

IN Contact

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TURN OFF
TUNE IN



content

2



IFATCA Asia Pacific
Regional Meeting 2014 @
Bangkok, Thailand

3



News around the World

4



Colleagues Movements
HK ATC News
Association News

How are we doing with the use of smart phones and tablets in the working environment? You know they are a distraction – so does the public. Make sure you act responsibly. We are a unique profession that has several breaks during each shift. Nothing is urgent enough to justify compromising safety.

Kung Hei Fat Choi to you all in the year of the Wood Sheep. HK ATC has a very big year ahead with the ongoing development and commissioning of our new Raytheon radar system. Your executive committee has in place many plans for a very active year for the HKATCA to provide professional exposure to as many of our colleagues as possible to neighboring ATC facilities. The intent is to provide HK controllers with an ongoing education on how ATC services are provided elsewhere and to allow us to compare other operations with our own. The first trip will take place 13-15 of March to Singapore. The poster appears later in this edition. (continue...)

(Continued ...) We also intend to commence a social program to allow controllers to more regularly mix socially and hopefully create some team bonding outside of work to balance the very stressful and complex environment we operate in.

There are plans for some form of clothing branded with our new Ken Wu designed logo. Standby for updates. We hope to turn a small profit from this enterprise and also to conduct some raffles in the workplace. We are seeking ideas from members on facilities that we could purchase from the proceeds to enhance our experience in the workplace during breaks.

IFATCA
2014 Asia Pacific
Regional Meeting
Successfully
Completed

IFATCA Asia Pacific Regional Meeting: The 2014 Asia Pacific Regional Meeting was extremely successful and attracted a record attendance of 110 controllers. This was quite remarkable considering there was no IFATCA host for the meeting. Several people contributed a great deal to the successful outcome. Ben Mansumitchai, a member of the IFALPA ATS committee together with very generous support provided by Aerothai, Thailand's ANSP was quite instrumental in its success.

Mr. Anucha Kammong, the Executive Vice President of Aerothai officially opened the meeting with a very simple message on the importance of our profession being connected. Aerothai very generously hosted both IFALPA and IFATCA for an evening meal.

The meeting's theme was on Human Factors in ATC. The keynote presentation by Jeff Woods, study lead in the Optimisation of Airspace and Procedures in the Metroplex (OAPM), USA's FAA sponsored optimisation program, was generously provided by our NATCA MA. Jeff's presentation was essentially a window to the future for this region with the research and development that has been necessary to optimise very complex airspace in the US system. His presentations and Q & A session provided an excellent exchange.

Chris Henry of the NOSS Collaborative provided an overview of the NOSS program for the uninitiated and then followed with the break downs of the outcomes of the program in the Asia Pacific from those ANSPs that have participated. NOSS is effectively a proactive overall health check of service provision with the results directly relevant at all levels in the organisational structure.

Dr Noorilah of Malaysia gave a very methodical walk through of the processes they've undertaken in Human Factors in ATC Safety Investigations, from the Regulator's Perspective. One of the highlights of the meeting was an interactive joint session with IFALPA's Air Traffic Services committee. Several topics were addressed in an attempt to reduce workload on both controller and pilot as airspace complexity and traffic volumes increase. It provided a lively forum and some of the issues hope to be addressed by an initiative of this meeting.



The agenda left for the final day was a little daunting. The MA reports were very notable on two counts. Firstly the Iranian experience, following their more than doubling of traffic growth due to the rapid closure of Ukrainian airspace following the shoot down of MH17. Following on was an extraordinarily moving message from Joe D’Cruz on the impact that has radiated through the MATCA membership following the loss of two aircraft from their National carrier this year. Australia in return initiated a message of condolence from the meeting, to be taken back to their membership.

Patrick Peters, the IFATCA President provided two presentations to the meeting on the use of Social Media and CISM. Together with his interaction on the meetings mixed panel discussion with IFALPA, it was an excellent opportunity for those in the region to get to know him and also to see the dynamic impact he is having on our Federation. This was particularly important for those important non-members, Thailand, Cambodia and the Philippines who attended our meeting as observers. They could see first-hand the professional and technical sharing that is such an important facet of IFATCA and that it is currently experiencing a healthy evolution.



IFATCA 2014 Asia Pacific Regional Meeting

News around the World

IFATCA Asia Pacific Regional Meeting 2015:

This will be held in Katmandu, Nepal from 23-25 November 2015. If you’ve not attended a meeting they are an excellent opportunity to introduce yourself to the world of international ATC. One of the definite pluses of such meetings are the contacts you make and friendships you forge. These can prove invaluable in future endeavors in your career.





Bulgaria, hosting the 54th IFATCA Annual Conference

IFATCA Annual Conference:

20-24 April, Sofia, Bulgaria. The meeting will be held in a fairly exotic location on the Balkan Peninsula by the Black Sea. These conferences allow the public to debate on the two committees' extensive work schedules as assigned from the previous conference in Gran Canaria. The work program is divided between the Professional and Legal Committee, which Lily Chang is a member of and the Technical Operations committee. Generally they present between 8-12 research items that have been worked on throughout the year. One of the strengths of IFATCA is the footprint of representation throughout the world with currently 132 Member Associations. On the final day of conference there will be a panel with relevant aviation personnel from around the world presenting and fielding questions in an open forum. This is followed by the 4 regions, regional meetings.

<http://www.ifatca2015.com/en/during-your-stay/bulgaria.html>



Colleagues Movements

Notable departures:

Greg and Iris Beggs left Hong Kong for Australia in December to settle in Cairns. We wish them all the best and no doubt if you're travelling through Far North Queensland, be sure and drop in for some Aussie hospitality.

Notable retirements:

January saw the departure of two very long term CAD employees in Manuel Sum and John Chu. John has had a major impact on many TWR controllers over the last decade and will be missed. Upcoming retirements are two more equally long serving stalwarts from TMA in Dennis Yuen and Philip Lee. Peter Lam retired late last year as a very long serving FSS. We wish all 5 gentlemen all the best in their future endeavors. Hopefully we'll get to see them at a HKATCA function in the future or they drop by to pay us a visit. Here is an old TV documentary showing HK ATC at 1994, at 4:45 there is an interview with Manuel. Enjoy!

<https://www.youtube.com/watch?v=G1Z4IXdWph8>



S-TWR Renovation:

As you would know from conversion training information, the S-TWR will cease operations once the New ACC is commissioned. For a period of approximately 6 months it will be maintained in an operational status as a redundancy/fallback measure. Once that period has elapsed, a renovation and re-equipping project will commence. At this stage due to financial restrictions only a very limited make-over will occur. However, as this is a once in a lifetime opportunity to consider all possibilities to fix the inherent poor visibilities issues, the HKATCA intends to submit a proposal for consideration to address our safety concerns. Tower controller input will be sought.

With the use of some innovation it is possible that once the SMR is removed from the roof of the current TWR that there will be other possibilities available to improve the visibility markedly. Considering the life cycle of the facility it is only proper that the HKATCA makes the best possible case for an upgrade that addresses safety issues as our movements are projected to grow considerably in line with the 3rd runway proposal.

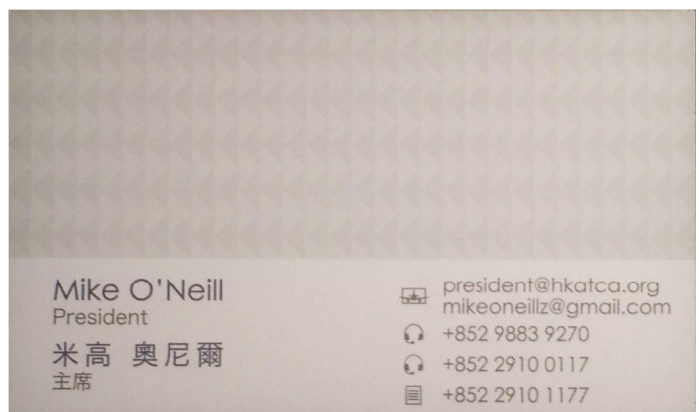
HKATCA Business Cards:

Business cards will be available on request for a nominal fee. Please contact a committee member. Examples are below. These can assist greatly in allowing you to get connected within the industry more successfully.

Association News

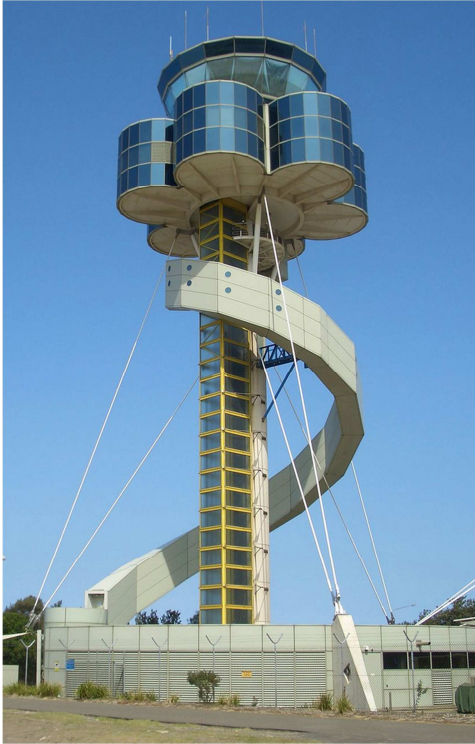


New HKATCA name card



Trip to visit Macau – East Asia Helicopters & Macau Jet Helicopters:

Tentative dates have been set for 9th or 19th of May. Please track the notice boards for information. It is anticipated that we will also visit Macau Control TWR on the same visit. Once again we intend to make both a professional and social exchange of the occasion by mixing with all three groups at the conclusion of the visit. There is a possibility some of us may stay over in Macau.



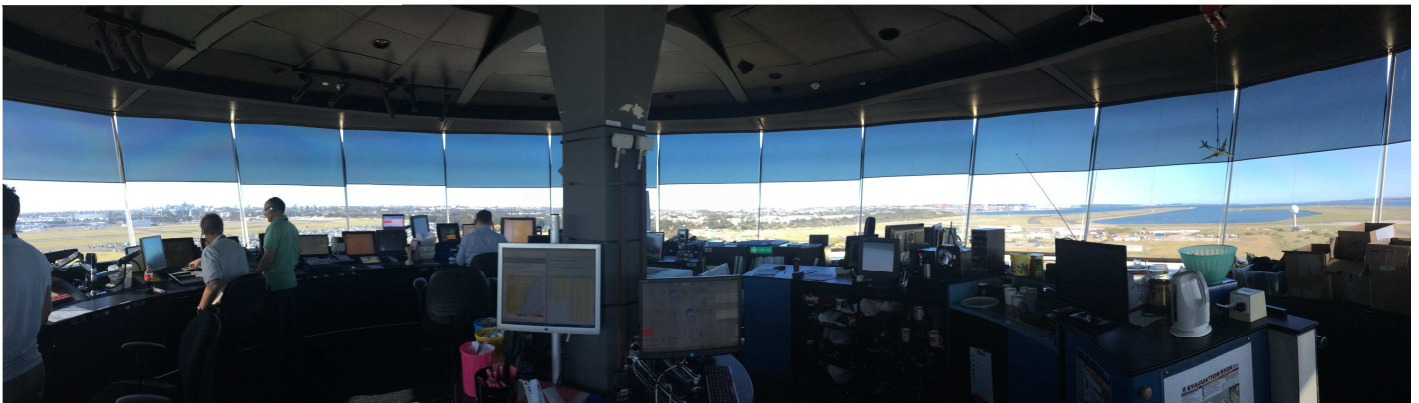
Futuristic Sydney Tower

Overseas visits:

The first visit as mentioned will be to Singapore. The next trip, possibly in late May to June will be to Taiwan. This trip will most likely favour C team. Following this trip consideration will be given to Narita, Seoul, Bangkok and KL. Closer to home we intend to visit Guangzhou, Shenzhen and Zhuhai.

Since the last edition, several colleagues have visited other ATC Centers and Towers. I visited Sydney TWR and APP late last year. The TWR in Sydney is a very futuristic design yet is more than 20 years old. The circular cabins above the superstructure house some check offices and recreational facilities. From an operational perspective, the most interesting feature of the structure is that the roof is supported by a single support in an umbrella fashion. See attached photo. You'll notice immediately this permits a totally unobstructed view of the airfield. More on this later. Also from the external shot you can see the wholly enclosed emergency fire escape. Something not adequately addressed in our current facility.

John Li recently visited Auckland Tower. He commented on the very different mix of traffic where a high percentage of traffic is 50 seater turbo prop aircraft mixed with B737/A320. The challenge being the mix of speeds.



Lui Li has recently visited the Kathmandu Tower, below is a short article he would like to share about the visit.



Tribhuvan International Airport (IATA:KTM/ICAO:VNKT) is the only international airport in Nepal and it's located in the Kathmandu Valley conveniently near the Kathmandu city. Many people might expect the airport to be located dangerously high in the mountain with complex procedures. It is yet partly true. The airport is only 4390ft elevated AMSL comparing to more than 25000ft Sagarmatha (Mt. Everest in Nepalese) with single runway 02/20 3050m long. It is surrounded by imminent mountainous area with spot heights just shy of 7000ft.



The radar of KTM extends outbound up to 50nm and it's the only radar available to the whole country. As a result, aircraft on ATS route are separated procedurally and only aircraft in Kathmandu approach airspace are provided with radar service.

You may wonder how instrument procedures could be established on such a challenging area. Standard instrument departures are established on both runway yet 99% of the pilots choose runway 20 to depart due to terrain and company policies. Different SIDs are available subject to route direction, runway and climb performance of departures. Basically departures circle within a 4DME arc of the aerodrome until they have reached required altitudes before proceeding to the next waypoint.

On the other hand, choices are limited for arrivals. Due to terrain, only runway 02 is available for landings and since 3° glide-slope does not conform with the terrain in the area, the only choice of instrument landing is using VOR/DME with complex step descent profile. When weather condition does not favour runway 02, instrument arrivals have no other options but wait at the holding patterns.

VFR traffics, on the other hand, are more flexible with the runway but more subjective to weather condition. Most regional flights are VFR thus need to comply with restrictive weather minimum that could easily cause disruptions. Most VFR flights are restricted to 11500ft or below except mountain flights which has exemption to fly up to FL250 at which you will be side by side with the peaks of the Himalayas. Mountain flights cost around 200USD.

The visit has been interesting and informative. The aerodrome itself is very special owing to its mountainous terrain. I believe there are many other aerodromes in the world that have their characteristics and we should never restrict our knowledge in VHHH. I strongly recommend fellow colleagues to make good use of the resources available at the department and our association to explore more different airports in the world!

(The visit was arranged by the tower assistant manager Mr Nawin on 30th Jan when he was on a morning shift.)

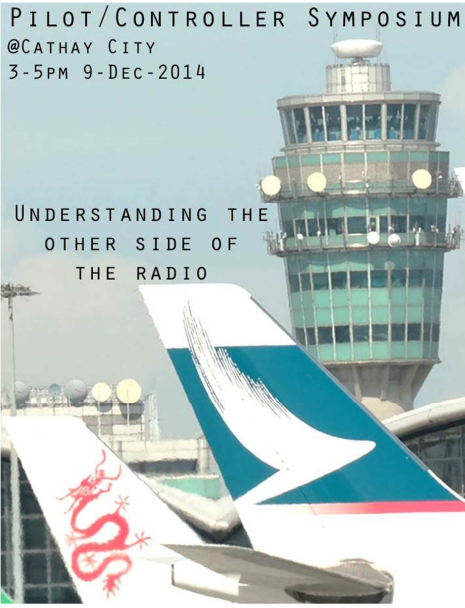
Briefings with the HKAC

Several TWR rated staff were on hand for a Q&A session and to engage socially following each session. Michael Wong was gracious in providing a number of us a familiarisation flight through the harbour late in 2014. The committee of the HKAC also stressed that familiarisation flights out of Sek Kong in either fixed wing or rotary aircraft would be available to any of our members on request. They are very keen to interact with us and welcome any opportunity to discuss operational issues with controllers.



PILOT/CONTROLLER SYMPOSIUM
@CATHAY CITY
3-5PM 9-DEC-2014

UNDERSTANDING THE
OTHER SIDE OF
THE RADIO



HKATCA Airline briefings:

Briefings were conducted by HKATCA to all locally based airlines in September and December. Hong Kong Airlines with an invitation too to Hong Kong Express were briefed on current ATC issues firstly in September. The intent is always to explain our concerns then provide a forum where we can get a clearer understanding of their issues and work on possible solutions. Mostly the outcome is to provide aircrew with a better understanding of the impact of rising traffic levels and the complex airspace and entry and exit restrictions into our airspace.

A combined briefing with Cathay and Dragonair was conducted at the CX Auditorium. There was a common line of questioning. "why vector traffic and yet we fly so close to the star", "why vector inbound from the boundary rather than let us enter a holding pattern", many queries about delays outbound and not being able to get accurate answers. Clearly our audience / customers are not fully aware of the impact of the volume of traffic we are handling.

Upcoming activities

Mar 2015 – Visit to Singapore ATC

May 2015 – Visit to Macau – East Asia Helicopters and Macau Jet Helicopters

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 2014-15

President:	Mike O'Neill
Vice-President (Technical):	John Chan
Vice-President (Admin):	HC Hong
Vice-President (Finance):	Calvin Yeung
Ex-com members:	Karry Kwong
	George Au Yeung
	Carmen Tam
	CF Leung
	Kathy Ma
	Raymond Lung
	Eric Chiu

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