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Most of us have gone through familiarization flights or simulator rides during our ATC rating training, in which nearly all of them were uneventful throughout the flight.

While we have all been taught how to deal with inflight emergencies, have you ever realized what is actually happening inside the cockpit during such occasions? Kindly arranged by Hong Kong Airlines and the Hong Kong Air Traffic Control Association, I was given an invaluable chance to be onboard a CAE A320 full-flight simulator during a HKCAD-authorized aircrew proficiency check, where various inflight emergencies were injected to the flight by the examiner, and corresponding tasks inside the cockpit were lively demonstrated.

The Sim

The simulator check session was carried out in one of the CAE A320 simulators in the CAE simulator building. The simulator building is located between the Dragonair House and the HKCAD new headquarter. It currently houses two CAE A320 simulators and one CAE A330 simulator for lease to airlines' aircrew training. (Con'd on page 2)

“...although a couple of checks were done ... it was all transparent to ATC”

The Aircrew

It was 11 o'clock in a Saturday morning, I arrived the CAE simulator building to meet Captain Mikey Ng. Captain Ng is the A320 Fleet Manager, HKCAD-approved A320/A330 Airworthiness Flight Test Pilot and HKCAD-Authorized Flight Examiner in Hong Kong Airlines. On that simulator check day, he conducted the semiannual proficiency check for one of his company's aircrew members, Louis the Captain, with the supportive role provided by the First Officer, another Louis (!).

The Secrets

Before the simulator session, Captain Ng briefed us separately. While Captain Louis and FO Louis were busy setting up the cockpit for the exam, I was briefed on the whole exam flight profile in another room. The profile of the whole check flight as well as inflight emergencies and abnormalities were revealed to me on a company-compiled simulator check plate. The company has designed a number of check profiles so every time aircrew will face different scenarios during their

checks. While situations in each check flight may be different, there is one thing in common: they are always fully packed with surprises!

The Jump Seat

In the simulator I was sitting in the cockpit jump seat, which was aft middle between the two pilot seats, giving me an excellent view of all crew actions, flight instruments, center pedestal and overhead panels, as well as a panoramic view of all cockpit windows. Captain Ng handled the instructor panel just aft left of the whole pseudo cockpit where he can input different parameters into the flight simulator such as weather, aircraft status, position and etc.

Departure

When the simulator door was closed, the check flight began. We were situated in Taipei airport in a low visibility night. Taipei delivery cleared us on AJENT 1M departure off Runway 05L, initial climb altitude 4000ft. Looking at the weather, the visibility was low, RVR was down to 200m in fog. When taxiing to the holding point, we found that the taxiway light was off and later Taipei Ground warned us about outage of stopbar light. After cautious taxi, the aircraft finally reached the holding point. Before lining up on the runway, the pilots checked the latest RVR from the tower and elected to use low visibility takeoff procedures as per company requirement, requiring another 30 seconds setting up the aircraft for

takeoff. From spooling up the two engines, brakes released, then rolling down the runway, reaching 100kts, V1, rotate and airborne, the aircraft flew for 4 miles, reaching two thousand feet in a dark foggy night. Everything up to this point was normal but every one of us knew something is yet about to happen. The first thing kicked in was failure of one of the Spoiler Elevator Computers (SEC1). While still climbing like normal to ATC, the crew began fault finding and troubleshooting on the panels, doing checklists and responded to warnings on the ECAM (Electronic Centralised Aircraft Monitor). Although a couple of checks were done to bring the SEC1 to normal, it was all transparent to ATC.

Heart Attack

When we were about to reach FL140, the TCAS RA sounded. Looking at the flight monitor, we saw two red intruder targets at our 12 o'clock direction. The TCAS first issued a climb instruction. The pilots immediately followed the TCAS RA at the same time notified Taipei approach about their intention. When the first conflict was cleared, the TCAS issued another descend instruction to deconflict from the second intruder. After conflicts were resolved, Taipei approach told us the two intruders were military aircraft. Once the aircraft was stabilized at FL140, the cabin phone rang: the flight purser told us there was (Con'd on page 3)

one passenger suffering heart attack requiring immediate medical attention. Brief discussion was done between the flight crew, and they decided to return to Taipei due to the medical emergency onboard. The crew had a number of tasks to work on, including letting the ATC know their intention, communication to cabin, communication to company, acquiring checklists for the diversion, weather and approach briefing, etc. The visibility was still bad in Taipei, so the crew needed to execute LVO for CAT II approach on RWY05L.

Single Engine

Taipei approach, knowing our flight had a medical emergency onboard, vectored us for an expeditious return, so very soon we arrived on the final approach of RWY05L. You may think this would be enough for one check session isn't it? Not too soon! We started our descent from KARAN, approximately 15NM from touchdown. Looking out it was complete darkness. The cockpit was extremely quiet for the last few hundred feet when both of the pilots were trying to sight the approach light before the decision height (DH). Down to the minimum when aural warning sounded, still nothing could be seen and the pilots decided to go around. To make the matter worse, our number one engine failed during the go around climb! Captain decided to follow the missed approach path and continue to SEDUM (a holding pattern following the G/A), at the same time the FO was busy trying to diagnose the engine problem, secure the engine, communicate to ATC and assist the Captain on navigation.

Full Stop

When situation became so bad, even the aircraft itself wanted to land as indicated by ECAM warning "Land ASAP". Taipei approach notified us Taipei airport ILS was out, so we have to expect a VOR/DME approach to RWY05L. Louis the Captain quickly commanded Louis the FO to check the operating requirement to see if single engine is allowed to carry out low visibility VOR/DME approach, and luckily the answer was yes. At that very moment the Captain still kept the cabin informed, communicated with the purser to acquire the latest status of the onboard patient. Following another approach, this time the approach light was sighted just above the DH, and finally the aircraft landed full stop on the runway.

Coffee Time

The simulator was reset and continued to simulate engine failure at V1, another VOR/DME approach and lastly a normal circling approach. The check ride finally ended at 3pm, where four of us went to have a coffee break. I had a chance to ask the questions sparked from the ride and also we shared our thoughts from both ATC's and pilot's point of view on those emergencies.

Your Turn

Observing the simulator check ride was an eye-opening experience for me. You will never be able to understand the crew's actions, communications, workload, tension and pressure during inflight emergencies until you put yourself into one. Generously provided by Hong Kong Airlines to members of the HKATCA, from now, you can apply to take a jump seat ride during their simulator training sessions. I recommend these sim rides to all colleagues who would like to learn something more from the other side of the radio frequencies. Such invaluable experience can broaden your horizon and in some way provides you more considerations next time you press the PTT switch. Don't miss the chance, approach any HKATCA Excom member to acquire the details!

A320 Simulator Check Ride with Hong Kong Airlines
By Kelvin Chan

*"...Such invaluable experience
... provides you more
considerations next time you
press the PTT switch"*

News from ICAO

By Mike O'Neill

ICAO schedule for the coming 10 years.

Due to the rapid growth in traffic in the Asia Pacific region, ICAO with some good direction from ATC qualified people has drafted a road map (hip new phrase) for the next decade and beyond. The thrust of the proposal is to ensure that ANSPs throughout the region have similar technologies and traffic handling capabilities to ensure a smooth flow of regional air traffic. The plan calls for the introduction of technologies in a linear time frame so that one ANSP doesn't develop faster than a neighbour and cause traffic bottlenecks. Crucial to the plan is the widespread introduction of RNP approaches and procedures. These permit a reduction of workload and manual handling of traffic by ATC and aircrew.

Some considerable groundwork has been made towards a radical make over on regional air routes, improving hot spots and removing complexity for ATM as the movements increase in number. Admittedly this is quite idealistic and needs to cater for the myriad of political and military considerations that can have a tendency to defy common sense.

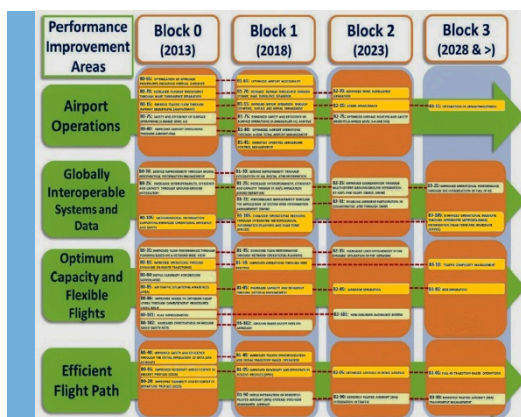
Some terms you will hear:

GASP: Global Aviation Safety Plan

This is an overall plan for global operations to ensure safety is maintained as movements increase.

ASBU: Aviation System Block Upgrade is the modular plan for ANSPs to follow to ensure they develop and remodel airspace sequentially.

Seamless Aviation Plan: This is the overall rationale for a desired outcome. Essentially the result is a harmonisation of all players so that from New Zealand, Fiji and Australia in the south, through Indonesia, Singapore, Thailand, Vietnam, Hong Kong, Taiwan, the Philippines, Japan, Korea and China, that the flow of traffic should not be impeded by varying system capabilities or inefficient airspace models from one sovereign airspace to the next. This also applies for the East/West flow from India into our region.



For more information on this topic, visit:

<http://www.icao.int/safety/ngap/Pages/default.aspx>

<http://operationsbasednavigation.com/asbu-support>

Take the opportunity to visit this exotic location and engage professionally and socially with ATCOs from more than 130 other nations. The conference features:

1. Technical and professional committees to discuss all current research and policy decisions by IFATCA
2. Technical exhibitions from industry
3. Social functions and organised local tours

Request leave ASAP and the HKATCA will process a request for concessionary ticket and absence not counted as leave – on a first come first served principle

For more info, contact any of our ex-com members or email us at info@hkatca.org

Official website: <http://www.ifatca2014.com/>



source of images: www.grancanaria.com

53rd IFATCA Annual Conference in Gran Canaria, SPAIN

5th – 9th May 2014



Improved working environment in ATCX

With the effort of CAD ATMD management as well as HKATCA, you might have noticed some improvement works have been done recently to improve our working environment in both ATCX and Control Tower. These included:

1. Replacement of dirty furniture and refurbishment of the wall surface in recreation room.
2. Cleaning at working environment
3. Provision of a more quiet vacuum cleaner for use during night shift

You are welcome to tell us any idea about improving our working environment. Let's work hand in hand to make our working environment a better one.



Visit to ATC counterparts in Guangzhou, Zhuhai and Macau

Visits to Guangzhou ATC centre and Macau Tower/ Zhuhai ATC centre were being held on 22 Nov 2013 and 10 Jan 2014 respectively. The visits attracted more than 30 colleagues from HK ATC to participate.



Upcoming activities

May 2014 – HKATCA Annual General Meeting

May 2014 – IFATCA Annual Conference in Gran Canaria, Spain

Members' privileges

10% off at 360 sports bar and grill at Tung Chung

20% off at Essential Fine Wines

Members must present membership card to enjoy the offer; for more details visit www.hkatca.org

HKATCA Executive Committee 2013-14

President:	Mike O'Neill
Vice-President (Technical):	Phil Parker
Vice-President (Admin):	Ivan Chan
Vice-President (Finance):	Kelvin Chan
Ex-com members:	Patrick Yam
	Patrick Yeung
	Alex Leung
	Raymond Lung
	Eric Chiu

WANTED

**Ex-Com Members
2014-15**

REWARD

First hand aviation news

**Exposure in aviation
industry**

**Friends from the aviation
industry, not just ATC
but also pilots, engineers
etc; not just in HK but
from all over the world!**

ACT NOW

**Contact Mike O'Neill for
further information**

IN Contact

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HKATCA

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