

HONG KONG ATC-PILOT SYMPOSIUM

29 SEP 2017/ 0900-1700
CAD HQ AUDITORIUM

COMMUNICATION BREAKDOWN

Presented by
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HKATCA

details and RSVP at

<https://hkaps2017.wixsite.com/hkaps2017>

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Minimum Fuel Explained

2.9T



3.0T

**FINAL
RESERVE**

**ALTERNATE
FUEL**

**MINIMUM DIVERSION FUEL =
5.9T**

ATC: HOLDING IN HKG FIR –
EXPECT 15 MIN DELAY....

Expected landing fuel:

5.9T+

No Intervention Required

< 5.9T – Throw away alternate or
consider diversion.

Decision: Commit to Land in HKG

5.6T – ??

NOT Minimum Fuel – We can
accept some delay without
approaching Final Reserve Fuel.



Minimum Fuel Defined

BUT.... Now delayed additional 15 min.

Landing Fuel:

3.2T

MINIMUM FUEL SHOULD BE DECLARED – No additional delay acceptable!

2.8T

MAYDAY, MAYDAY, MAYDAY FUEL!

*** Pilots will try to keep ATC informed prior to MAYDAY but will not use inappropriate terminology eg. Running low on fuel ***

MINIMUM FUEL CALL

- Based on the current ATC clearance, the anticipated fuel remaining is **approaching** the planned Final Reserve fuel
- Committed to Land at a Specific Airport – Insufficient Fuel for Diversion
- Any Further Delay may result in a MAYDAY FUEL
- Aircraft Operating Normally (No Emergency – YET)

*** ICAO Standard Phraseology ***



Concerns and Questions from Pilots



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DEPARTURE

- Why can't CLEARANCE DELIVERY give me a delay time?? ...STANDBY... then forget me.
- Why am I holding short of the runway with 12 other aircraft?
- Can you tell us what FL can we expect after being asked what is the Max FL we can reach a waypoint? Incorporate into PDC perhaps?



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ARRIVAL

- Why can't I get a landing time from HKG ATC when I am told to expect holding?
 - ✓ Incorporate arrival times into gate assignment message from AMAN
- Why do I get told to slow down – then next controller shortens track?
- Speed control – ex. 210kts or better...



SID / STAR PHRASEOLOGY

- Why do we still have 'to' in altitude clearances?
- On STAR I'm told to descend below published restriction – does the restriction still apply?
 - ❖ Amendment 7A to PANS-ATM delayed in HKG
 - ❖ Why the delay and when will it be implemented?

The core phraseologies are:

- CLIMB VIA SID TO (level)
- DESCEND VIA STAR TO (level)

These require the aircraft to:

1. Climb/descend to the clearance in accordance with published restrictions;
2. Follow the lateral profile of the procedure; and
3. Comply with published restrictions or ATC-issued control instructions as applicable.

Phraseology to return to SID/STAR:

- REJOIN SID/STAR

This phraseology means that:

Speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

... for removal of speed or level restrictions.

CLIMB VIA SID TO (level), CANCEL RESTRICTION(S)

DESCEND VIA STAR TO (level), CANCEL RESTRICTION(S) AT (point(s))

These phraseologies mean that: the lateral profile of the procedure to apply and any level restrictions which have not been referred to will continue to apply.

ADVERSE WEATHER

- When should I advise ATC of intentions to divert?
- Why do you ask reason for Go-Around? Does it need to be done during MAP?
- What routing can we expect to VMMC / ZGSZ?



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General

- How best do we handle multiple (3+) instructions?
- Use of 'Cleared' - *Clearances are issued solely for expediting and separating air traffic and are based on known traffic conditions which affect safety in aircraft operation*
- How can PILOTS assist CONTROLLERS?



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THANK YOU



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