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Members' privileges; Ex-com
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500+ delegates fortunate enough to attend this year's annual IFATCA conference in Gran Canaria were treated with fabulous hospitality and organisation from the Spanish Hosts, USCA.

It was a spectacular setting on such a diverse geological island with a dynamic work schedule from our technical and professional committees. The two conference hotels were excellent and their close proximity with the conference centre made for a very relaxed environment. There were excellent technical forums, a lively panel discussion and presentations on stress management. We were also treated the privilege of hearing from Professor Hollnagel – one of the leading authorities on human factors. To make sure we nothing left at the end of each day, a hectic social program. A jam packed week of being able to immerse yourself within the international family of ATC by renewing old friendships and making new ones.

Against the background of the extremely difficult industrial situation the Spanish controllers have endured since 2010, it was a remarkable achievement and they've now set the bar to another level for future conferences. (Con'd on page 2)

“The work is challenging, but extremely rewarding. If you are keen on personal and professional development, please consider applying”

Despite the considerable distance for most MAs (Member Associations) in the Asia Pacific region, it was well attended. Malaysia sent their apologies, due to extenuating circumstances at home with the continuing search and mystery surrounding MH370 and the opening of their third runway, new control tower and a new dedicated Low Cost Carrier terminal. The MAs that attended were: Australia, Indonesia, Japan, Kazakhstan (new member), Korea, Hong Kong, India, Macau, Maldives (new member), Mongolia, Nepal, New Zealand, Singapore, Sri Lanka & Taiwan.

This is my first term in the EVP role and I have a considerable agenda I'd like to implement. At the regional meeting on the final day, I stressed the importance of communication if we are to work together via the instrument of IFATCA. I suspect that some MAs in the region are perhaps not familiar with the resources and processes within IFATCA. For this reason I've included a few requests and also demonstrations on what is available via our web site and also the interaction I'll be seeking at our regional

meeting this year.

New Members to IFATCA

Kazakhstan and the Maldives joined IFATCA this year. Kazakhstan is currently contesting a court ruling against one of their members following an aircraft accident. IFATCA past president Marc Baumgartner and safety specialist, Tom Laursen are working on the possible grounds for an appeal. We will also generate a letter from the Federation condemning the ruling, as it is totally contrary to Just Culture principle.

Marc and Tom have pioneered a prosecutor's course for IFATCA members and it has been conducted with 14 participants now deemed as 'ATC experts' in the legal arena. It is a very worthwhile concept that has already produced results. It was a pleasure to discuss the relevant issues in the Maldives with the Saddam Saeed and Yoosuf Naeem. Undoubtedly a very challenging environment, with similar concerns to other MAs, about the lack of adequate or suitable equipment and procedures, human resources and fatigue in a rapidly developing aviation environment.

Pakistan

Whilst Pakistan were unable to attend conference they were ably represented by the UK delegation. They are confronted with numerous industrial and professional issues and initiative introduced by outgoing president Alexis Braithwaite, will hopefully bear some results.

Working for IFATCA

Congratulations to Lily Chang from Hong Kong for stepping up to the challenge of working on the Professional and Legal Committee. Together with Oliver from Italy, their presentation was very well received by approximately 300 delegates at the combined Technical and Professional session. Dr Ruth Stillwell, the IFATCA ANC rep to ICAO commented that the paper was of an excellent standard and it will form the basis for development of the Best Equipped – Best Served principle that is evolving rapidly as the world aviation fleet modernises at differing rates. I would ask that all other MAs within the region consider participation in these committees to ensure we have adequate representation. The work is challenging, but extremely rewarding. If you are keen on personal and professional development, please consider applying. If you need any further information to assist you, please approach Duncan, the committee chairpersons or myself.

Regional Meeting 2105

Nepal has indicated their intention to hold the regional meeting in Nepal for 2015. If the Bangkok meeting is a success as a combined meeting, I will ask that all future meetings cater for a joint meeting with IFALPA at the very least.

ATCO Exchanges

Damdinsuren Batbold (Bat for short) from Mongolia and I discussed the concept of ATCO exchanges. It is a very promising concept and will help address controller education and exposure to different techniques and practice. The concept is for ATCOs to visit neighbouring facilities for a period of 5 days or more. The intention is that they be assigned to work with an individual or a team to get a better appreciation of how other providers deliver ATC services. It may be too adventurous a concept at this stage to attempt it on a large scale, but a one off exchange (possibly Mongolia and Hong Kong) will be trialed is supported, prior to the regional meeting so an update can be presented.

“...the concept of ATCO exchanges... will help address controller education and exposure to different techniques and practice...”

It was a privilege to meet with the Mongolian reps. Bat and his colleagues are very committed and eager to improve their knowledge and skills as they embark on a significant modernisation program.

Support

I appreciate the support given to me by my Member Association, the HKATCA and to all the visiting members I was able to renew acquaintances with in Las Palmas. I trust I was able to get across the difficulty in representing this region if there is no effective communication channel. A poster for the regional meeting will be delivered in the coming weeks. I will visit BKK in the near future and coordinate with Aero Thai, John Wagstaff, our IFATCA-ICAO rep known to many of you, IFALPA and ICAO.

The annual IFATCA conference provides an excellent means to educate on 'the other persons job', culture and conditions in a relaxed environment. It is refreshing to find highly motivated individuals all bonded by our common goal of safety within our profession. Once again this was commendably demonstrated by the presence of Ali and 22 controllers total from Iran representing their association. Quite remarkable.

53rd IFATCA Annual Conference Report

By Mike O'Neill (EVP Asia-Pacific, IFATCA; President, HKATCA, 2013-14)



Chris Dalton (ICAO) with panel guests Professor Hollnagel, Frank Brenner (Director of Eurocontrol) Philippe Domogala (Conference Executive) and Tom Laursen (IFATCA Safety Expert)

Interview with retired controller – *Phil Parker*

When did you start in ATC ?

I started in ATC on No. 13 course the same day and course as Ric King. The course commenced on the 22 July 1968. This means I had a total of over 45 years in the job when I left Hong Kong. The ATC course lasted 2 years and I obtained my first validation in Adelaide Tower, South Australia in July 1970. I only worked there for 4 months before being asked to transfer to Alice Springs Airport in the middle of Australia. Except for an overlap between 1200 & 1400 each day, controllers there worked by themselves. Alice Tower was also responsible for the airspace covering most of the middle of Australia and the FIR was as big as Hong Kong FIR is today. To obtain a rating in Alice Tower required validations in Tower, Procedural Approach and Procedural Enroute. I was very lucky to work there for 3 years. This is because the one man tower environment improved decision making, in that there was no one to turn to if you had a problem to solve. You had to work things out for yourself.

When I returned to Adelaide I revalidated in the Tower and a year after that obtained an Approach Radar validation. In 1977 I obtained a Flow Control validation and held Tower, Approach Radar and Flow validations in Adelaide for the rest of my time in ATC in Australia. This was only interrupted by numerous stints in the SA/NT Regional Office and 6 months as an instructor in the Training College in Melbourne in 1978.

In 1984 I was lucky enough to obtain a contract in Hong Kong and validated in the Tower and on Approach Radar. I was able to obtain 3 years leave-without-pay from my Australian employer to fulfil the contract period which was fortuitous. This was because my contract was not renewed due to Civil Service pressure on CAD due to the agreement of the hand back of Hong Kong to China.

I returned to my old job at Adelaide Airport and during this time became involved as one of two instructors to teach the first comprehensive radar course to controllers from China as part of an Australian Government aid project. The project lasted 6 months. While I was in Guangzhou I rang one of my former bosses in Hong Kong and found out that CAD were recruiting again. I returned to Hong Kong in August of 1989 and remained with CAD until August last year.

What was the toughest rating you held?

I don't think there was ever a toughest rating. What I found tough was maintaining both Approach Radar and Tower ratings at the same time whilst spending most of my time in the Training Unit. Trying to remain up-to-speed in those circumstances was extremely difficult until I finally dropped my Approach rating. The first year after Chek Lap Kok opened, I was the only dual rated controller working there as everyone else only had one validation for the move to the new airport.

Have you ever experienced any scary moment or crazy event?

Yes, many. Hijacks, bomb warnings, lost light aircraft, lost military aircraft, wheels-up landings, undercarriage collapses, fires, engine failures, genuine fuel emergencies where the aircraft only just managed to get on the ground, a light twin (con'd on page 5)



Phil Parker in ATC training school in 1969 (above) and working in Kai Tak (below)



aircraft blowing up in the circuit in Alice Springs when I was working by myself and the MD11 crash in Hong Kong. The list is not exhaustive but you get the idea.

What is your most memorable occasion in ATC?

There have been many, however if asked to choose one, it would have to be the aid project teaching controllers from the PRC radar in 1988. The whole experience was fantastic, with 8 controllers spending 4 months in Australia and with myself and fellow instructor spending 2 months in China with them as a follow up. China was a very different place then to what it is today. I'm also proud of the fact that my students were responsible for the initial reduction in vertical separation minima in China from what used to be 1000 metres above 6000 metres to what we have today. If I'm allowed a second choice it would have to be every time one of my former students has obtained their validation.

What are you doing now?

Settling in to a new life back in Australia. I would still prefer to be working in ATC and have applied for a couple of jobs including as an instructor down in Melbourne. I've been for an interview but have heard nothing so far as to whether I have the job or not.

What advice would you give to ATCOs just starting out?

They say "if you do a job you enjoy, you never work a day in your life." If you don't genuinely enjoy ATC, don't do it. Look at every day at work as a challenge to be as safe and efficient as you possibly can. Always remember that ATC is a service industry. Learn as much as you can about the aviation industry outside of ATC, especially with the pilot environment on the flight deck and what they can and cannot do. It will make you a better controller able to react to the non-routine aspects of the job which will always occur. Support your fellow controllers in the work place and if you see something being done wrongly, voice your concerns. There is no place for 'loss of face' in ATC. Become involved with your Association and through the Association, IFATCA as you will learn so much and develop friendships with other controllers around the world. Finally, for all of you Aerodrome Controllers, look out of the window at every departure and arrival to the maximum extent possible.

IFATCA Asia-Pacific Regional Meeting with IFALPA & ICAO Bangkok, 9-11 Nov 2014

Aero Thai, the Thailand ANSP has generously provided meeting facilities for IFATCA to host the meeting. Bangkok as a venue was selected for several reasons. ICAO is headquartered there and the Asia Pacific arm of IFALPA will also hold their annual regional meeting there. CANSO and IATA will also be invited to attend. Rather than just have an illustrious list of participants, it is hoped that by developing such a forum, IFATCA MAs can address the many issues we are required to cope with as ATCs in a rapidly changing environment due to traffic growth and technological development.

IFATCA will play its role by providing input directly to ICAO, aircrew, the airlines and airport operators. IFALPA and ICAO are both keen to develop such a combined strategy. It is planned that there will be a joint day session of the above mentioned associations during their respective meetings. Another reason for selecting Bangkok was to hold the meeting on neutral grounds and invite those countries not currently members of IFATCA to participate. With exposure to IFATCA work schedule and discussions it is hoped that some will consider joining the Federation. The following will be invited: Myanmar, Cambodia, Laos, Thailand, Philippines, Papua New Guinea and Guam. China, whilst they do not have an Association will be asked to send one or more representatives.

Such a meeting also has other advantages. Due to the generosity of Aero Thai there will be **no registration fees. The costs for those attending will be limited to travel and accommodation only.** You will be provided with comprehensive material on the meeting venue's location and a range of suitable accommodation to suit all budgets. In effect, a self service, low cost meeting without a host IFATCA MA having to go through considerable sponsorship, funding and organisational issues.

For more information, please contact Mike O'Neill or any of our ex-com members.

Congratulations to the new batch of ATC trainee graduated from overseas training in New Zealand

After 6 months of working hard in studying, simulator training and PPL flying training, the fresh graduates (Nicky, Bonnie, Wesley, Vito and Billy) are now ready for the next stage of challenge in their ATC career.



Upcoming activities

30 May 2014 – HKATCA Annual General Meeting

9-11 Nov 2014 – IFATCA Asia-pacific Regional Meeting in Bangkok, Thailand

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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Air Traffic Management Division
Civil Aviation Department
1 Control Tower Road
Hong Kong International Airport
www.hkatca.org