

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 report extracted from MACCARES database:

1. *Consider implementing the D-ATIS system*

2 reports filed on the current Automatic Terminal Information Service (ATIS) at Macau International Airport which is transmitted by radio. The ATIS message requires flight crews to listen for relatively long periods of time, especially in bad weather conditions. This scenario can lead to potential safety risks as attention is inevitably divided between critical tasks. The reporters suggested the airport operator to implement the Datalink - Automatic Terminal Information Service (D-ATIS).

This issue was discussed at the last Safety Management Meeting, and the airport operator stated that they have been evaluating the implementation of Datalink - Automatic Terminal Information Service (D-ATIS), working with a science and technology institute on the design, and it is planned to invite tenders for the implementation project.

2. *Use of electronic device in flight*

The reporter raised safety concerns about on duty flight crew consistently using mobile phone (including sending text and voice message) during ground taxi which may increase the possibility of incorrect taxi route selection and resulting in runway incursion.

AACM relevant department had contacted the operator about the issue and subsequently the operator had issued safety notice to remind all operational staffs to follow the policy of use of electronic device in flight.



3. *Uncomfortable accommodation and tight duty schedule*

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The reporter raised safety concerns about unacceptable accommodation condition during layover period due to uncontrollable air conditioner and noisy environment which significantly affect to the quality of rest. Moreover, tight duty schedule was arranged right after the day of layover and combining with the flight delay that might push the flight crews to human limit.

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AACM had communicated with the operator and was informed that the current season was nearing its end and the schedule for next season would be adjusted with less duty flight after layover. For the temperature control of the air conditioning, it is limited by the hotel.

4. *Jeppesen chart of MIA not up-to-date*

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The reporter raised safety concerns about the airport passenger terminal South extension has been in use for a long time and there is a building and jet bridges in front of stands B8, B10, B10L and B10R. However, there is no update in Macau AIP that resulting Jeppesen chart of Macao international Airport is not up-to-date.

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The Jeppesen chart is now updated with the airport's south terminal extension; prior to the Jeppesen chart update, the airport's south terminal extension information was published in the AIP Supplement. The Jeppesen chart was then updated after the AIP Supplement being effective and incorporated into the AIP Amendment.

End