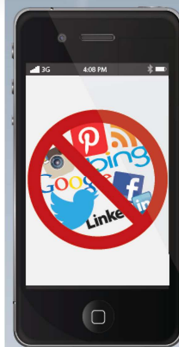


IN Contact

A Newsletter published by
Hong Kong Air Traffic Control Association
Issue 04 – Sep 2014



**TURN OFF
TUNE IN**

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IFATCA Asia Pacific
Regional Meeting 2014 @
Bangkok, Thailand

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For our members
Association News
Message from the President

The use of phones in vehicles is a major cause of death. Whilst the two may seem unrelated, society is rapidly becoming aware of the impact these devices cause.

This is a self-explanatory video regarding the use of mobile phones or digital devices in the workplace. Hopefully you will all get the opportunity to see the video in an afternoon briefing session. If not approach an ex-com member and they will give you access to a copy. Below is a link to a video taken within a Hong Kong cinema. The use of phones in vehicles is a major cause of death. Whilst the two may seem unrelated, society is rapidly becoming aware of the impact these devices cause. We will be judged very harshly as a profession by society if we do not set personal restrictions on their use in our workplace. We have routine breaks built into our rosters to provide quite generous access to these devices and the personal contact they provide. Consider the consequences of your actions for the right reasons.

<https://www.youtube.com/watch?v=Txjng8h3Tc>



IFATCA 2014 Asia Pacific Regional Meeting

9-11 Nov
Bangkok, Thailand

NATCA

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION
WE GUIDE YOU HOME

IFALPA
International Federation of Air Line Pilots' Associations



The Meeting

This annual event will change format this year. As there was no willing host from the 22 Member Associations to hold this meeting, it was decided to hold it in neutral territory of Thailand, a non-member of IFATCA. Several advantages have resulted. The meeting will provide an avenue for a joint meeting with the IFALPA Air Traffic Services Committee. This is a worldwide committee and it is anticipated there will be approximately 40+ pilots from around the world in attendance.

Also ICAO is headquartered in Bangkok. There are many innovative systemic changes underway in ATC provision within the region.

ASBU and NextGEN

ICAO currently has a very dynamic team working on the world-wide initiative of Air Space Block Upgrades (ASBU). A unique concept that ties states to upgrade airspace, equipment and communications at a similar time and rate to ensure that as traffic flows increase they will not encounter reductions of performance as they cross sovereign airspace boundaries.

The concept forms the backbone of all future ATC procedures to enable more efficient use of resources and airspace.



<http://www.faa.gov/nextgen/media/metroplex.pdf>

It is hoped the innovation experienced in the USA by

clean-sheeting existing busy terminal areas, those attending will be provided with first hand controller experience on the changes both before and after on workload and capacity.

NOSS

There will also be presentations on Normal Operations Safety Survey, the ATC equivalent of the airlines LOSA. These have been carried out by numerous ANSPs within the region and Chris Henry the head of the NOSS Collaborative will provide in-depth analysis of how the SMS procedure has matured, how findings have highlighted and generated change in a timely manner. These surveys almost always come with resistance of the controller workforce as they are viewed as a policing action. However, without fail, the perception changes once the results demonstrate a composite health check on complete organizational structure.

Together with IFALPA

Just as equal a highlight will be the combined meeting with IFALPA. It is hoped along with the theme of the meeting, to analyze in detail what both professions do on a daily routine basis, why we do those actions and can they be eliminated or modified to reduce workload and complexity? One of the senior pilots attending is somewhat of a legend in aviation circles. His bio is attached on the next page.



Captain Robert E. "Rip" Torn

Chairman, Air Traffic Services Group

Air Line Pilots Association, International

Captain Rip Torn serves as NEXTGEN Project Coordinator for the Air Line Pilots Association, International (ALPA-I). In that capacity, he represents the Association at industry discussions for NEXTGEN implementation and advises on the strategy for pilot participation.

Captain Torn is the Chair of the Air Traffic Services (ATS) Committee for the International Federation of Air Line Pilot Associations (IFALPA). IFALPA is composed of 101 member associations representing over 100,000 airline pilots worldwide. He is responsible for coordinating IFALPA's policy on all aspects of communication, navigation, surveillance and air traffic management (CNS/ATM) operations performed by air traffic service providers. He has also served as the IFALPA representative to the ICAO Operational Data Link Panel, Aeronautical Surveillance Panel (ASP), Air Traffic Management Requirements and Performance Panel (ATMRPP) and other work directly with ICAO.

Rip is a longtime advocate for aviation safety, and he has been involved in ALPA safety work at local, national and international levels. He has been involved in ALPA safety activities since March 1993, serving as chair of the Delta MEC Air Safety Committee Air Traffic Services Committee, Accident Investigation Team member, DALPA Jumpseat Committee representative and recently as the Chair of the ALPA Air Safety Committee -ATS group Chair. As Project Lead of the ADS-B Project Team, he represented the association as a member of the industry ADS-B team awarded the 2008 Collier Trophy.

Captain Torn began flying in 1978 as a pilot with the United States Air Force. He flew the RF-4C reconnaissance fighter in Germany and was a T-38 advanced flight training instructor at Reese AFB, TX. He also was a Functional Check Pilot in the T-37, T-38, and later RF-4 performing maintenance acceptance flights after extensive rework of the aircraft.

Currently, Rip is a B767 and B757 Captain based in NYC for Delta Airlines flying domestic and international operations. He is also rated as Captain on the B737, flew the MD-88 as a First Officer, and a flight engineer on the L-1011 and B727. He holds a FAA Airline Transport Pilots License and has over 12,000 hours of flight time.

Captain Torn, originally from Germany, is married with three children and lives in Austin, Texas.

Speaker: Global Harmonization



IFATCA regional meeting arrangements

Bangkok is a cheap destination to access. The recommended hotel is the Aetas Lumpini. With the IFAPLA discount we have been able to access, the room rate is very respectable at \$80 USD with breakfast, Wi-Fi and on the doorstep of the Lumpini MRT station. It will be informative, educational and should provoke you into thought about your personal progression in ATC. The experience of mixing in a relaxed manner with pilots and controllers from around the planet, drawn by a common bond, will be quite profound if you have not experienced it before.

News around the World

NOSS initiative

NOSS has become an accepted means of safety analysis and as such was formalised by ICAO as a basis for SMS in 2008. Many countries or providers have already conducted several NOSSs. For example, Australia, New Zealand, USA, Canada, UK, Thailand, Korea, Singapore, South Africa, Finland and Eurocontrol. If you are not aware of the subject here is a short overview from a NOSS and a combined Threat and Error Management program in New Zealand ATC.

For more information, visit:



https://www.airways.co.nz/about_Airways/media_releases/2013_Airways_new_safety_programme.asp

IFATCA Professional and Legal Committee

Lily Chang is mid-term through the research on the topic of distractions in the workplace for presentation at the next annual conference in Bulgaria. It is a critical assessment of how this issue is being tackled within ATC worldwide and what initiatives are being considered to combat it. Lily was congratulated for her work in the previous year on the rapidly developing topic of 'Best Equipped – Best Served'. It is an attempt by the providers of Air Navigation Service in aviation to give priority to those airlines that upgrade their navigation and communication capabilities. The payback comes in access to airspace, levels and slots during peak and high commercial demand slots. There are issues for how the concept is provided and considerable effort is being applied to develop it.

Famil Flight programs

The HKATCA is very keen to promote the use of famil flight programs among its members. This is seen as a critical step in expanding our professional knowledge base of the pilots we serve in the aviation community. This in turn should have a commensurate benefit in the pursuit of safer operations. HKA has on offer the possibility of same day returns to Taichung. The offer was for 8 flights throughout the month on a first come first served basis. It has been delayed due to administrative workload on those setting up the program. It is a very simple format that can be accessed on your day off. Because there is a separate official famil flight program, TOIL for this program will not be entertained. It is quite a short commitment of time. Departure around 11am and return around 3pm. Two short sectors with an opportunity to participate in the departure and arrival at your home town. These are nowhere near as common as prior to the 9-11 tragedy, and many ATC's in other countries are no longer permitted them. Consider this a privilege and an acute learning experience, regardless of how long you have been controlling.

Upcoming Events

Meeting with other ATC and Pilots

International ATC visits

The first visit to a neighboring ATC unit is in the planning stage. It is anticipated that at the completion of a night shift cycle, those members keen to participate will travel to an adjacent country with the express purpose to meet, interact and socialize with their ATC counterparts. One day will be dedicated to a professional exchange and the following a social or sporting event. Details will be promoted as soon they are finalized. It is expected that such visits will generate requests to reciprocate in Hong Kong.

Pilot/Controller workshop at Cathay Pacific

Meetings with Cathay Pacific are expected to commence in either October or November. Due to the very large pilot roster at CX this will be quite a challenge for us to accommodate. It will be quite important to have a spread of controller experience from all three streams at these briefings. We hope to impart our impression of what it's like to control 1100+ runway movements and 600+ through area flights each day. It will be just as instructive for us to hear what it is like for them to

operate in our airspace. Please consider attending. You will be richer for the experience.

Pilot/Controller workshop at HKA/HKE

Philip Lee provided a well-received presentation on day to day operations at HKIA and also explained how the impact of minor fluctuations in the traffic flow had a snowballing effect on following traffic. With live traffic captures, it was very easy for the crews to get an instant feel for this impact. Both airlines were very appreciative of these styles of open forums to improve the understanding between us.

Several issues were raised regarding the use of phraseology when entering and leaving the holding pattern. The HKATCA has undertaken to obtain feedback from both Europe and the USA on how they operate for comparison.

Several points of discussion were centered on crew behavior entering and vacating the runway. Some video of traffic scenarios brought home the impact of wastage and the compounding effect it has on following traffic. This is purely an awareness issue and some of the crews stated the difficulty they faced when lining up quickly from Juliet 2 holding point because of the relatively steep gradient up to the runway centerline.

Association News

Website

Please visit your new and improved website. A great deal of effort had been put into remodeling it and making it more attractive and user friendly, with a good deal of new content. Please become familiar with the information there as a link to what we are doing.

New Logo



Colleague's artistic skills have been put to good use and a new logo has been crafted. It will be on all our correspondence and apparel that we are considering purchasing for resale. Hopefully the logo will form an integral part in creating a strong bond among us to the incredible profession we happen to be fortunate enough to work in.

Newsletter

Until we can replace this medium with some form of electronic distribution, it will continue to assist with visibility of current activities to members and non-members alike. If there are any issues you'd like to be covered please let us know. There are many charities, humanitarian and environmental causes out there that you may wish to promote or assist. Simply let us know.

Meeting with Management

At the request of the HKATCA a meeting with ATMD management was sought to ensure a more cooperative working relationship could be formed. It was felt this was essential to gain better access to management with any safety and or personal concerns of our membership. It was also an opportunity for us to detail our intentions for the coming year and seek cooperation where necessary to achieve our goals. Manuel Sum (ADGATM) graciously provided us access to many of his senior managers for a lengthy meeting. Subsequent to this meeting the DG Norman Lo invited the HKATCA to a briefing on the progress of the new ATMS. The effort made by our senior management was extremely generous and time consuming on their behalf.

The initial address by Norman Lo and his interaction with staff was most encouraging. It was stated by several controllers and assistants that there was seemingly ineffective communication regarding the impact of the opening of the East Centre on our future. Norman was quick to accept this and will take steps to improve coordination and dissemination of information. He was also very positive in his overview of the system and that whilst it is normal for people to fear the unknown, everything possible was being done to make the transition as safe and stress free as possible. The commissioning date was in excess of 12 months away and he asked colleagues to be patient and that in a timely manner information would be delivered to the workforce. A considerable effort is ongoing to continually improve system capability.

An effort will be made in the presentation of information that it is easily understood and relevant to our performance as controllers. Some of the short videos we were shown gave a very graphic indication of the massive effort being applied by AESD and the Project team workforce. If those working in the ATCX complex can grasp the amount of effort being applied on their behalf it will naturally pay respect to those officers involved in the commissioning with their dedication to such a huge task for a relatively small organization.

Norman also gave an assurance that the system changeover would not incur any staff redundancies. He however, warned that any technological upgrade of this nature required change. Those that didn't embrace the changes would naturally be left behind.

An assurance was given by Bill Leung that as far as practicable, the progress of each individual in the system would be tracked and any additional training or familiarization would be accommodated. A very systematic approach to the latter stages of training is already well documented and the details will be provided to you in due course. The final cutover decision will involve a complex analysis of staff assessment and their feedback on the capability to operate.

Message from the President



Our Initiatives

- Membership drive
- Totally revamped website
- New logo
- Newsletter
- Management briefing and cooperation
- International ATC visits
- Family flight programs
- Turn off – Tune in
- IFATCA committee duties
- IFATCA regional meeting Bangkok

Why do we exist? What is our agenda? Without a membership approximating our workforce, who are we representing? Why do anything as a collective and not as an individual? A collective allows us to rationalize case by case, where we as professionals stand on any given subject. It allows us to communicate to management our preferred outcome in technical and professional matters.

Simply, it gives us a voice.

The HKATCA then is primarily here to represent the interests of the members. Even if they don't have or care for an agenda, it is the duty of the executive to create one to assess where we are as a profession and where we want to be. It is imperative as a professional body that we assess what we do and continuously measure that against world's best practice. Different groups within society have competing interests. For example management may place costs above safety or not recognize our concerns the way we do. To not critically assess how we operate is unprofessional. To not formulate action plans aligned with that assessment is equally unprofessional. It is also possible our actions or behavior is inappropriate. How would we know, who we measure or compare with? If this doesn't inspire you to join and participate, then ponder the rest of your career where we are simply drifting as a profession. It also makes problematic to interact with any other professional organization within aviation.

Hopefully you will have seen some of our promotional posters around the workplace.

Please carefully consider the positives of an Association. In this issue we hope to highlight on some initiatives. Also remember, that your executive is made up of volunteers and they are acting on your behalf in their own time. If for any reason you wish to improve our performance or have ideas to better develop our profession here in Hong Kong please join and work with us.

Should you consider joining, please follow the actions detailed within this newsletter.

Membership and what to do?

You can assist us greatly if you consider joining if you are to place your details as follows:

Name - Email - Phone – Grade into the HKATCA Locker No 27 together with your membership fees.

We will provide you with a receipt – monthly bulletin via email on activities and social events – any additional membership benefits we are able to achieve with commercial bodies – the contacts for your executive members – business card at cost price – upcoming overseas programs – up to date notice boards in the ACC and the two recreation rooms.

Upcoming activities

Oct 2014 – Famil Flight with HKA

Nov 2014 – IFATCA Asia Pacific Regional Meeting 2014

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 |

IN Contact

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