

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.

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

1. Bright lights observed at threshold of runway 34 affecting pilots' operation during landing

The reporter expressed a safety concern regarding the extreme bright lights observed at the threshold of Macau International Airport runway 34. According to the reporter, the aircraft pilot observed extreme bright lights during final approach to land on runway 34. These bright lights causing difficulties for the pilot to have clear view on the runway touch down zone. After landing and vacating from the runway, it was identified that the light sources were coming from 2 airport vehicles.

Such circumstance has been reported to the tower and multiple subsequent circumstances associated with airport lights have occurred to the colleagues of reporter. The reporter suggested to train the airport ground staff in order to provide sufficient guideline to operate airport vehicle lights in the active landing area.

It was identified that the light source was coming from the headlamp of airport vehicle which was holding at Road Holding Position at the beginning of East Service Road. As the Road Holding Position is situated on an upward slope and at some points, the bright lights could affect the pilot of landing aircraft.

For corrective action, the relevant entity had briefed all their vehicle drivers and operational staff a new guideline which clearly stated that headlamp should be switched off while holding at Road Holding Position at the beginning of the East Service Road.



2. Extensive glare on taxiway B1 line after rain

The reporter reported that after rain in Macau International Airport, it was unable to see taxiway B1 line, due to excessive white lights placed low on airport fence. These lights, which are installed on airport boundary fence from B1 to B7, cause extensive glare on wet pavement.

The reporter suggested to remove the lights placed at a low height, aimed towards taxiway B. Overhead lights which installed A1 to A17 were sufficient and without causing glare.

The related AACM department had liaised with the airport operator about the above reported safety concern, after evaluating the situation and in order to compliance with the safety requirement by providing sufficient illumination, all the lights installed on the airport boundary fence A1 to A17 and B1 to B7 will be remained. However, the illumination angle of all the lights have been adjusted in order to prevent extensive glare affecting aircraft pilots and airport vehicle drivers.

3. Sometimes the arrival gate was closed prematurely causing arrival passengers accessed to the wrong location

The reporter expressed a safety concern regarding arrival passengers had accessed to the aerobridge and may enter the departure hall mistakenly due to the arrival gate was closed by the airport ground staff before all arrival passengers had disembarked. As a consequence the crew from the arrival flight had to locate the passenger and request airport ground staff to reopen the appropriate arrival gate.

The reporter also pointed out such kind of issue happen from time to time in the airport and sometimes causing not only arrival passengers but also the arrival flight crews stuck in the gate and not able to access to the arrival hall. The reporter suggested to review the airport ground staff performance and procedure in order to avoid such issue.

Gates and aerobridges are accessed by both the arrival and departure passengers, if these area are not managed strictly in according with procedures, passengers may be led to the wrong location intentionally or unintentionally. Hence, high security awareness should be applied to segregate passengers and avoid passengers breached the security.

AACM had urged the relevant entities to remind all their frontline staff about security awareness and to ensure all the arrival passengers have disembarked and funnelled out before closing the exit of the aerobridge. As confirmed by the entities that follow up action had been completed by briefing all frontline staff about handling of arrival passengers.

End