

AIR CANADA



AIR SAFETY REPORT

REFERENCE # (OFFICE USE ONLY)

AN ASR REPORT MUST BE FILED WITHIN 24 HOURS FOLLOWING A SAFETY RELATED EVENT

1. CAPTAIN JIM ROWAN			2. BASE 442		3. EMPLOYEE # 78860	
4. FIRST OFFICER KEVIN GAUTHIER			5. BASE 442		6. EMPLOYEE # 33804	
7. RELIEF PILOT			8. BASE		9. EMPLOYEE #	
10. DATE OF OCCURRENCE 10 DD / 12 MM / 03 YY		11. TIME LOCAL / UTC DAY / NIGHT	12. FLIGHT # ACA	13. ROUTE FROM TO DIVERTED		14. SQUAWK
15. ATC FACILITY	16. AIRCRAFT TYPE	17. REGISTRATION / FIN C /	18. PASSENGERS / CREW /	19. FUEL DUMPED LBS / KGS		20. ETOPS YES / NO
21. ALTITUDE (CLIMBING, LEVEL, DESCENDING) FL / FT		22. SPEED / MACH # /	23. AIRCRAFT WEIGHT LBS / KGS		24. SNAG # / ATA CODE /	

25. TYPE OF EVENT (MARK ALL THAT APPLY)

AIRMISS / ATC INCIDENT (SEE BACK OF FORM)
 TCAS / RA (SEE BACK OF FORM)
 WAKE TURBULENCE WINDSHEAR (SEE BACK OF FORM)
 BIRDSTRIKE (SEE BACK OF FORM)
 GO-AROUND
 ASR (SEE ASR FOLDER FOR LISTING)

26. FLIGHT PHASE

FLIGHT PLANNING
 PREFLIGHT
 ENGINE START
 TAXI OUT
 TAKE OFF
 REJECTED TAKE OFF
 INITIAL CLIMB
 EN ROUTE CLIMB
 CRUISE
 DESCENT
 APPROACH
 GO-AROUND
 LANDING
 TAXI-IN
 ARRIVAL/ENGINE SHUTDOWN
 POST-FLIGHT
 FLIGHT CLOSE

27. MET	28. ACTUAL WEATHER WIND VIS CLOUD TEMP ALTIMETER	29. SIGNIFICANT WEATHER MODERATE / SEVERE RAIN / SNOW / ICING / FOG / TURBULENCE HAIL / STANDING WATER / WINDSHEAR
30. RUNWAY	31. RUNWAY STATE DRY / WET / ICE / SNOW / RVR.....	32. CONFIGURATION AUTO PILOT / AUTO THROTTLE / GEAR / FLAP / SLAT / SPOILERS

33. SUMMARY (TYPE OF EVENT - USE MANDATORY REPORTING EVENT LIST IF APPLICABLE) **NUMBERS 4, 5, 32, 33**
DEPLANING PASSENGERS WITH AN ENGINE OPERATING

34. EVENT DESCRIPTION (DETAILED DESCRIPTION OF THE EVENT)

DO ALL INDIVIDUALS LISTED ABOVE WANT FLIGHT SAFETY TO SEND A COPY OF THIS ASR TO ACPA TECH SAFETY? YES NO

DID YOU ADVISE DISPATCH OF THIS INCIDENT? NO YES

TO MY KNOWLEDGE; THE ONLY PUBLICATION REFERING TO ARRIVAL PROCEDURES AT A GATE (SPECIFICALLY, OPENING OF THE PASSENGER DOOR / OTHER EXTERNAL DOORS, ONLY AFTER ENGINES ARE SHUT DOWN AND ANTICOLLISION LIGHTS ARE SELECTED OFF) IS PUBLICATION 72 CHS Pg 8. See ATTACHED.

TO ENSURE THIS PROCEDURE IS BEING COMPLIED WITH, (ESPECIALLY IN ADVERSE WEATHER CONDITIONS RE: SLIPPERY RAMP & GUSTY WINDS), IS IT POSSIBLE TO HAVE IT INCLUDED IN THE FOM AND 356 MANUAL (SEP)

OTHER INFORMATION (AND SUGGESTIONS FOR PREVENTATIVE ACTION)

ATT: DIANA L. 716 865 5515 19 2017

FILING INSTRUCTIONS

After Completion:

FIRST: FAX 1-905-676 - 4739 (FRONT ONLY)

THEN: Within 24 hours, submit the original ASR to the Flight Safety Department via:
1. COMAIL (preferred)
2. SURFACE MAIL

IF: IN EXCEPTIONAL CIRCUMSTANCES TELEPHONE 1-866-SAFETY-LINE (Use only in North America)

IF: YOU WISH A REPLY SENT TO AN E-MAIL ADDRESS, PLEASE PROVIDE THIS E-MAIL ADDRESS (BELOW).

Address:

COMAIL: FLIGHT SAFETY, YYZ 2468

SURFACE MAIL:

**AIR CANADA
CORPORATE SAFETY & ENVIRONMEN
P.O. BOX 6002
TORONTO AMF, ONTARIO L5P 1B4
ATTN: FLIGHT SAFETY, YYZ 2468**

Kevin Gauthier

SIGNATURE

jiggars@rogers.com

E-MAIL ADDRESS (Optional)

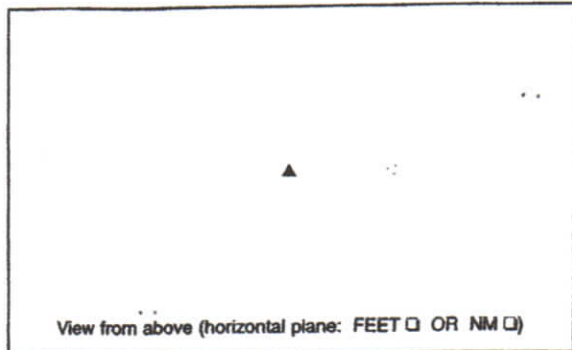
F/O

POSITION

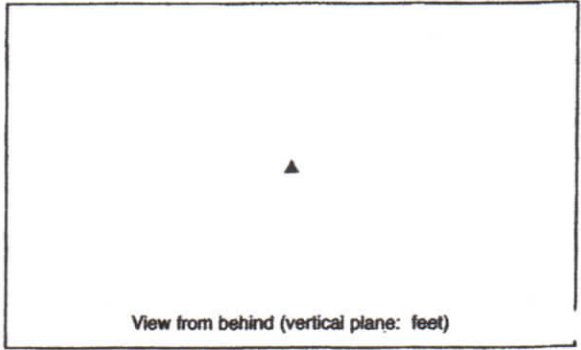
AIRMISS - ATC INCIDENT - TCAS RA - WAKE TURBULENCE - BIRD/WILDLIFE STRIKES

36. AIRMISS / ATC INCIDENT AND/OR TCAS RA

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the center of each diagram.



View from above (horizontal plane: FEET OR NM)



View from behind (vertical plane: feet)

SEVERITY OF RISK _____ **LOW / MED / HIGH**

AVOIDING ACTION TAKEN _____ **YES / NO**

REPORTED TO ATC _____ **FACILITY** _____

ATC INSTRUCTIONS ISSUED _____

YOUR CALL SIGN _____ **ACA** _____

FREQUENCY IN USE _____

CLEARED ALTITUDE _____ **FT/FL**

ATC AGENCY _____

TIME (UTC) _____ **: _____ Z**

RELATIVE POSITION (EG, YYZ 225/20) _____

ALTITUDE _____ **FT / FL**

MINIMUM VERTICAL SEPARATION _____ **FT**

MINIMUM HORIZONTAL SEPARATION _____ **FT / NM**

TCAS ALERT _____ **RA / TA / NONE**

TYPE OF RA _____

RA FOLLOWED _____ **YES / NO (VERTICAL DEVIATION _____ FT)**

WAS TCAS ALERT _____ **NECESSARY / USEFUL / NUISANCE**

DESCRIBE:
(OTHER AIRCRAFT TYPE, MARKINGS, COLOR, LIGHTING, CALLSIGN)

37. WAKE TURBULENCE

HEADING _____ **DEG** _____ **LEFT / RIGHT / NO**

POSITION ON GLIDESLOPE _____ **HIGH / LOW / ON**

POSITION ON EXTENDED CENTERLINE _____ **LEFT / RIGHT / ON**

CHANGE IN ATTITUDE _____ **PITCH _____ ROLL _____ YAW _____ DEG**

CHANGE IN ALTITUDE _____ **FT**

WAS THERE BUFFET? YES / NO **STICK SHAKER?** YES / NO

WHAT MADE YOU SUSPECT WAKE TURBULENCE?

DESCRIBE ANY VERTICAL ACCELERATION

GIVE DETAILS OF PRECEDING AIRCRAFT (TYPE, CALLSIGN, ETC)

WERE YOU AWARE OF OTHER AIRCRAFT BEFORE INCIDENT? YES / NO

38. BIRD/WILDLIFE STRIKES

TYPE OF BIRD/WILDLIFE _____

NUMBER SEEN/STRUCK _____ **0-10 >10 / 0-10 >10**

TIME _____ **DAWN DAY DUSK NIGHT**

WAS TOWER NOTIFIED? YES NO

FLT PHASE/RWY/LOCATION/HEIGHT _____ **(E.G., ARR / RWY23 / 1 NM / 300 FT AGL)**

DESCRIBE IMPACT POINTS AND DAMAGE:

DEPARTMENT NOTES FOR OFFICIAL USE ONLY

15 9686 15

INTERNAL CORRESPONDENCE INTERNE
CORRESPONDANCE

Air Canada



Flight Safety

15/Dec/2003

33804 GAUTHIER K S

A-320 F/O YYZ

Dear F/O GAUTHIER,

Thank you for submitting your Report. This information has been included in the Air Canada Safety Information System (ACSIS), which is used to monitor all Air Safety Reports for significant trends.

If you feel the information may be useful, you may wish to fill out a 'Confidential Human Factors Questionnaire' which is available at all flight crew bases. While filling out this form is not mandatory, your efforts in completing the form will further aid Flight Safety at Air Canada.

An investigator is available to discuss any aspects of your event or the human factors team may be contacted in confidence.

Your report has been categorized as follows:

ASR Ref: 779/03/320
OPERATING ..

Title: DEPLANING PASSENGERS WITH AN ENGINE

Flight: AC

Date: 10/Dec/2003

Location:

Status: ACTION REQUIRED

The status "ACTION REQUIRED" indicates that this report is being further investigated. Once the investigation is complete you will be issued a copy of the final report.

Thank you for your interest in the flight safety program.

Yours sincerely,

Captain Bill Curtis
Director, Flight Safety

Day, Terry

From: Day, Terry
Sent: Monday, October 24, 2005 11:59 AM
To: Gignac, André
Cc: Clark, Cheryl
Subject: Ministerial Correspondence re: Letter from Air Canada First Officer Kevin Gauthier

André,

As discussed, FO Gauthier's submission quite articulately relates the account of him having identified a legitimate ramp safety concern to his employer, and having subsequently experienced a less-than-receptive response from the company. His letter does not request any specific response or action from the addressees (TC, TSB, ICAO and the Flight Safety Foundation), although he does note at the end of his letter that he has an undisclosed third party handling the distribution of the letter including its attached documentation, and that he is in consultation with "appropriate legal counsel". I should add that, at the end of the letter, he adds two other issues which he says are of concern to the pilot group rather than just himself - poor food quality and lack of rest facilities. (

My assessment of FO Gauthier's situation is that, notwithstanding having experienced a number of unrelated scheduling issues with the employer, he did submit a legitimate safety concern via an Air Safety Report in Dec 2003, in good faith and through proper channels. (

Gauthier may very well have identified the real cause of the A320 parking rollback incidents Air Canada experienced in the Spring of 2004; not only that, he had reported the hazards to his company in plenty of time for the incidents to have been avoided. He is now unfortunately on medical leave (GDIP) with stress, hypertension and sleep problems, and actually has asked both Air Canada and ACPA "to initiate a process which would dissolve my relationship with Air Canada." I will add parenthetically that his scheduling issues appear for the most part to have originated from errors made by Crew Scheduling, i.e., he has legitimate, defensible grounds for his actions. Also, he went through one incident of having been docked four days' pay by the then A320 Chief Pilot, who admitted later that he had no grounds to do so other than to "get his attention". That's not related to the ramp safety issue *per se*. (

We should follow up with Air Canada's investigation and corrective action re: FO Gauthier's ASR (note that he was advised by Air Canada Flight Safety that he would receive a copy of the final report from the ASR, but hasn't received it to date). To that end, I have attached a short RDIMS document with bulleted points for the Minister's initial response to FO Gauthier, which should indicate that he appears to have identified a legitimate safety concern, and that TC will investigate and get back to him with an answer.

Cheers,

Terry Day

Air Carrier Inspector / Inspecteur des transporteurs aériens
 (613) 990-8538 | facsimile / télécopieur (613) 998-8237 | TTY / ATS (613) 990-4500
 dayt@tc.gc.ca

Transport Canada | Place de Ville (AARXD) | Ottawa, Ontario K1A 0N5
 Transports Canada | Place de Ville (AARXD) | Ottawa (Ontario) K1A 0N5
 Government of Canada | Gouvernement du Canada



POINTS FOR
 VISTERIAL RESPON:

6

9688

(4)

TRANSMISSION VERIFICATION REPORT

TIME : 04/26/2011 13:44
 NAME : KGALTHIER
 FAX : 7054293097
 SER.# : BROM5F302311

DATE, TIME : 04/26 13:42
 FAX NO./NAME : 14168653595
 DURATION : 00:01:38
 PAGE(S) : 04
 RESULT : OK
 MODE : STANDARD
 ECM

ATT: DIANA Z 416 865 3595 pg 1 of 4



AIR SAFETY REPORT

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25. TYPE OF EVENT (MARK ALL THAT APPLY)

AIRPASS / ATC INCIDENT TCAS / RA WAKE TURBULENCE WINDSHEAR BRIDGESTRIKE GO-AROUND ASR

(SEE BACK OF FORM) (SEE BACK OF FORM) (SEE BACK OF FORM) (SEE BACK OF FORM) (SEE AIR FOLDER FOR LISTING)

26. FLIGHT PHASE

FLIGHT PLANNING PREFLIGHT ENGINE START TAXI OUT TAKE OFF REJECTED TAKE OFF INITIAL CLIMB

EN ROUTE CLIMB CRUISE DESCENT APPROACH GO-AROUND LANDING TAXI-IN

ARRIVAL/ENGINE SHUTDOWN POST-FLIGHT FLIGHT CLOSE

27. MET

28. ACTUAL WEATHER
WIND VIS CLOUD TEMP ALTIMETER

29. SIGNIFICANT WEATHER MODERATE / SEVERE
RAIN / SNOW / ICING / FOG / TURBULENCE
HAIL / STANDING WATER / WINDSHEAR

30. RUNWAY

31. RUNWAY STATE
32. RUNWAY CONDITION (SNOW / RVR).....
33. RUNWAY CONDITION (ICE / SNOW / RVR).....

32. CONFIGURATION
33. CONFIGURATION
AUTO PILOT / AUTO THROTTLE / GEAR / FLAP / BRK / REVERSERS
AUTO PILOT / AUTO THROTTLE / GEAR / FLAP / BRK / REVERSERS

34. SUMMARY (TYPE OF EVENT - USE MANDATORY REPORTING EVENT LIST IF APPLICABLE)
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36. EVENT DESCRIPTION (DETAILED DESCRIPTION OF THE EVENT)
 9689

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 !!

38. REPORTING OFFICER (NAME AND TITLE) AND TO ACQA TECH SAFETY?

From: Kevin Gauthier (rockev@rogers.com)
To: rochelleg@rogers.com;
Date: Tue, April 26, 2011 2:05:40 PM
Cc: rockev@rogers.com;
Subject: re: T.O. Star update

Rochelle,

This is to advise that Diana Ziomislic of the Toronto Star called me at @ 12:26 today from 416 367 2000. We spoke at length (until 1:22 pm) about what brought me to the Office of the Federal Ombudsman for Victims of Crime. I gave Diana a general description of my experiences since April 1, 2003. Diana requested I fax my Air Safety Report. I informed Diana that I would like to send the ASR, Air Canada's response to the ASR and TC's email (Terry Day) that you received from your access to information request. I sent these four pages via fax to the Att: of Diana Z at 416 865 3596 at 1:42pm (13:42hrs) today.

Kevin



update

Wednesday, May 4, 2011 12:57 PM

From: "Kevin Gauthier" <rockev@rogers.com>
To: "Diana Zlomislic" <dzlomislic@thestar.ca>
1 File (44KB)



A Parado...

Hello Diana,

As a follow-up to our conversation last week and my Air Safety Report (and supporting documents) please review my e-mail correspondence to the TSB of Canada and Nav Canada

attached below.

Please also review this recent article by CNN dated April 28, 2011 which is also available on the Safeskies.ca website:

"Canada flies on top air safety record"

<http://www.cnn.com/2011/TRAVEL/04/28/canada.air.safety/>

With regard to NAV Canada and gate incidents involving aircraft I also request that

you visit the Airline Website topic of discussion:

"Courts Using Flight Safety Information as "Evidence" in Prosecutions - The Airline Website"

<http://theairlinewebsite.com/index.php?showtopic=390469>

where one participant makes the following claim on October 21, 2010 @ 10:02 am:

"Much as airport authorities are now videotaping every arrival and departure off the gates, and selling the video to airlines when an incident has occurred, this is just the opening of the door to the pilots workplace being as open and accountable as everyone elses.

As much as it is seen as a violation of privacy, it is a privacy that no other employee group, or industry enjoys.

All I can say is, it's time to straighten the tie, tuck in the shirt and follow the SOP's, all the while hoping it happens to the 'other poor ba\$tar'.

9762

One of the primary reasons the anomaly I reported is not being effectively addressed is because the airline industry is able to suppress these incidents from the public domain. If the Toronto Airport Authority, NAV Canada and airlines are knowingly involved in concealing this information then something ought to be done to make sure that doesn't happen otherwise the incidents will simply continue. How many out of control aircraft need to rollback from gates before people outside of the industry start paying attention and query the industry as to why this is happening?

Kevin Gauthier
Wasaga Beach, Ont.
705-429-3097

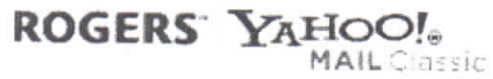
----- Forwarded Message -----

From: KEVIN GAUTHIER <rockev@rogers.com>
To: Wendy A. Tadros TSB of Canada Chair <wendy.tadros@tsb.gc.ca>; NAV Canada <service@navcanada.ca>
Cc: "Mark Clitsome TSB of Canada Director, Investigations, Air" <mark.clitsome@tsb.gc.ca>; "Martin J. Eley Director General, Civil Aviation" <martin.eley@tc.gc.ca>; Emily Landau Editorial Assistant OHS Canada <Elandau@ohscanada.com>; Gerard McDonald TSB of Canada Executive Director <gerard.mcdonald@tsb.gc.ca>; Eckard Seebohm Directorate-General for Transport of the European Commission <Eckard.Seebohm@ec.europa.eu>; Auditor General of Canada <communications@oag-bvg.gc.ca>; Bruno Legat Secretary to Air safety Unit European Commission <Bruno.Legat@ec.europa.eu>; European Aviation Safety Authority (EASA/JAA) <webmaster@easa.europa.eu>; Henri Sader <juliap0@parl.gc.ca>; "ICAO Headquarters, Montreal, Canada" <icaohead@icao.int>; Transport Canada Civil Aviation (TCCA) <services@tc.gc.ca>; Richard Balnis <rbalnis@cupe.ca>; Russ Briggs <russ.briggs@sadiainternational.com>
Sent: Thu, April 21, 2011 10:20:08 AM
Subject: Fw: Conflict of interest issues at the TSB of Canada and NAV Canada - update

To Whom It May Concern,

Please find the attached email from Mr. Russ Briggs of Sadia International. Mr. Briggs is requesting that I advise those on my email list of recipients that I inadvertently copied him and that he is in no way a party to these proceedings. Mr. Riggs perception that he is in no way a party to these proceedings is yet to

be determined and this is why I copied him on this correspondence. I was first contacted by Mr. Briggs on June 4, 2009. Mr. Briggs telephone call to me came three weeks after the May 10, 2009 launching of the SafeSkies.ca website with Mr. Briggs confirming he visited this website prior to him contacting me. The telephone call I had with Mr. Briggs was extensive and covered several topics relating to air safety and the industry in general. Mr. Briggs shared with me his own personal story about his relationship and



left message with Diana Zlomislic

Wednesday, May 4, 2011 2:00 PM

From: "Kevin Gauthier" <rockev@rogers.com>

To: "Rochelle Gauthier" <rochelleg@rogers.com>

Rochelle,
I called Diana Zlomislic today at 1:55pm and left a message with her asking to call me at home.
Kevin

9764

From: Kevin Gauthier (rockev@rogers.com)
To: dzlomislic@thestar.ca;
Date: Thu, May 5, 2011 4:23:08 PM
Cc:
Subject: first time I spoke to a reporter

Diana,

Just want you to know that I checked my notes and as best as I am able to determine the first time I spoke to a reporter and/ provided any specific details about the anomaly I reported with Air Canada was with

Brent Jang at the Globe and Mail in 2006. Although I did engage a T.O. Star reporter previous to this I did not speak with him or provide details at the time about the anomaly I reported.

Kevin