

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.

Since the launch of MACCARES in year 2013, it is excited to see different types of data being received and handled. Some reports generated alerts, suggestions and reminders, some of them resulting in actual system enhancement. More could be done with more information sharing within the industry and leads to safer aviation network.

Here we share some of the latest reports extracted from MACCARES database:

Reliability of Airport Terminal Management Systems (TMS)

Reliable airport terminal management systems are essential to manage all critical processes to ensure smooth and safe terminal operations.

There has been a report on a failure of the FIDS at terminal building on Apr 2017 during scheduled preventive maintenance, two months of AODB data need to be recovered. FIDS partially resume normal at the same day. Contingency plan was activated and several entities including airlines and TMS were affected by this situation.

After communicating with the airport operator, it was identified that two hard disks from the RAID 5 SAN storage of the FIDS failed and needed to be replaced. The operator had followed the procedure to replace the concerned hard disk and restore AODB data. During the down time, contingency action was activated with some manual data input and update to the interim server platform due to the unavailability of the stored data on the RAID 5 storage.

For preventive actions, the airport operator is planning to upgrade the AODB and FIDS systems with more advance technology to cater for operational and maintenance needs. In the meantime, airport operator already triggered the process of migrating the systems from RAID 5 to RAID 6 technology.

Wind Farm Affecting the Helicopter Operation VFR Route B and C

The reporter expressed a safety concern regarding Zhuhai Guishan Wind Farm development affecting the Helicopter VFR Route B and C. Starting from March 2017, pilots noticed that there had been rapid and large scale development of the wind farm which will definitely affect



the helicopter operations on the routes. From June 2017, big wind turbines were erected right underneath the routes and causing significant safety hazard to the operations.

The wind farm project is located outside of Macao ATZ and the necessary changes to the routes are out of the jurisdiction of AACM. After being informed of the situation, AACM had been working closely with HKCAD. As AACM is aware, the changes to the routes are still under development. In the future, AACM will enhance communication with authorities in the region and the industries during the preparation phase as well as implementation phase of new routes.

Foreign Business Jet Departed from MIA Without Proper Procedures After Typhoon “HATO”

During typhoon “HATO” in August, the reporter witnessed a foreign business jet Falcon 7X was whipped around by the strong wind and suspected that it might had suffered from landing gear damage, structure damage or FOD in the engine, etc. Besides, the aircraft might not have been full refueled in accordance with the procedure before taking off from MIA. No entities in the airport tried to stop them from flying out of Macao.

Aviation meteorological services at the airport broadcast meteorological information and weather forecast continuously, APIG reminds all operators to pay attention to weather forecast especially during typhoon season, tie down their aircraft properly before severe weather, preserve the aircraft in accordance with manual and install all necessary safety strap, pin and protection covers. Check with the airport operator for tie down points.

Air operators must follow approved manual and procedures before flying the aircraft.

End