

DANGER CLUB B



WELCOME!

What are we doing here?



talking about ~~safety~~ danger.



we're all students.



you help shape this idea as we go.



destination unknown!

GLOBAL 5000 ZBAA-VHHH



Flight

Global 5000
Arrival into VHHH/Hong
Kong

15 Nov 2016
09:38 LT
0 Pax, 2 crew
Pilot Flying: PIC

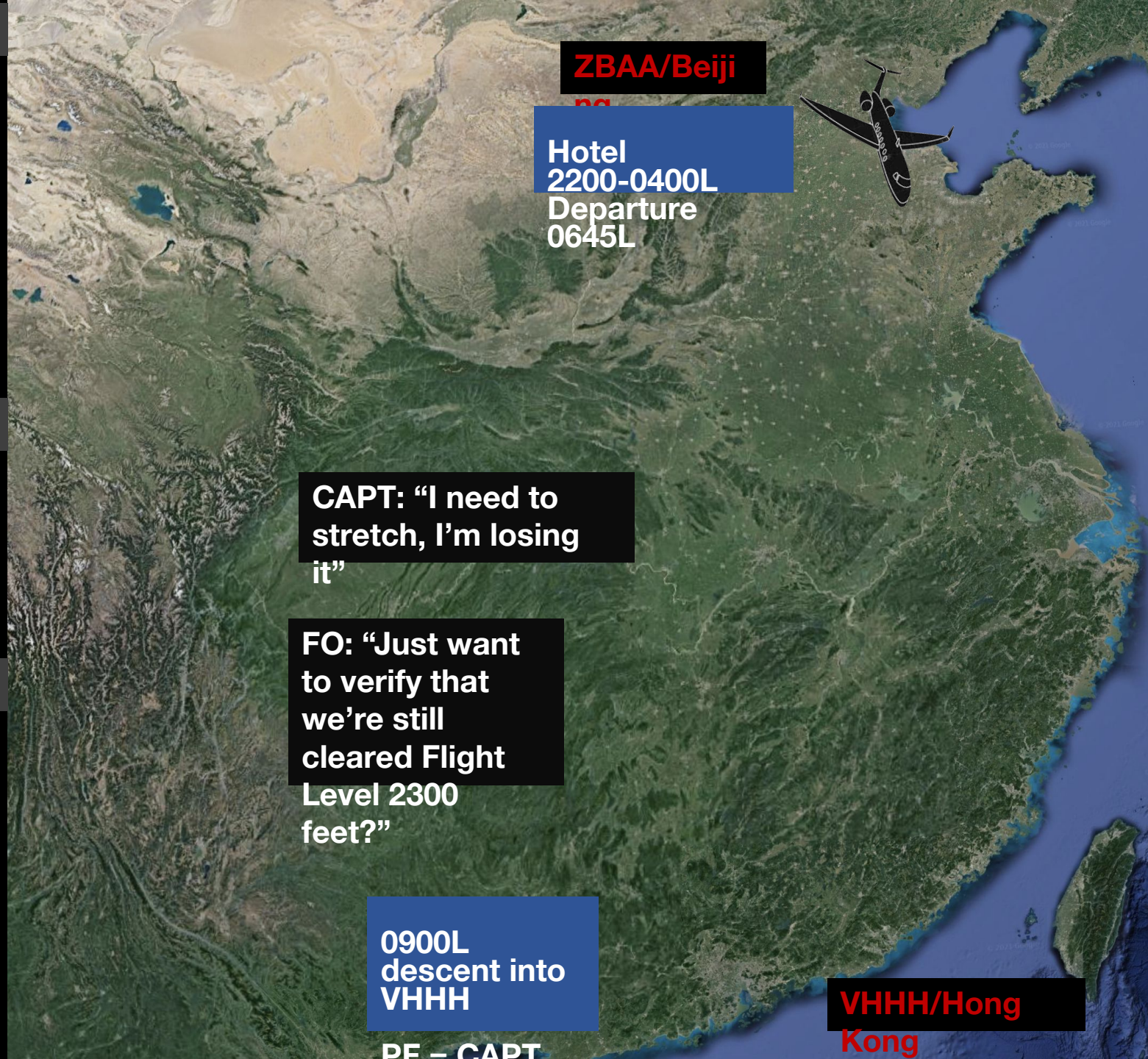
Arrival Weather

310/7kts
3800m / 2 1/4 miles
Haze
+15

Crew

Captain: Male, Age
Unknown
Total time: 6,820 hrs
Time on type: 623 hrs

First Officer: Male, age
unknown.
Total Time: 6,500 hrs
Time on type: 580 hrs



ZBAA/Beiji

Hotel
2200-0400L
Departure
0645L

CAPT: "I need to
stretch, I'm losing
it"

FO: "Just want
to verify that
we're still
cleared Flight
Level 2300
feet?"

0900L
descent into
VHHH

PF - CAPT

VHHH/Hong
Kong

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 28 FT
 HEIGHTS RELATED TO THR RWY 07L - ELEV 22 FT

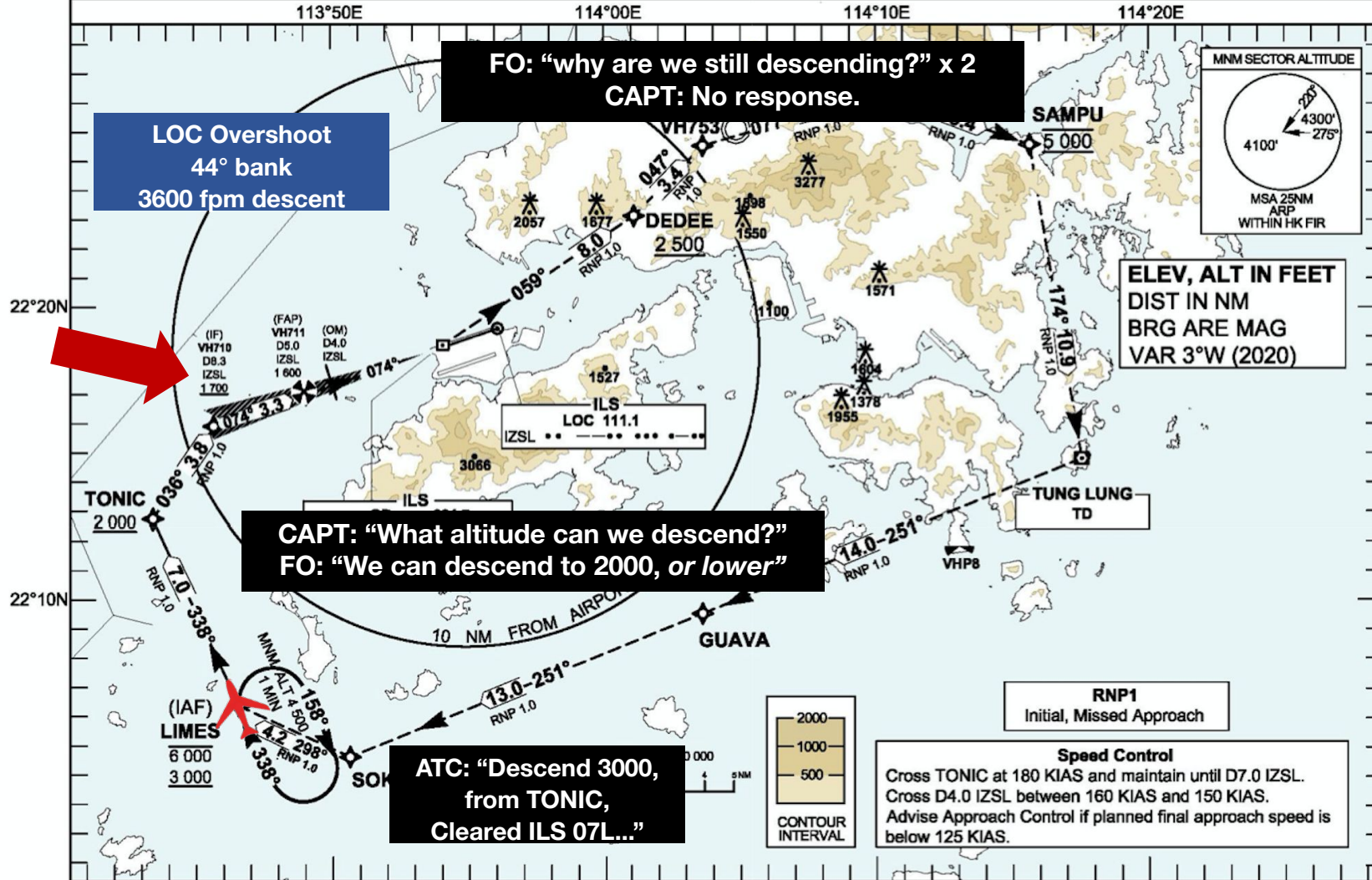
HONG KONG TOWER NORTH 118.2
 HONG KONG APPROACH 119.1
 HONG KONG DIRECTOR 119.5

HONG KONG / Intl (VHHH) ILS RWY 07L

WARNING LOC IZSL UNUSABLE BEYOND 28° RIGHT OF COURSE

NOTE 1 DME is required. If unable to receive IZSL DME pilot shall advise ATC and will receive equivalent radar ranges for FAP (D5.0 IZSL) and OM Fix (D4.0 IZSL).

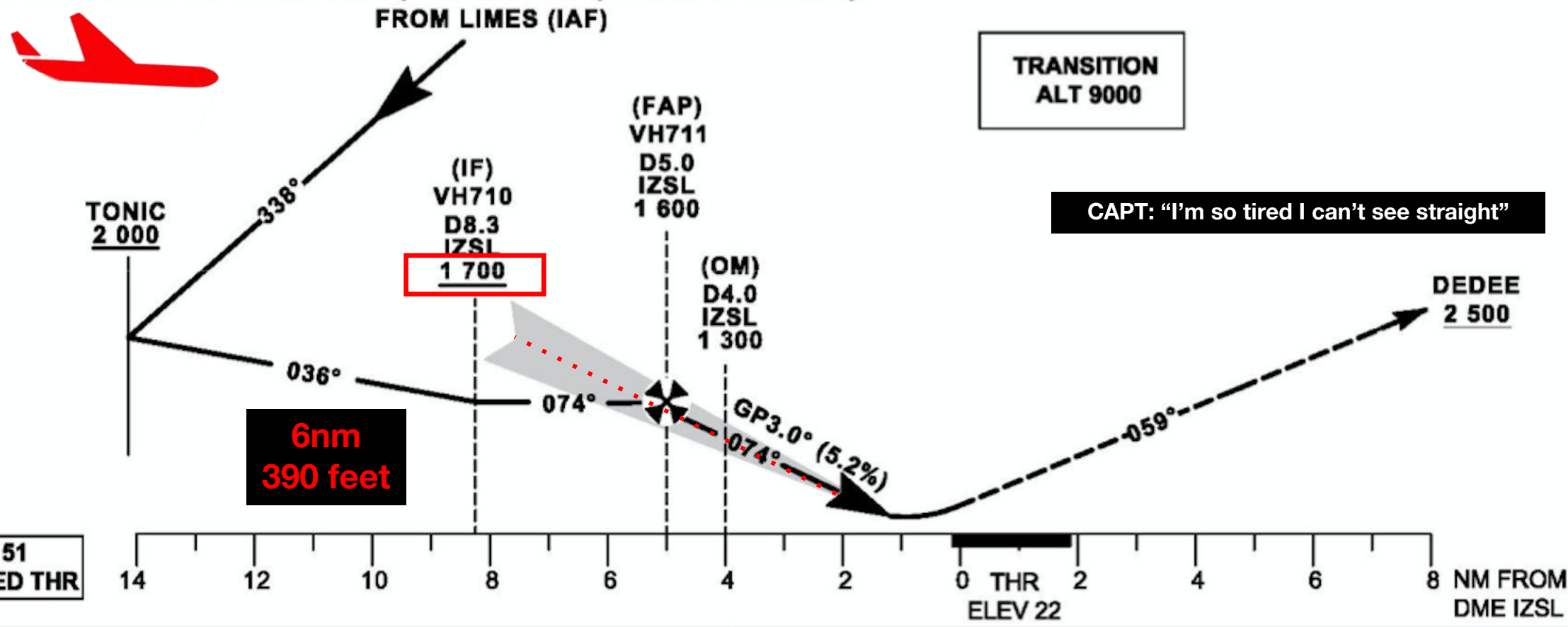
NOTE 2 Simultaneous dependent operation is authorized with RWY 07R.

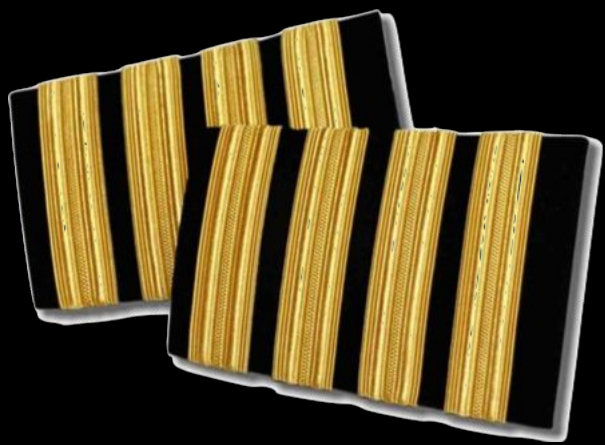


	113°50E	114°00E	114°10E	114°20E	
DME IZSL	5	4	3	2	1
DIST THR (NM)	4.8	3.8	2.8	1.8	0.8
ALTITUDE	1620	1300	980	660	340

MISSED APPROACH

Initial climb to 5000ft. At threshold (RW07L) or 520ft, whichever is later, turn left direct to DEDEE. Proceed to VH753, then VH754, SAMPU, TD, GUAVA, SOKOE and LIMES. Speed restriction: 200 KIAS maximum until DEDEE, then maintain 230 KIAS until LIMES. (CAUTION: NO TURN BEFORE D0.2 IZSL (RWY07L THR) due to VFR traffic).





“I was tired and distracted by the co-pilot. The arrival was rushed, and he was becoming more of a distraction than an assisting crew member...”

“I was surprised by non-standard SOPs which increased my workload. This distracted me...he has a very aggressive attitude...it causes problems if I don't do things his way... I had my hands on the controls, but I couldn't take over ”



POSSIBLE TALKING POINTS

The background of the slide is a photograph of an airport. On the left, there is a tall, multi-story air traffic control tower with a glass-enclosed top section. In the center, a large white cargo aircraft with "CATHAY PACIFIC CARGO" written on its side is flying. The right side of the image shows another control tower and the airport's terminal building with a glass facade. The sky is clear and blue.

**WHEN AND HOW DOES THE NON-FLYING
PILOT TAKE CONTROL?**

**HOW TO BUILD A HEALTHY FLIGHT DECK
ATMOSPHERE?**

**HOW ARE WE ASSESSING THE MOST
APPROPRIATE LEVEL OF AUTOMATION?**

RECOGNISING FATIGUE

Global 5000 - Hong Kong

ZBAA

Hotel 2200-0400L
Departure 0645L

**VHHH
RWY 07L**

6nm out / FAP
Alt 390ft
"TERRAIN, TERRAIN"
"PULL UP"

Alt 390ft, 44° bank
3600 fpm descent

FO: Why are we still descending? X2
CAPT: (no response)

CAPT: "I need to stretch, I'm losing it"

TONIC
CAPT disconnects AP

CAPT: I'm so tired I can't see straight

0900L descent into VHHH
PF = CAPT

FO: "Just want to verify that still Flight Level 2300 feet?"

Global 5000 VP-CKM

Flight: ZBAA-VHHH, positioning
Incident: 15 November, 0938L
Report: UK AAIB

Synopsis

The aircraft was on an approach to Runway 07L at Hong Kong International Airport and descended to 390 ft amsl at a point on the procedure where its cleared altitude was 1 700 ft

