR

HO Review Date: 2017/08/17

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----- Occurrence 1 -----			
<b>Occurrence No.:</b>	A17F0196	<b>Occurrence Type:</b>	INCIDENT REPORTABLE
<b>Class:</b>	CLASS 5	<b>Reportable Type:</b>	ENGINE (i)
<b>Date:</b>	2017-08-15	<b>Time:</b>	17:38:00 UTC
<b>Region of Responsibility:</b>	HEAD OFFICE		
<b>Location:</b>	156.00 Nautical miles W From KICT - Dwight D Eisenhower National - Wichita		
<b>Country:</b>	UNITED STATES	<b>Province:</b>	KANSAS
<b>Ground Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>Unknown:</b>	0
----- Aircraft 1 -----			
<b>Registration:</b>	C-GBLB	<b>Operator:</b>	
<b>Manufacturer:</b>	BOMBARDIER	<b>Operator Type:</b>	PRIVATE
<b>Model:</b>	BD-700-2A12	<b>CARS Sub Part:</b>	604 - PRIVATE
<b>Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>None:</b>	6
		<b>Unknown:</b>	0
<b>Occurrence Summary:</b>			
<p>C-GBLB, a Bombardier BD-700-2A12 Global 7000 aircraft operated by Bombardier Flight Test Center (BFTC), was conducting flight testing operations over the state of Kansas at 41 000 feet ASL when it experienced an inflight flameout of the right engine following high vibration and high Inter Turbine Temperature (ITT) readings. The flight crew returned to Wichita/Dwight D. Eisenhower National, KS (KICT) and declared an emergency. The aircraft carried out a single engine landing without further event.</p> <p>BFTC personnel is currently reviewing data and troubleshooting the cause of the problem.</p>			



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----- Occurrence 2 -----			
<b>Occurrence No.:</b>	A17Q0122	<b>Occurrence Type:</b>	INCIDENT REPORTABLE
<b>Class:</b>	CLASS 5	<b>Reportable Type:</b>	EMERGENCY/PRIORITY (xi)
<b>Date:</b>	2017-08-13	<b>Time:</b>	05:05:00 UTC
<b>Region of Responsibility:</b>	QUEBEC		
<b>Location:</b>	CYUL - Pierre Elliott Trudeau Intl - Montreal		
<b>Country:</b>	CANADA	<b>Province:</b>	QUEBEC
<b>Ground Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>Unknown:</b>	0
----- Aircraft 1 -----			
<b>Registration:</b>	C-FDSN	<b>Operator:</b>	AIR CANADA
<b>Manufacturer:</b>	AIRBUS	<b>Operator Type:</b>	COMMERCIAL
<b>Model:</b>	A320-200	<b>CARS Sub Part:</b>	705 - AIRLINER
<b>Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>None:</b>	151
		<b>Unknown:</b>	0
<b>Occurrence Summary:</b>			
<p>C-FDSN, un appareil de type Airbus 320-200 exploité par Air Canada, effectuait le vol ACA322 selon les règles de vol aux instruments depuis Calgary Intl, AB (CYXC) à destination de Montréal/Pierre Elliott Trudeau Intl, QC (CYUL). Lors de l'approche vers la piste 24R à CYUL, l'équipage de conduite a reçu le message ECAM FLAP LOCK après avoir sélectionné les volets à la position 2. L'équipage a remonté à 3000 pieds ASL et a obtenu un guidage radar afin d'exécuter la liste de vérification applicable. Il a par la suite déclaré un PAN PAN avant de revenir atterrir sans encombre à CYUL avec les services d'urgence en attente.</p> <p>L'exploitant investigue la nature du problème.</p>			



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----- Occurrence 3 -----			
<b>Occurrence No.:</b>	A17C0101	<b>Occurrence Type:</b>	INCIDENT NON-REPORTABLE
<b>Class:</b>	CLASS 5	<b>Reportable Type:</b>	
<b>Date:</b>	2017-08-13	<b>Time:</b>	19:30:00 UTC
<b>Region of Responsibility:</b>	CENTRAL		
<b>Location:</b>	CYYQ - CHURCHILL		
<b>Country:</b>	CANADA	<b>Province:</b>	MANITOBA
<b>Ground Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>Unknown:</b>	0
----- Aircraft 1 -----			
<b>Registration:</b>	C-GPBR	<b>Operator:</b>	CALM AIR
<b>Manufacturer:</b>	ATR	<b>Operator Type:</b>	COMMERCIAL
<b>Model:</b>	ATR 72-200	<b>CARS Sub Part:</b>	705 - AIRLINER
<b>Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>None:</b>	58
		<b>Unknown:</b>	0
<b>Occurrence Summary:</b>			
<p>C-GPBR, an Aerospatiale ATR 72-202 aircraft operated by Calm Air, was conducting IFR flight CAV771 from Churchill, MB (CYYQ) to Winnipeg/James Armstrong Richardson Intl, MB (CYWG). During the first 100 feet of the takeoff roll at CYYQ, the aircraft rolled at slow speed through a dip in the runway surface. When the landing gear was selected up after takeoff, the nose landing gear indicator showed in transit. The flight crew extended the landing gear and on the second retraction, the nose landing gear indicator showed in transit again. The flight crew carried out the Landing Gear Retraction Impossible checklist procedure and extended the landing gear. The fuel consumption was reassessed and the flight diverted to Thompson, MB (CYTH) with a cruising altitude of 16 000 feet en route. The flight crew executed a low pass at CYTH to allow visual observation by the operator's maintenance. Maintenance staff observed that the nose landing gear gravel guard was damaged, while the wheel and strut appeared to be undamaged. The flight landed at CYTH without further incident.</p> <p>The operator's maintenance inspection determined that the gravel guard was bent backwards and had prevented full retraction of the nose landing gear. The gravel guard was replaced, the nose landing gear system was inspected and landing gear swings were carried out before the aircraft was returned to service.</p>			



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<b>Occurrence No.:</b>	A17F0194	<b>Occurrence Type:</b>	INCIDENT REPORTABLE
<b>Class:</b>	CLASS 5	<b>Reportable Type:</b>	UNABLE TO PERFORM (vi)
<b>Date:</b>	2017-08-13	<b>Time:</b>	01:15:00 UTC
<b>Region of Responsibility:</b>	HEAD OFFICE		
<b>Location:</b>	Overhead Continental USA		
<b>Country:</b>	UNITED STATES	<b>Province:</b>	MINNESOTA
<b>Ground Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>Unknown:</b>	0
----- Aircraft 1 -----			
<b>Registration:</b>	C-FNVV	<b>Operator:</b>	AIR CANADA
<b>Manufacturer:</b>	AIRBUS	<b>Operator Type:</b>	COMMERCIAL
<b>Model:</b>	A320-200	<b>CARS Sub Part:</b>	705 - AIRLINER
<b>Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>None:</b>	148
		<b>Unknown:</b>	0
<b>Occurrence Summary:</b>			
C-FNVV, an Airbus 320-200 aircraft operated by Air Canada, was conducting flight ACA781 from Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) to San Francisco Intl, CA (KSFO) with 143 passengers and 5 crew members on board. During cruise flight, one of the cabin crew members became unwell and had to discontinue duties. Medical attention was provided through StatMD and the aircraft continued to destination where it was met by EMS. Positions were reassigned among the other cabin crew members for the remainder of the flight.			



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<b>Occurrence No.:</b>	A17Q0126	<b>Occurrence Type:</b>	INCIDENT REPORTABLE
<b>Class:</b>	CLASS 5	<b>Reportable Type:</b>	SMOKE OR FIRE (iii)
<b>Date:</b>	2017-08-02	<b>Time:</b>	14:55:00 UTC
<b>Region of Responsibility:</b>	QUEBEC		
<b>Location:</b>	260.00 Nautical miles NE From CYUL - Pierre Elliott Trudeau Intl - Montreal		
<b>Country:</b>	CANADA	<b>Province:</b>	QUEBEC
<b>Ground Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>Unknown:</b>	0
----- Aircraft 1 -----			
<b>Registration:</b>	D-AIMI	<b>Operator:</b>	LUFTHANSA AIRLINES
<b>Manufacturer:</b>	AIRBUS	<b>Operator Type:</b>	COMMERCIAL
<b>Model:</b>	A380-800	<b>CARS Sub Part:</b>	701 - FOREIGN
<b>Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>None:</b>	510
		<b>Unknown:</b>	0
<b>Occurrence Summary:</b>			
<p>D-AIMI, an Airbus 380-800 aircraft operated by Lufthansa, was conducting flight DLH440 from Frankfurt/Rhein-Main, Germany (EDDF) to Houston/George Bush Intercontinental, TX (KIAH) with 486 passengers and 24 crew members on board. During cruise flight approximately 260 nautical miles North East of Montreal/Pierre Elliott Trudeau Intl, QC (CYUL), the flight crew was informed of heavy electrical smoke/fire under seat 10C. The source of the smoke/fire was identified as a passenger power bank stuck in the seat mechanism. The cabin crew extinguished the fire with the use of 3 fire extinguishers. Once extinguished, the electrical smell dissipated after completion of smoke removal procedure. No emergency was declared and the aircraft continued to its destination where an uneventful landing was carried out.</p> <p>The operator's maintenance repaired the seat and the aircraft was returned to service.</p>			



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<b>Occurrence No.:</b>	A17Q0127	<b>Occurrence Type:</b>	INCIDENT REPORTABLE
<b>Class:</b>	CLASS 5	<b>Reportable Type:</b>	COLLISION (x)
<b>Date:</b>	2017-05-04	<b>Time:</b>	22:57:00 UTC
<b>Region of Responsibility:</b>	QUEBEC		
<b>Location:</b>	CYHU - St-Hubert - Montreal		
<b>Country:</b>	CANADA	<b>Province:</b>	QUEBEC
<b>Ground Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>Unknown:</b>	0
----- Aircraft 1 -----			
<b>Registration:</b>	C-FLNZ	<b>Operator:</b>	THE AIRBORNE SENSING CORPORATION
<b>Manufacturer:</b>	PIPER	<b>Operator Type:</b>	COMMERCIAL
<b>Model:</b>	PA-31-325	<b>CARS Sub Part:</b>	702 - AERIAL WORK
<b>Injuries:</b>	<b>Fatal:</b> 0	<b>Minor:</b>	0
	<b>Serious:</b> 0	<b>None:</b>	0
		<b>Unknown:</b>	0
<b>Occurrence Summary:</b>			
C-FLNZ, un appareil de type Piper PA-31-325 exploité par Airborne Sensing Corporation, effectuait un vol selon les règles de vol à vue dans la région de St-Hubert, QC. Lors de l'atterrissage sur la piste 24R de l'aéroport de Montréal/St-Hubert, QC (CYHU), l'appareil a heurté des feux temporaires de bord de piste du côté nord. L'appareil n'a pas subi de dommage et personne n'a été blessé. La piste a été inspectée et remise en service.			



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**Major Changes Since Last Report**

**There have been no major changes since the last download.**