

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. *Obsolete materials were being used in company training courses*

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The reporter reported that most of the materials using in the ground training courses were obsolete in the company and similarly information provided during the courses were also not updated. In addition to the ground training courses, most of the flight crews were required to conduct Flight Training Device (FTD) refreshment session and however the materials in the FTD room were also obsolete.

The reporter suggested authority to follow such kind of issue and urge all the air operators to provided updated materials in their ground training courses and FTD refreshment session.

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Aeronautical Circular (AC/OPS/025R02) subject to Training and Testing Requirements for Flight Crew Member and Flight Operations Officer specify that the Air Operator Certificate (AOC) holder shall provide sufficient and appropriate training or recurrent training to any person as a member of the crew for the purpose of commercial air transport in order to ensure aviation safety. The regular inspection will be conducted by AACM to ensure the training conducted by the Macao local operators fulfil all the AACM requirements.

Safety concerns raised by this MACCARES were followed up by the related AACM department. The concerned AOC holder has currently finished migrating all the FTD training to a newly set up Fixed Base Simulator (FBS). The function of FBS and the associated facilities and equipment were then reviewed with satisfactory results according to the AACM latest inspection report. Therefore, it can be believed that such safety concerns have been rectified.

During the latest inspection from AACM, training materials in the ground training courses had also been checked and it was observed that the training materials were current. The compliance with the training courses requirements will be continually monitored by AACM during the regular audits or inspections.



2. Operational safety and training program issues of transferring aircraft to a new company

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This is a report regarding transferring the operation and handling of an aircraft to another company. The reporter pointed out it may have different standards by two companies that could influence the training program and operational safety. The reporter also expressed the below safety concerns:

- Maintenance control system may not be compatible
- Lack of intensive and pertinence during the simulator training in the new company may lower the safety standard
- Instrument rating check does not comply with regulations by using the Form PEL/CLR/028 and it is only conducted in the simulator but not on the aircraft

The reporter suggested authority to clarify all the concerns before giving approval for the aircraft transfer in order to prevent putting the expectations of high safety standards into jeopardy.

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The maintenance programme of each aircraft operator registered in Macau needs to be approved by the AACM in order to renew the Air Operator Certificate (AOC) through the AOC maintenance system audit every year. Understandably, different company may use different maintenance control system as a tool to monitor their approved maintenance programme. However, as long as the maintenance programme has been approved by the AACM, the differences in maintenance control systems between two companies will be acceptable. Similarly, the training programs of two companies may have different arrangements but both of them should be fulfil all the relevant training requirements for AACM to approve their training programmes.

Another concern raised by the reporter is about the pilot check form PEL/CLR/028 not being used in the new company. After communicated with the relevant department of the AACM, this form was not yet mandatory, so that's the reason why some companies may not use. However, as of July of 2020, all Macao operators have revised their training manuals and their check forms which are now in line with PEL/CLR028. Nevertheless, the AACM will continue to monitor the operators compliance with regulatory requirements.

3. Insufficient time for analysing and preparing the newly effective Aeronautical Information Publication Supplement

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The reporter expressed a safety concern about the Aeronautical Information Publication Supplement (AIP Sup) 01/20 was published and become effective on the same day which may lead to an issue of aircraft operation.

The concerned AIP Sup was regarding mobile cranes will be erected at the areas of take-off climb and approach surface of Macau International Airport from 20 April until 31 October



2020 between 2200UTC and 1400UTC daily. As the construction areas was at the south end of Runway island close to Runway 16, it may affect the take-off performance according to the reporter's expression.

Therefore, the reporter suggested that such kind of supplement should give sufficient time for the aircraft operator to prepare and analyse before the effective day rather than publish and become effective at the same time.

After consulting with the relevant departments, it was confirmed that the height of the mobile cranes were all the time below the height limitation of protection surfaces at the sea area beyond south end of Runway Island. Hence, the take-off performance (RWY16) will not be impacted. The reason why such information was published through AIP Sup with NOTAM triggered was because the construction duration was longer than 3 months.

However, there was no doubt that the construction location was within the take-off climb and approach surfaces, information in this AIP Sup was important to operators. Hence, in the further, AACM will published such kind of information (not limited to AIP Sup) well advance in order to minimize the safety concern.

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