

Topic: Briefing

This document explains various aspects of the Briefing.

Purpose of Briefings

1. Tool for Threat and Error Management (TEM)
2. Enhancement of Safety and management of Risks
3. Identifying deviations to SOPs
4. At the end of the briefing all Crew Members should have the same mental model
5. A briefing should not be used for repeating SOPs! It should be a complement to them.

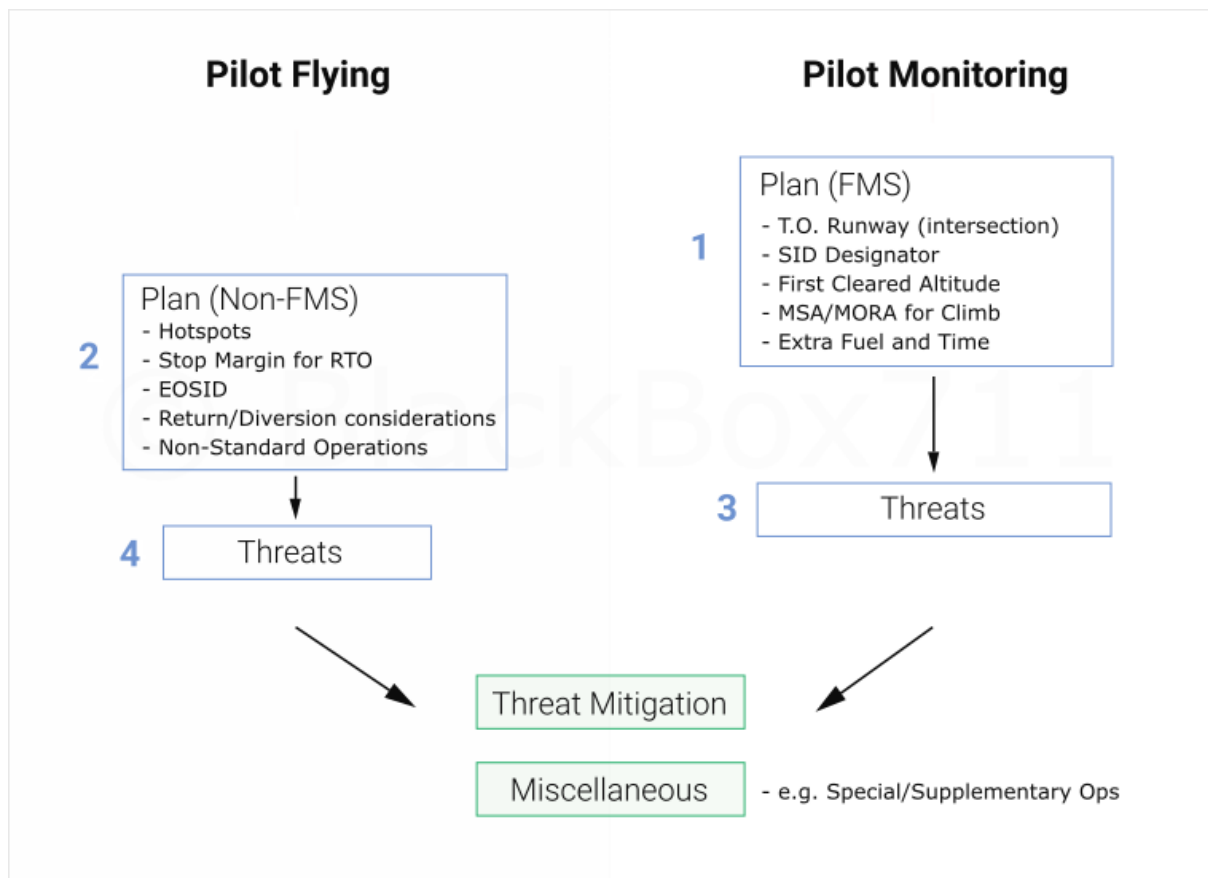
Before conduct

Before conducting the Briefing it is necessary for the PF to complete all necessary preparation in the FMGS (Flight Management Guidance System) according to SOPs. The PM must check all necessary entered data, including the cross check of performance data. In the Briefing itself these items are not repeated (i.e. waypoints, speed restrictions, performance values).

Before commence

Before commencing with the Briefing make sure you set an environment with no distractions!

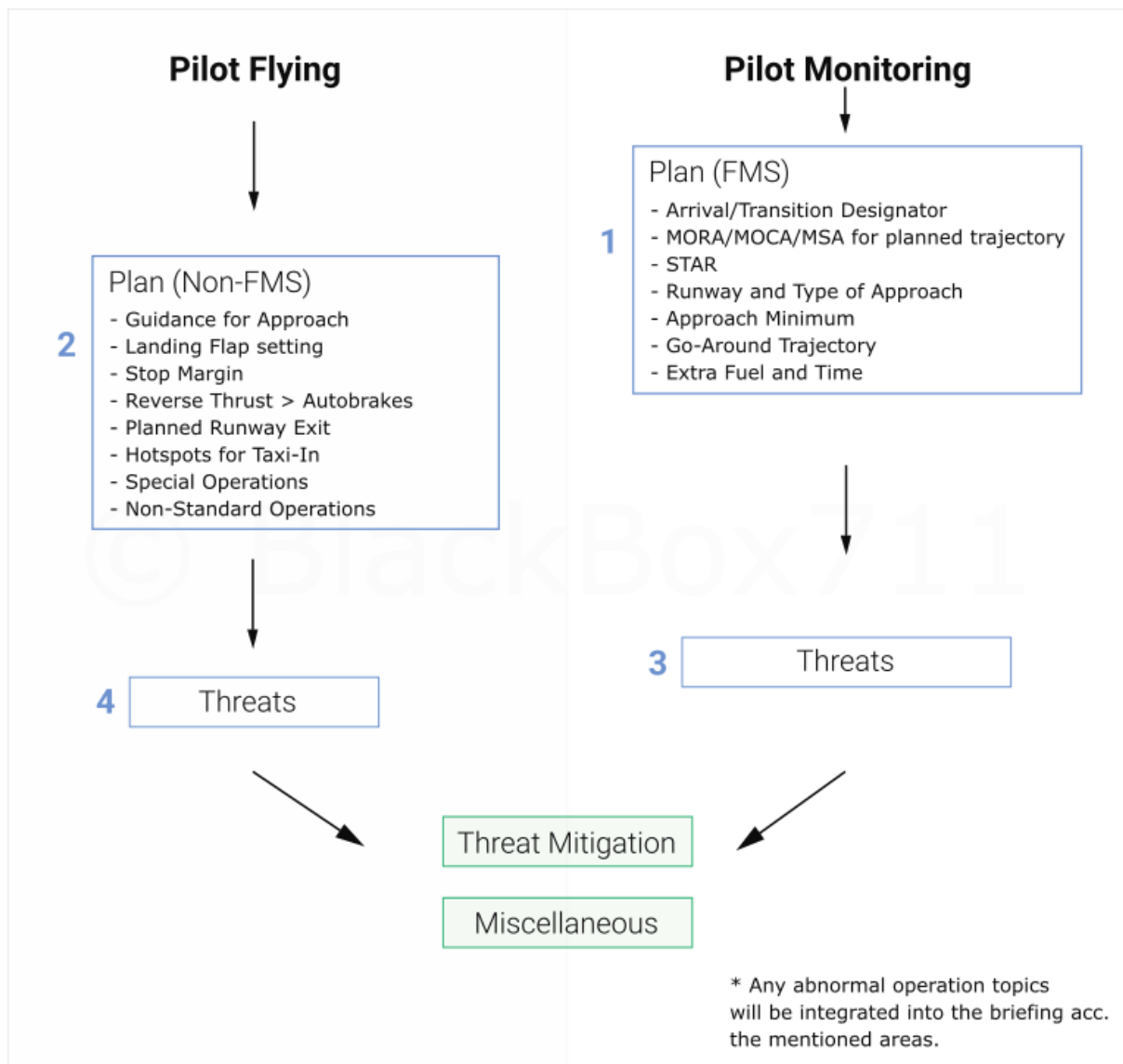
Departure Briefing



Cruise Briefing

Whenever relevant/noteworthy details are worth mentioning (NAT-Contingencies, MGA over high terrain, Weather avoidance) a short briefing should be held. I.e. addressing threats and their mitigations.

Arrival Briefing



De-Briefing

After the flight a short De-Briefing should be held to address certain items like:

- Were threats identified correctly, were any missed?
- Did the threat mitigation work as expected?
- Anything that should be done differently the next time?

Threats

Threats can come from many different areas. Here are examples:

Weather

- Windshear
- Convective Weather
- Cold Weather
- Precipitation
- Unreliable Weather Reports

Aircraft

- MEL items
- Aircraft defects
- Supplementary Procedures

Airport

- Congestion
- Construction
- Hotspots
- Infrastructure
- Runway Condition

ATC

- Challenging Restrictions
- Language
- Phraseology
- Short term changes of clearances
- Similar Callsigns

Environment

- Low Visibility
- Approach and Runway Lights
- Runway Contamination

Terrain

- High Terrain
- Unfamiliar Environment
- Complex Visual Approach

Crew

- Fatigue
- Low Experience
- Complacency
- Distraction
- Training
- Non Standard Crew complement

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Operations

- Schedule Pressure
- Delays
- Late Crew
- Load issues

ONLY for Flight-Simulation!