

MACCARES BULLETIN

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MACCARES bulletin is published by the Accident Prevention and Investigation Group (APIG) by using the de-identified information collected from MACCARES. It serves as a platform for sharing aviation safety information in the community.

Reports received through MACCARES are accepted in good faith. Anonymous report is not encouraged because APIG staff cannot contact an anonymous reporter to verify the report or to seek additional information.

Unserviceable fixed electrical ground power units in airport

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The reporter expressed a safety concern regarding inoperative fixed electrical ground power facilities (FGP units) on apron in Macau International Airport.

The reporter mentioned frontline staff were mostly affected by unserviceable FGP units. Where FGP unit was not available, mobile power unit needed to be deployed. It took time to tow mobile power unit from one stand to another as there were limited number of mobile power units available.

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Since this is an anonymous report, APIG is not able to contact the reporter to verify and seek additional information.

Upon being informed about this safety concern, with the assistance of ADA, APIG has conduct an on-site inspection to the FGP units in Macau International Airport. It has been confirmed that a number of FGP units have been unserviceable for a period of time due to the manufacturer has discontinue to manufacture those circuit boards.

For the ground handling agent to make proper preparation, they need to know the availability of FGP in each parking stand in advance. If the ground handling agents were not aware that the FGP was unserviceable and they only found out at the moment they arrived at the parking stand, it might create extra workload and time pressure for them to arrange mobile ground power unit for the aircraft.

There are several issues need to be considered here:

- Standardized labels for unserviceable FGP should be used;
- Such labels should be tagged on the same position for each unserviceable FGP;
- A consolidated list about the availability of FGP should be established and maintained;
- Such list should be provided to ground handling agents.



The related AACM department has followed up this issue with CAM and ADA. As informed by ADA, the unserviceable FGP units will be replaced by phases. Meanwhile, ADA is studying the feasibility of swapping different components of the FGPs to increase the number of serviceable FGP units.

Non-compliance of SMS training requirement

The reporter expressed a safety concern regarding non-compliance of aeronautical circular AC/GEN/005. It was reported that managers of cabin crew did not attend safety training intentionally. The reporter suggested the managers of cabin crew should stop their duties to study Safety Management System (SMS), and their duty should not be resumed until they pass the examination.

Since this is an anonymous report, APIG is not able to contact the reporter to verify and seek additional information.

Safety training and education is an essential foundation for the development and maintenance of a safety culture. The provision of appropriate safety training to all staff is an indication of management's commitment to SMS. Paragraph 9.2 of Aeronautical Circular AC/GEN/005R03 *Safety Management System Requirements* requires that a service provider shall, as part of its safety promotion activities, identify training requirements and develop and maintain a safety training programme that ensures that personnel are trained and competent to perform the SMS duties.

This safety concern was followed up by the related AACM department. During one of the air operator certificate (AOC) holder audit, it has been confirmed that all managers of cabin crew in that company have completed the required SMS training. The compliance with the SMS training requirements including the cabin crew and managers will continue to be monitored during surveillance audits.

Cabin crew managers on flight duty without valid license

The reporter expressed a safety concern regarding cabin crew managers on flight duty without valid license (Crew Member Certificate). According to the reporter, the cabin crew managers claimed that they were on the flight to check cabin crew service. However, their names were included in the General Declaration, and they were recognized as cabin crew by passengers. The reporter said the cabin crew managers intended not to attend any training on cabin crew basic safety knowledge as well as safety management.

Since this is an anonymous report, APIG is not able to contact the reporter to verify and seek additional information.

The primary role of cabin crew is to ensure passenger safety. Aeronautical Circular AC/OPS/016R00 *Qualifications and Training Requirements* specifies the requirements for



the qualifications and training of cabin crew. Paragraph 3 (a) of the same Aeronautical Circular requires that cabin crew members shall hold a valid Crew Member Certificate (CMC) when perform cabin crew duties in the cabin. To grant and renew a valid CMC, the training requirements specified in the Aeronautical Circular AC/OPS/016R00 must be fulfilled.

If the cabin crew managers who were on board only to check cabin service, but did not perform cabin crew duties in the cabin, they should not wear a uniform which might identify them to passengers as cabin crew member as described in paragraph 2 (b) of AC/OPS/016R00.

This safety concern is being followed up by the related AACM department during surveillance audits.

Drone activities near helicopter maintenance facility

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The reporter expressed a safety concern regarding drone manoeuvring activities nearby apron area in helicopter maintenance facility. The usual time zone for that activity is around 16:30 to 17:00 throughout the entire week.

The reporter mentioned that prior approval must be sought for that activity as it may pose threat to aircraft safety.

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According to paragraph 67 (4) (a) of the *Air Navigation Regulation of Macao* approved by Executive Order 62/2016, any unmanned aircraft shall not fly at any height over any part of the airspace within 1000 meters of any aerodrome or landing location. The apron area of the helicopter maintenance facility is a landing location thus operation drone over it is prohibited.

The related AACM department has been informed about this safety concern.

Aircraft push back without using steering bypass pin

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The reporter expressed a safety concern relating to aircraft pushback.

The reporter stated that an aircraft was pushed back without installing a steering bypass pin, and the landing gear was not inspected before departure.

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The steering bypass pin is used to isolate the hydraulic nose wheel steering while the tow bar is connected to the aircraft nose gear leg for pushback. When the bypass pin is installed, the steering of the aircraft is controlled completely by the pushback tug.

Before connecting the tow bar to aircraft, the steering bypass pin shall be properly inserted. Failure to use a bypass pin when the hydraulic system is activated can lead to equipment



damage and operator injuries, as well as damage to the aircraft. The aircraft should be checked in accordance with the aircraft maintenance program prior to flight.

This safety concern is being followed up by the related AACM department during surveillance audits. Since this is an anonymous report, APIG is not able to contact the reporter to seek additional information.

Aircraft released without proper signoff

The reporter expressed a safety concern regarding aircraft departure without proper signoff of Release to Service.

According to the reporter, after transit, when the captain passed the Technical Logbook to the responsible aircraft maintenance staff, he did not sign on it due to his lack of aircraft maintenance knowledge. The aircraft maintenance staff did not know he needed to pass the Technical Log to maintenance engineer who has authorization to signoff to release the aircraft. He simply removed the copy page and then return the Technical Logbook to Flight Crew.

Paragraph 10 of the *Air Navigation Regulation of Macao* approved by Executive Order 62/2016 and MAR 145.50 (a) and (b) of the Macao Aviation Requirement MAR-145 *Approved Maintenance Organisations* specify the requirements of issuing Certificate of release to service before flight at the completion of any maintenance.

In general, the Certificate of release to service can only be issued by authorized certifying staff in accordance with the quality system of the airline. For transit check, this can be done by an entry on the aircraft technical logbook containing basic details of the maintenance carried out, the date of task completion, and the identity including approval reference of the MAR-145 approved maintenance organisation and certifying staff issuing such a certificate.

This safety concern is being followed up by the related AACM department during surveillance audits.