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Let's Run the Before Start Check

On the one hand, this book was written with a lot of technical jargon and pilot-speak. It's written with the novice contract pilot in mind; seasoned guys will find some great stuff here too. It's not intended to be a guide for finding out that they use 220v/50hz power grids in China (which they do) or where the more tourist-friendly attractions (oxymorons) are to visit with your family. Instead, my discourse attempts to engage with Western pilots seeking practical, real-world information about *flying* while *living* day-to-day in China on contract... *Discourse?* There's a high-floutin' word that's somehow snuck its way out of an English Criticism 101 term paper and onto my page here; which brings up *the other hand*.

The tone I've tried to use herein is more like a casual conversation across the table in order to tell stories. I'm sure you've done it a-plenty at the pub; the wiser among us have learned more from old farts over a beer than we have in the classroom. So, expect some *personality* to shine though. The *last* thing I wanted to do was to make this book as readable as Aerodynamics for Naval Aviators. *Snooze*. I'm not going to cite equations but I might cite statistics. I'm not going to go all English Criticism 101 on you, but I will try to develop a few arguments based on reasoning. I guess what I mean is that you'll be seeing things through my eyes a bit: make your own judgments as necessary.

Since I'm fresh out of hands, I have to resort to feet. To keep things a tad academic, I need to state that I'm drawing on my own observations and experiences as well as those of close contributors from whom I've taken copious notes over the course of *several* years. I have an opportunity now to pass on these useful lessons to you, dear reader. But, I'm not going to assert anything of the type: "I propose to demonstrate that there is a correlation between the abundance of fruit trees and wombat populations in Chengdu." That's an activity for <u>you</u> to engage in.

All this talk of hands and feet makes me want to go fly my little, brilliant yellow Piper Cub to get away from it all, which you can't do in China! So, short of distilling the 4-horsemen of the contract-pilot apocalypse (which I touch on in Chapter 666), here's a brief plot spoiler instead on my way out the door to preflight my tweety bird: **you are a mercenary in China, no more, no less**. They will use you up and discard you when they're done with you, for a price that can and will have an enormous grey area. Maybe that gallops as *one* of the 4-horsemen depending on your personal value system, I don't know. Read and be entertained, gather some arrows for the quiver if that's your goal browsing my pages and above all realize that you will probably have to learn the hard way on a lot of things if you do engage as a contract pilot in China. If you revisit this book after a tour of duty, you'll realize that much of what you've learned is exactly what I've written about herein!

Now, like I've said, most of the niceties inherent in the extreme professionalism we tend to display by and large as pilots I've abandoned for style reasons and in order to get to the heart of the issues without a lot of fancy dancing around (besides, a spoonful of *crack* does help the sugar that helps the medicine). Thus, the layman *should* be able to follow enough of what's going on to get an idea of the enormous cultural differences one is faced with in China if he or she is interested in gathering this kind of anecdotal intel; where the more *sordid details* of our profession come into play the casual reader will have to skip along. Nevertheless, there are plenty of generalities that ought to give both the consummate professional and uninitiated amateurs more of a *feel* for what it's like over there. In this way, these pages are also supposed to function as something of a reality check. I'm going to be frank and as I said *a little entertaining*.

There will undoubtedly be some of you out there who disagree with me, my approach and that of my contributors, or are simply flat-out incredulous with at least one of the written about stories. Some will chalk certain things up to acceptable or unacceptable differences in technique; others may identify more serious flaws ranging from airmanship concepts to other important ideals in general. Still others may find typos or innocuous flubs in data or references (please note I have kept the company formatting, spelling and grammar in most of the excerpts; often they are screenshots of documents or emails). To all of you I invite correspondence to a special email address set up to accept your input, comments, critiques and (God forbid) accolades. Please send any and all correspondence (no spam please) electronically to:

Flying_Upside_Down@Hotmail.com

We'll see how it goes, but if there are enough comments and contributions, maybe a second volume of this book is in order.

I'd like to dedicate all of the painstaking work and passion I put into these pages to the men and women of Tianjin Airlines, Hainan group and China at large. The Chinese are absolutely fascinating people to observe and interact with. It also came as a surprise that one can learn so much about oneself in the process of being immersed in another world with just a tiny bit of self-awareness. To be sure, I witnessed and took part in some fairly unbecoming behavior in my time over there; it's as unavoidable as the wind. When stress levels go through the roof, so follows one's temper in the closely confined quarters of that alien world, isolated and in shock as one can be at times. You have to try your best to keep your wits about you, but sometimes a good ol'-fashion temper tantrum is just what the doctor ordered. It is what it is.

So, without further ado and a minimum of prosaic dosh to bog us down, let's jump right smack dab into the strange and counter-intuitive world of upside-down flying with a bunch of useless low achievers called *the Chinese*.

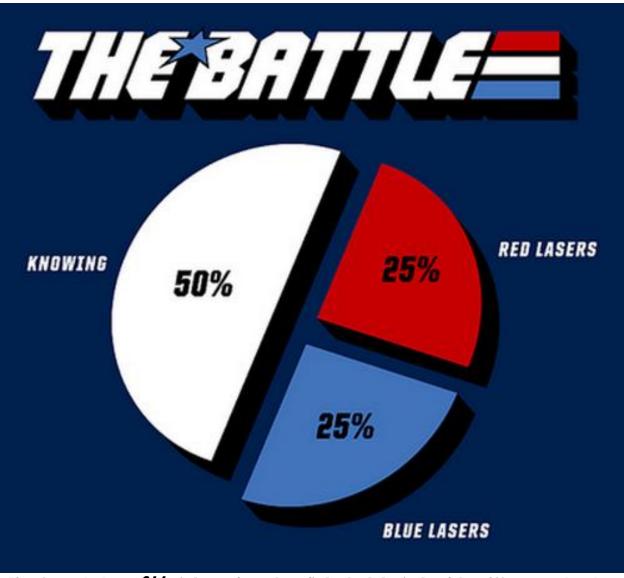
Let's cover another issue here right up front. When someone informs you that this book is full of lies and misinformation, if someone tells you the author is serving an agenda, if someone tries to impeach the credibility of the information, information suppliers or storytellers, keep in mind this book is some 300 (+) pages last count and it was written and edited FOR FREE. There is no publishing deal, no money being handed to anyone who has had anything to do with the crafting of these pages or images, no pending Spielberg movie from Hollywood. So, you have to ask yourself, "What would motivate anyone to spend so much energy on a project, so much time and effort if there was no payoff? Why would they risk putting it out there?" Rest assured there is no conflict of interest.

Alternatively, when whatshisname tells you, "No, it's all inaccurate bullshit and out of date," keep in mind that person may be receiving benefits from the parties we discuss in detail herein. China is extremely interested in world opinion of what happens within their borders and have a great deal of motivation to quell discontent or criticism. We're going to provide our contrary stories and cut through the sunshine being blown up people's asses out there. Just sayin'...

Ed. note: Also before we get too far ahead of ourselves, the word "fuck" appears 113 times in this document as of the last word count... fuck, better make that 114... 115.

One for the Gipper

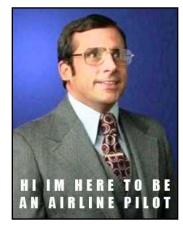
For those of you who defend the Chinese and Tianjin airlines, I had to insert just one last apple for thought. Remember the shock you had when you initially were inserted into the Chinese Matrix? Remember that? If you don't, you need to take a long hard look in the mirror because what's happened to you is "Chinese Drift". You've made excuses for so long to justify the money you're receiving that your standards have slid and slid and slid some more. Keep this in mind as you flip through these pages and entertain various epithets for Duke and the writing team. Keep in mind that we've interviewed several pilots fresh from exiting China and also not as fresh from exiting China and they've provided interesting insight into the recovery process and repatriation. Be forewarned that it is NOT an easy process. You are IN the Matrix now and getting out will entail a little more than puking up your oatmeal breakfast. It won't be easy, and finding a job back home will be a little more difficult than you thought.



If you've not had your *G.l. loe* indoc, surf youtube to find uploaded episodes of these 80's cartoons based on cheapo fungfu-army-grip plastic toys; I dare you to guess who Cobra Command is in this case. Sorry we can't take credit for this meme here at FUD central headquarters, but we do advocate the message.

Prefatory Matters

China is a fucking mess. Or at least it was before I got there, and it wasn't much different when I left, just more built up. (If these two sentences ruffle your sensibilities, burn this book and abandon any thoughts you've been nursing of becoming a contract pilot; *it's just not for you.*) Now, if you're still with me, this is sort of a deceptive thing to say because it assumes I'd been in China a really long time, which I wasn't; what I'm trying to impart here is that during the short time I was there I saw a lot of changes take place with building stuff but not much advancement policy-wise. Indeed, to see the physical changes I've witnessed in Tianjin alone in the time I was there occur in say New York and Los Angeles combined would take decades upon decades to transpire. I've seen gigantic



buildings spring up in a matter of months and huge demolitions of *old* city blocks in weeks.

One could say the rapidity with which that country is convulsing into the *modren* age is a bit unnerving; indeed this is the result of our one-time prosperity in the West that has been outsourced in the name of corporate greed. Here are the guts and glory of America's disemboweled manufacturing and intellectual property base in other words, if not other countries' as well, and great successes are afoot for the Chinese!

To be fair, on a one-to-one basis the Chinese are the warmest people I have known, always interested in helping out and replete with generosity, invested in their group orientation and proud of their country. They have a very deep, complicated culture that extends back thousands of years, and if you look hard enough in just the right places you'll find some really cool shit to grab your fancy. *I love 'em!* In large numbers, the Chinese are xenophobic, rude, disgusting, elitist, stubborn, incapable of critical thinking and cutthroat wholesale thieves. And that's not telling you how I really feel because I didn't mention racist and sexist yet.

Their emerging ruling class is similar to the 1% we have been desperately fighting against and losing in America for the past few decades. The rank-and-file Chinese are also losing this war and have no idea they are losing it or even fighting it. They are digging up their history and culture and replacing it with strip malls at a feverish pace. This is not to say that they need all of these fancy new shopping centers as a kind of shedding of the past and entry into the current day; often one will walk down a city boulevard past the brutal dust and detritus of a massive construction zone for a new commercial megalith only to go by 2 other sizeable malls that are abandoned, dark and empty, sometimes even cannibalized at the outdoor-street-level for temporary makeshift miscellaneous merchants' stands (you should've seen the remnants of the Home Depot after *they* were chased out of China for God knows why). So, who said China isn't capitalist? Well, they're something, and by gum it's not communist. Whatever it is, despite the fact America had a huge influence building the modern world, the buildup over there is definitely not for *us* to partake in; rather, it's something for *them* to rip off poorly, mass-produce and sell back to us at a profit while we wither and die. I'm sure Detroit for one thanks Washington DC for this lop-sided one-way economic war.

The Chinese tend to build everything to the minimum standard (which is *pretty minimum* mind you) only to tear it down a few years later and build it up again. They twice tried to tunnel their subway under the river that cuts downtown Tianjin in half, and twice lost unreported numbers of workers' lives when these tunnels collapsed under construction (no word on the latest attempt; it was all covered up *hush-hush shshshsh!*). I've seen brand new buildings open

and be completely trashed in about a year's time. They just can't seem to keep what they have clean and serviceable, or maybe they don't give two shits about it?

There is precious little planning in that country in all aspects of life from the front door to the workplace; to give you an example with apartment high-rises, often there is no organized waste management (and absolutely <u>no</u> zoning: think, mixed use commercial endeavors sandwiched in with residential interests on every floor of a high-rise). Trash is typically left in hallways or next to elevators where it piles up until the Delta-Minuses have a mind to drag it away. This process may take days so whatever *was* left out is permitted to start growing legs. When the garbage finally does *disappear*, the wet, sticky and smelly trail it leaves behind will lead you to its ultimate place of gruesome disposal.



Wall-to-wall marble and garbage in the corridors of every floor: way to go China!

Moving on (or rather, up and down), elevators are typically hot as a pistol and smell like rotting fish (and not the *safest* mind you). Walls tend to be covered with sputum and the graffiti of peoples' phone numbers, sidewalks are covered with dog shit and restaurant waste and the intersections are drowned in water that surely has very high feces content bubbling up from the clogged (ill designed, inadequate) sewers. And this is in the nicer areas; you can tell because the streets are *paved*... *kinda*...





Garbage ev-uh-ry-where; and yes, that's a regular public elevator in a big, new, 40-story downtown building. It's not the service lift... they didn't put in a service lift. (Yuck if it was anyhow, pigs.)

The air is choked with pollution so bad it often leaves an after taste in your mouth. If you register with the embassy you'll get alerts like the one below (Tianjin is downwind from Beijing so you will get to enjoy all of *their* pollution on top of the local shit). The rivers are clogged with waste and stinking algae; of course, there are plenty of rivers in Western countries that are similarly ruined (Cleveland for instance), but you won't see people fishing or swimming in them let alone the organized groups of swimmers you see splashing along in China. *Yuck!*

U.S. Embassy Emergency Notice: High Air Pollution Alert

1 message

beijingACS@state.gov <beijingACS@state.gov>.
Reply-To; beijingACS@state.gov

Sun, Oct 6, 2013 at 4:33 AM

U.S. Embassy Beijing, China Emergency Message High Air Pollution Alert

October 6, 2013

The Embassy would like to notify you that the Beijing Embassy air monitor Air Quality Index (AQI) readings have averaged over 300 in the 24-hour period beginning at 8:00 pm on October 4, and were over 400 overnight.

According to the Environmental Protection Agency (EPA) recommendations, AQI levels above 301 are considered hazardous. The EPA recommends that, at AQI levels above 301, everyone should avoid all physical activities outdoors. Individuals with heart or lung disease, older adults, and children are at the greatest risk. In accordance with EPA recommendations, we advise that individuals take the following actions during periods of prolonged elevated AQI levels:

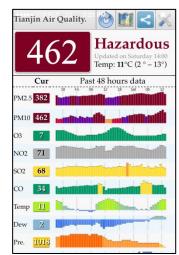
- Remain indoors and keep all windows and doors closed tightly.
- If available, run your air cleaners continuously on the highest setting where the noise is acceptable.
- Limit any indoor activity that may increase indoor air pollution such as vacuuming, burning candles, smoking, etc.
- When it is necessary for you to be outside for prolonged periods, consider utilizing a disposable respirator with N-95 or higher certification.
- Monitor the AQI numbers before planning any outdoor activity.

Further information on AQI levels and EPA recommendations can be found at http://www.stateair.net.

This is not cutsie-poo romantic Seattle fog; it's a photo I snapped of **pollution** that set off an embassy warning similar to the one above. It leaves a *horrible* taste in your mouth, and even makes your throat raw. You can't see down the block it's so bad. This is one of the hardships you *will* endure as a pilot in China. You'd think maybe you could avoid it in more rural areas, but I've seen/smelled this crap even in Gueeling.







You have this to look forward to if you're bringing a family to China

This all amounts to some pretty harsh criticism and bald observation that may be difficult to swallow dear reader, but you cannot be timid when coming to a country like China for the highly-trained professional work that flying entails. You need to be well informed of the day-to-day challenges you will encounter and be able to manage the risk these challenges undoubtedly pile on your shoulders. The distractions are endless it seems. Working as an expat in China is a horrendous risk, and ignoring this fact will not make the risk go away; head-in-the-sand mentality will land you in a world of hurt faster than you can say "Mao." It's only a matter of time before the fuckup fairy makes a special visit to you. *It's a matter of when, not if.*

I cannot count the number of times my driver has taken me to work via the highway only to encounter someone driving headlong the wrong direction against traffic on a divided thoroughfare "Whoopsie! Missed my exit there... don't mind me, comin' through!" (Note to self: do not get a driver's license in China; hire a local driver and just go along for the ride.) The saving grace for any one such encounter on the road is that most of the driving there takes place at Disneyland Autotopia speeds of nice and slow, and everyone pretty much expects everyone else to do something totally flippin' crazy (like put it in reverse

on an overhead interchange because you just flippin'





feel like doin' it); but, I have seen the aftermath of some pretty vicious accidents including a couple of cars that ended up in the (oft times flooded with sewage) shit canal that runs the distance of a major artery to/from the airport. That one was a rubbernecker! I've seen the bloody carnage of a trike under a giant tractor-trailer, the wake trailing behind fifty feet and the poor Delta-Minus biker another casualty of a system totally out of control (and my driver actually had the gall to laugh heartily as we passed by). In fact, one of the other Captains' drivers actually

ran over a couple on a bike in the middle of the night taking him back to his apartment (no major

injuries reported besides a pissed off driver who yelled at the bikers for getting in his way).

So, there you have it dear reader, the Chinese steam-punk reality check trial by fire. You are best served treating your entry into this experience as though you were an astronaut landing on Mars encountering aliens for the first time. Again, call this introduction harsh or brand it insensitive on any front you like; these initial thoughts amount to the impressions of an observer who came from a functional (albeit crumbling), advanced Western culture with the intent of operating an advanced Western piece of technology in an emerging 3rd world system structured on hardcore 3rd world (Asian fundamentalist) mentalities. There is a huge clash that presents itself every day in every aspect of life from work to home. It takes a ton of patience; you kindof have to thrive on these sorts of challenges really. You cannot deny it for long, and trying to negotiate with it will result in a number of frustrations that linger mercilessly. Alternatively, a slight case of braggadocio and swagger *might* serve you well in this case: *don't be timid*.

So this one time, I had a kid drop a deuce at the bottom of the stairs while we were boarding. Mom supervising and everything... The forward bathroom was 10ft away... Capt. Anon.



Ever notice how China looks like a big ol' chicken?

Ed. note: Hang on with both hands boys, it's going to be a rough ride from here on out.



A delta-minus sweeping in traffic. You see these people all over the streets and freeways.

I bet that orange vest is a real life saver. Totally safe.

Think they have a voice of their own and participate in governance?

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Dear FAA, Dear Pilots' Unions

Before we journey too far afield, I want to make a loud Ron Burgundy-esque "Channel 4" News Team Assemble" call to the FAA to put its foot down and investigate these vahoos, and shout out to the Pilots' Unions to make a big stink and sway the FAA's thinking in the matter. The Chinese are flying into our airspace (and we fly into theirs in close proximity to these clowns), and it's about time we started saying "NO MORE" loud and hard instead of tolerating questionable practice or turning a blind eye toward it. In the same way English is the international language of aviation, so too our flight deck methodology should be the standard. We invented this shit, we should hold fast where it comes to proper user interface. The safety risks are high and the threat to proper flight deck organization is apparent as China spreads her tattered wings. The looming influence these retards have to exert on the world is immense and we have a responsibility to ourselves to stem the tide before we are locked in a situation we cannot get out of. Flight deck culture ought to transcend boarders in other words, and we have a situation here of "In China things are done ZYX." So, I loudly call on the FAA and Pilots' Unions with my eco-warrior News Channel 4 conch shell to put an end to the insanity that is Chinese airmanship: stop polluting our planet, stop polluting our methodology. As you will see in these pages, it's a very, very broken system (not that it was ever fixed mind you).

Naming Convention, the Usual Suspects Etc.

The management lineup at TJ has changed a little over the years and will shift again as things go on. There are a lot of military/party hardliners installed into key positions. In 2013 the latest rundown (as far as I could tell) begins with the two coolest guys there (who are not very cool mind you): Capt Yangyao (who I *think* is one of the main leaders of the house) and Capt Wang #1 (the other, very gangsta head "nega" in charge). Then there's Capt Qi (pronounced "Chee") on the EMB190, a different Capt. Wang on the EMB145, and Capt Lironqi ("Leeron quai") on the 320. These are halfway decent guys and somewhat decent pilots. In fact, Yangyao is the most humane Chinese man I know, and a pretty good stick. Qi is an idiot.

A Man Named Dick Shoe and Lou Wajia:

Then there's CA Ke Jun Xu, the foreign pilot coordinator (Rickard aka "Dick Shoe") who is a little boy in a world of men. This guy has absolutely *no* flippin' idea *what* he's doing. Another idiot, CA Lou Wajia (reigning CAAC guy on the EMB145 fleet), is dangerous and totally crazy in the head. The FO's used to tell me they were afraid of flying with him; I know now it's not because he's strict or anything. No, he's wildly unsafe and a crackpot; they're afraid of dying in a plane crash with him at the controls. More on both of these idiots as we bump along.

Francis and Bob

Then there were the two original foreign pilot coordinators (both FO's at the time) Francis and Bob. They've subsequently been replaced by a formal department and a string of Western foreign Captains who have each in turn acted as head traitor... I mean conspirator... dang this keyboard and spell check... I mean *intermediary*. At the time, Bob was somewhat decent and would actually listen to you but had absolutely no political capital to effect any change. He was also the coddled brat offspring of some party member and often stuck his nose up in the air. Francis is a Chinese fire-drill hepped-up on speed. One of the foreign captains told me about the time he sat right seat for Francis when he was a new captain upgrading in the

EMB145. The story goes that apparently he was lined up on the LOC about 20 miles out, in trail of another foreign Captain on the EMB190. As they were stepping down, a couple of red dots appeared on the weather radar. Francis immediately snapped into hyper-overdrive and went full-tard, dodging and weaving back and forth across the LOC (with tower permission mind you) avoiding what were surely a couple of unfortunately-placed tall buildings that the radar was painting. He was briefing the SO the entire time on exactly how safe it was to do what he was doing.

You have to realize that this was essentially a demonstration of extreme Chinese skill and pilot technique. The foreign pilot in the right seat told me he just gave up and went along with it; the crew in the EMB190 ahead by 6 miles was reportedly laughing over the radio between the flurry of Frank's impassioned pleas to *divert as necessary*. So, that's Francis. I'm told he showed up in the office once with a Coach handbag his wife bought him thinking it was cool to have a purse. No Francis, you looked like a *fag* dude. Now be a good boy and go play your freakin' *pingpong*.



Yeah, go play some pingpong or something...

Doo Wen Chi (Douche WenChi):

This prick is your prime example of the rank and file Chinese fuckwit FO. He's the one who got attacked by a passenger in Sanya (the CA Glitter story). Later, he was reported by another foreign captain for being a complete *knobhead*. He was suspended for two weeks and then had to fly with an instructor. When he was returned to the line, he accosted yet *another* foreign captain, demanding information as to whom it was that reported him. This particular captain takes no shit and is quite straight forward; he simply said that he (Douche) would know if it *was* him (the CA) because he'd rip his friggin' head off and make absolutely sure he knew he was going to the D.O. before reporting him. Enough said.

Yeah, he's a fucking prick, that douche when-whatever-his-name. Capt. Anon.

Now, to be polite, I've changed all of the expats' names to Captain A, B, C and so-forth, and I've told all the stories in the first person. We'll keep referring to the Chinese with their proper names, also in the interests of being ultra-polite. For the foreigners, I reset the list every so often to keep things anonymous. Y'all know who you are though, and thanks to the many of you I was able to chat with and supplement the already substantial reserve of stories clanking around my own head.

You can be sure that they are going to try and figure out who I am; you can be *absolutely* sure of that. Saying anything bad about China or the Chinese is an actionable offense, and they are deathly afraid of international opinion; this goes toward the legitimacy of their government after all. I'm pretty clever though. I can only imagine the company SMS notice when this book hits the streets (Xu will be all little-boy style pissed off an' shit):

"Dear all, it has recently comed into our attentions that one former pilot who work here write a book about job he have in China. Anyone I find writting this book will be fire. Hereby notified."

Having sterilized all the identifying information and hidden red herring clues elsewhere, you can rest assured that these are <u>real</u> stories told by <u>real</u> expat pilots flying for Tianjin Airlines between the inception of the contingent in 2009 and 2014 (around the time I finally got fed up and left). Now, while some of it may seem excessive and unbelievable, remember that fictional stories are often half as good as the plain and simple truth. Beyond that, I've tried my best to strike a balance between keeping the narrative entertaining and informative.

Still, case in point: do you remember the story from the early 2000's of the tractor-trailer driver who crashed his vehicle through the perimeter fence at a Southern California airport, flipped it over at the intersection of 2 of the 3 runways, spilling and smashing its flatbed cargo of ceramic toilets all over the tarmac, then tore off his clothes, set the cab on fire and ran naked at full tilt across the greens before he was tackled by the police who had finally caught up with him after a high speed chase through residential areas? In his defense he claimed his truck was going to explode... Now, I'm not creative enough to have made up this story. Truth is often stranger than fiction, and this book is simultaneously an attempt to expunge the demons of my own personal incredulity of what I have witnessed firsthand and an attempt to dissuade anyone in their right mind from going to China to fly.

I decided to *try* and structure this book by kindof loosely following the organization of various FAA test prep publications and the PTS. There is so much information to provide and so many crazy, backwards methods in China that it's best to keep things as orderly as possible; but, it's been something of an uphill battle. So I guess the result is Brothers Grimm, Jeppesen and a sprinkling of Jerry Springer all rolled into one. One thing of which you may take note is that I do tend to visit certain topics numerous times. It's something of the result of how I wrote this book, much of which was in the trenches so to speak. Often I would put it down for a spell, only to be confronted with a wave of happenings that needed reasoning with and chronicling. It is what it is dear reader; perhaps my helter-skelter will impart to you something of the wildness of being a foreign operator in a country like China.

问题描述 在楼房内遇到突发地震应该采用何种方法避震: () How to escape from a building when earthquake happens:

- 〇 立即逃出楼房; escape from the building immediately
- ⊙ 立即躲入开间小的地方; hide in small bay

After we land, park and deplane, I'll be sure to climb into the cargo hold and suck my thumb. [Excerpt from Emergency Exam Answers]

More on (moron) Ke Jun Xu (aka Richard, or Dick)

Let's get it over with now. They don't call him Tricky Dick Shoe for any reason: he

chose Richard as his English name of his own accord, and he's a sneaky little bastard. Shoe, as I have mentioned before, is a little boy in a world of men. He is ignorant and steeped in China-brand protocol i.e. "face". The appearance of his particular face is very weasel-y and his disposition follows suit. Here's a good example: captain H had a complaint about promises made verbally during the last contract signage. Essentially the company offered everyone the ability to switch out contracts after a 6-month period. The so-called month-on/month-off deal was not working out for this individual (and most others) so he went to the office to announce his intention to change the terms to 110-days off.



Dick Shoe would have none of it: that deal was OFF THE TABLE. Now, Shoe tends to start shaking whenever he gets angry, and this situation was not an exception. Midway through the pilot's arguments to the contrary, Shoe clamped down his beady little eyes, his top lip taut against his horrendously stained upper teeth and he exclaimed, "This conversation is over." He promptly turned and began typing on his computer. What a little baby.

About 20 minutes later, just to confirm his lack of maturity and ability, Captain H received a call from his contract agent during his taxi ride home. She explained to him (laughing) that Dick Shoe had called and complained to her about him. To this he essentially replied that he did not care, the only face that would need saving was the one he smashed with his fist during the next meeting, and would she be interested in going to dinner with him later because he thought she was cute and he wanted to drill her...

Here is another Dick Shoe story; one of the foreign pilots had a deal that went to investigation. After sitting through a foreign pilot group meeting where the company essentially lied about all the details (putting everything on the foreigner as is typical), Xu made an announcement for the pilot to remain behind after the rest were dismissed. He was then fired on the spot. Welcome to China!

Xu Ke Jun is a two faced liar, and he loses his words when confronted with a direct conversation. Beware.

Capt. Anon.

Memory

OK. Most of you are probably thinking this heading would be better grouped with discussions of *all things computer* upon which I expound later. However (as I'm so fond of pointing out), if you've had *any* experience at Tianjin Airlines in the last few years as an actual pilot employee or interview candidate, simply invoking *Memory* you are grinding your teeth and imagining horrific blood fountains. "What is it Duke? What could possibly be in store for us with this paragraph? So many italicized words this early on can't be good!"

Well, Memory is a person. More accurately, Memory is not so much a person as he is the afterbirth of another low achiever who was born, inauspiciously not eaten by his mother and instead allowed to breathe and thrive. "But Duke, come on, how could a person elicit such negative reactions from a group of professionals who have spent their careers practicing data collecting and processing, dispassionate judgment and decision making in a CRM environment which resides at the very core of their industry?"

Well, Memory is in charge of scheduling holidays, arranging travel and medical checks, issuing notices on various company related things and... all kinds of other stuff. The problem is that he is a horrendously **bad** office clerk operating within the flopping and disorganized mess that is Tianjin Airlines. The upshot is that a plethora of mistakes of all kinds transpire on his watch directly affecting your quality of life. Coupled to this are further attempts by higher-ups to use Memory as their cudgel when they themselves do not have the balls to reprimand the pilots on their radar screen. A generally unpleasant experience results all around. He is soft spoken, light in the loafers and fatally inept.

Now, why he is allowed to carry on in his position despite the voluminous outrage among the foreign group is anyone's guess. Theories range from the *love-child-of-a-company-official* variety to *love-child-of-a-party-member*. He is a brainless little cunt.

Doctors found a "vegetative growth" just underneath the surface of Memory's skull; later, they realized it was his brain.

Capt. Anon.



Very necessary, pick you up a bottle at your nearest department store.

Match

Match is one of the only worthwhile people working in the office. He's somewhat westernized; however, as Memory's boss he must have his hands tied. In any case, I certainly wouldn't actually *trust* him or any of the other seat moisteners at HQ: remember that lying is a core part of Chinese culture so you will never want to take anyone for their word. Be careful, be forewarned, be fore-armed.

Wang Xue Nan (Noah)

OK, <u>this</u> little shit for brains. In China, you can become involved in the training department as a First Officer with no experience whatsoever. Of course, your family probably has to be lodged in the communist party somehow, but no matter; you are now in the training department which means you automatically have more knowledge and better skill than these dumbass foreigners coming over here taking your job. Enter Noah.

One of the foreign pilots was paired with Noah for a day of Dalian runs from Tianjin. It was a little overcast and rainy, which is time to raise the antennas and pay attention in Dalian (and really all of China to be honest, but especially Dalian; more on this later).

The day did not go well from the get-go. Noah took it upon himself to administer an FO checkride for the foreign captain which materialized in constant badgering and questioning of his instructions and decisions. You can also imagine that the checklist was run by the FO for the FO, that the autopilot was engaged without the captain's instruction, gear was raised before a callout, flaps were constantly prompted... you name it. I was pissed off hearing the story just to this point down at the pub.

After surviving the first run, they were saddling up to go out again when a Chinese jumpseater materialized. After a flurry of conversation between him and Noah in Chinese, Noah turned to the captain and said that all of the seats in back were full, could the jumpseater sit up front? The answer was **NO** of course, all of the seats up front of this fine example of an EMB190 were also already occupied by the crew and SO/observer (more on all of this below...). Then the badgering continued when the captain asked what the opinion of the company leaders would be if this request were made to one of them: "Why don't you go ask them for yourself captain?"

After another leg of intensified attitude problems and uncooperative behavior, Noah finally took it upon himself to depth-charge the captain. During preflight, he deliberately interrupted and distracted the captain while checking the takeoff performance resulting in **DRY** conditions being selected instead of **WET** (like most of the strips in China the runway at Dalian is not grooved and it was fairly blustery that whole day). Once airborne, Noah queried the captain about what he did wrong during the preflight preparation. When he revealed the mistake the captain had made, the last straw had broken the camel's back... but it continued. As they were taxiing in to the apron Noah threatened to report the captain to a company leader who happened to be riding aboard the flight during that leg for a whole list of infractions.

When they pulled in to the parking spot, the captain set the brake, called the company and had Noah REMOVED from the rest of the flights. As a parting shot on his way out the door Noah insisted the captain sign his logbook...

ARE YOU FUCKING KIDDING ME???

Ed. note: The captain told me he cross referenced the wet/dry performance books and found the difference was a knot or two and practically insignificant at their weight. It was also the case that Noah was never punished for his behavior that day and simply was never paired with the foreign captain again.

Le Gong and the Gang

Being that Tianjin Airlines was in desperate need of filling out its Airbus cadre in 2012, 2013 and beyond, they desperately decided to try and 'snipe' some captains from China Southern Airlines. I can only imagine the endless back room meetings this entailed but we could all see the fruit cases of their labor right away; fortunately we didn't see any of the fruit cases featured on the evening news among smoking wreckage and dead passengers. Because I don't think any of us would expect a competitor in a market like China's to give up decent operators, I'm going to guess you can foresee that the handful of China Southern 'captains' Tianjin *did* end up with were the dregs of the dregs, the frantically over-scraped bottom of an already very dry barrel, and Le-Gong, well, he was the ringleader of this folly volley.

You'll read a couple of stories about Gong throughout, but he and his troop just *had* to be mentioned up front. Gong et al were career FOs at China Southern. They would NEVER upgrade there for the inauspicious reason that *CHINA SOUTHERN* felt their skills weren't up to the task. Can you imagine that? The *Chinese* felt some of their own did not have what it takes to be a Captain. This is <u>not</u> particularly flattering; so when the old boy and a few of his like-situated colleagues found the opportunity presented at Tianjin, you can imagine the ensuing boners.

The Southern Gong Gang spent a little bit of time sitting right seat at the beginning of their transition, and the experience they took away from this time is suspect. Captain H had one such story to offer of Gong. They were fifty feet and $V_{REF}+5$ from completing a day of flying here and there around China and as the RADALT began counting down to the moment it would be over, Gong began waving his hands radically up and down. Captain H walked it onto the runway and casually sauntered off the high-speed exit.

After they pulled into the parking spot he turned and asked what the hell the hand gestures on short final were all about. "I was telling you to flare," was Gong's response.

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"YOU were telling ME to flare?!?"
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"Son, first of all this is a conversation my 10-year old would have with his classmates on the school playground so grow up; secondly, I have over 8000 hours of *PIC* in this aircraft so I probably don't need your coaching to fly it; thirdly can you please show me where in the SOPM this hand gesture is provided for?"

.. ,

"No? That's because it's not fucking in there. So don't ever let me catch you doing it again or we'll be having a big meeting with the higher-ups about your lack of knowledge and discipline on deck."

Quite audacious! Can you identify the hazardous attitudes being displayed by this career FO who will soon find himself in command? Indeed.



"On, on!"

[You will have a running problem by the time this is over, I guarantee.]

[&]quot;Yes, I have over 4000 hours of experience in the Airbus 320."

[&]quot;You have over 4000 hours of experience in this plane?"

[&]quot;Yes."

Speaking of On on: "Captain" Ahn

There is one particularly unsavory Chinese *aviator* called Ahn. Not only did he become a pilot somehow, somebody also made the unwholesome fuckwit a line checker. He resembles what one might consider the Asian wanna-be version of Lt. Pete "Maverick" Mitchell down to the mirror sunglasses. As far as skill on the flight deck, he's all assholes and elbows with a mouth to match.

The foreign pilot unlucky enough to have been paired with this bag-o-douche ended up refusing to fly with him. It all started in dispatch when Ahn refused to recognize the pilot's presence, instead sitting and sulking very Asiaticly behind his glasses. On the way out through security Ahn physically accosted the pilot who then, coming close to rearranging Ahn's face, opted instead to block his way through the metal detector and then get in his way trying to retrieve his kit from the scanner. *Children... children!* Once aboard the aircraft the pilot called HR, took himself off the flight and that was that. The flight was delayed 3 hours or so. *Moar later...*

			ERECTION.	
3182	2013-05-29	2013-11-25	客舱16A座椅后部书报夹右侧弹簧,弹簧螺钉,垫片和螺钉固定底座丢失。需工程 师提供安装方法。 THE RIGHT SPRING,SCREW,WASHER AND SCREW BED ON THE BACK OF 16A SEAT WERE LOST. NEED TO ENGINEER PROVIDE METHOD OF ERECTION.	非适航
3182	2012-08-13	2014-02-04	检查发现机身有多处掉漆。 需要工程师提供方案。(见	非适航

OK wait, so what's wrong with this airplane again?

Qi Bao Yi (Chee Bow Yee)

Ok, here's another Chinese retard I mentioned above who thinks he knows what he's doing on the flight deck of an airplane. Be super careful with this guy, he's too cool for school in his own book, and he knows just enough to think he's smart. Don't be fooled.

Remember this of China when you are considering your career move to go there: you will be held in judgment of your skill by people who actively work against the flight-deck order we have spent many decades trying to establish.

Capt. Anon.

Curly Joe

OK, I don't know what it is about the Chinese and the *men* encouraging mutant facial hairs to grow from moles on their body, but you're going to run into this little oddity from time to time. There's just something about having a mole on their neck or face and having a little hair several inches long growing out of it... I'm guessing it's auspiciously good luck or something. Francis had one that frighteningly compelled me to want to wrestle him to the ground, pin him down with my knee on his neck and fucking pluck the thing out with a pair of tweezers. I'm not sure what this says about me and my mental stability, but fuck off anyhow: it's annoying as shit to see, and it's annoying as shit to think that this dude believes he will be safer operating an airplane because he has a friggin' hair growing from a mole on his cheek. There. I said it, it's out. I'm done with it. My shrink just gave me a happy face on my weekly checkup report.

orx/000/http/mail.hnair.net/owa/?ae=lten

iments - Outlook Web Access

On the bottom is a list of names who's Season Change E-learning training has not been completed as of today. If your name is on the list please complete the training as soon as
you can. Pilots on vacation may finish the training up to the day before they go back to flying. Pilots not completing the training prior to that may be pulled off the flight and
disciplined according to company policies.

Finally the company would like to again remind everyone that the Foreign Pilot Center Assistants are here to support you to the best of their abilities and according to the regulations set forth by the company's management team. They do not set the company's or the country's policies. Please keep this in mind in your daily dealings with them and please avoid verbally abusive language when things does not work the way you would like them to. We are all professionals here and we should always conduct ourselves in a respectful, constructive, and productive way.

Just like any other companies TJA has a chain of command and you may communicate your concerns up the ladder one step at a time. Any abusive behavior will not be tolerated and shall be reported to your agencies and recorded on the company's records. Thanks in advance for everyone's cooperation in this matter.

This is all I have for now. Please let me know if you have any questions. Safe flight. Best Regards,

Pilots who has not completed Season Change E-learning Training:

Looks like there *might* be a problem, eh?

Rule #1

There are a number of little rules you formulate for yourself as you bump along gaining experience as an expat pilot in China. Most of these rules get revamped and revised or even discarded once you overcome the initial culture shock that invariably comes with "boots on ground."

For instance,

"If you hang back a minute and watch the crowd at the train station, you will find an opening nobody else in the herd is paying any attention to and you'll get in/out with the minimum of bother."

Then there's this old chestnut,

"Watch your driver like a hawk, it's best to just go limp after you get in a cab and for sure expect to be in at least one automobile accident of some kind before too long. If you're relaxed it will hurt less."

Yes, there is a little halo of these hard-won watchwords orbiting your head as a foreigner in this foreign land; but, there's one rule that rules them all: "Never, ever attack another expat while abroad, ever." Heck, everyone disagrees at some point, and many are out for the smash and grab, but never ever show the seams of disunity with your foreign brothers. That's all I'm going to say about the matter besides the fact that I've observed some pretty atrocious behavior among the foreign pilot group at Tianjin; those of you reading this know who you are so stop it. Maybe it sounds funny and idealistic, but your worst enemy at home ought to become your close ally in a land of heathens like China, especially when doing something patently dangerous like operating an extremely advanced piece of technology such as a modern jet aircraft amongst a morass of ooga-booga. You can renew your hate for each other again after you return home.

Next, IF you do find yourself the target of the company, be super cautious with whom you associate and air grievances on your own time. The walls have ears in China, it's spooky. Remember, they are extremely interested in shoring up the legitimacy of the power structure of the communist party, and disparaging talk is a no-no. You can usually tell right off the bat who is a sure-fire enemy in your midst when the person you are interacting with defends the company or the locals. This is tell-tale, and unless you have the street cred to back yourself up, I'd play the game cautiously. The Chinese are tremendously petty and hold a grudge. For sure the foreign pilot coordinator is looking to advance his standing on the backs of any foreigners he can step over, so don't fall into that trap either. Whoever it happens to be, he's useless for many reasons. It's obvious though, you'll see what I'm talking about if you go over there to Tianjin.



Yeah, right. Let's see the 1% authorize that one. Walmart has a thriving market to build.

I've heard another expat's Rule #1 floating around and toyed with it. It goes something like this: "You are in China." For any observation that makes you go "Hmmm..." or anything that is contrary to common sense fundamentals you learned on day one of pilot school, you are supposed to refer to Rule #1. For any instructor or FO violation of SOP, security or safety, please refer to Rule #1. At best it's a temporary remedy to help you keep your cool, but it's ultimately untenable and potentially disastrous to your immediate self. Do not lose yourself to the paycheck in other words: it's easy to do. I heard the Embraer factory pilots saying this when they attended foreign pilot meetings. Don't let your skills erode in the punitive and backwards atmosphere of China. Do not let your personal minimums slide. Don't let your résumé go cold and, most importantly, do not refer to this so-called Rule #1 as the cure-all it already purports itself to be.

Having said all this, it's valuable to know that in China there is a rule for everything and most of these rules can be bent... totally bent. In fact, one should go so far as to say that, while there is a rule for everything and the rank-and-file seem to know the rules to the letter, taking great pleasure in quoting them, *nobody* really follows the rules and nobody really enforces the rules, crucial or not. Countless times we expats have all encountered what in the West would be a black-and-white violation, only to realize that in *that* country it's all total chaos at its root so *whatever*.

Another very strange behavior pattern in China is what I can best describe as a deeply seated S&M character trait. The Chinese love punishment. They love to be punished but they

will never admit to it. I'd imagine this is something of the cultural tendency to "hammer down the nail that sticks out." The average Chinaman is desperate to be part of the group, dysfunctional though it may be to our Western eyes, and what better method of confirmation that one is part of the group than to be bitch-slapped by the authority. It's a sick example of conformity by force, but this punishment satisfies some need as far as I can tell, and compels them to be dreadfully honest in the face of a superior questioning them. When it comes to it, the Chinese are defenseless as inferiors; though, they are great liars in everyday life and take great pains to actively lie and withhold information as often as the opportunity presents.

I am pretty sure that this subtle introduction has begun to construct a picture in the lay-pilot's mind (those of you who have hung on with me here). Pilots, by definition, are risk managers. That's what we do and we're good at it. As risk managers we are acutely aware that you can dodge bullets for only so long until one hits you. Dodge enough bullets, and they start catching up: *all it takes is all it takes*. Indeed, being driven in to work and encountering an idiot driving the wrong way on a divided highway at slow speed may not be the most dangerous thing in and of itself; the problem is that this example is repeated again and again in a *cycle of behavior*.

Undoubtedly, the principled airman *is* gathering a mental picture here that this system is ripe, infused and pregnant with bullets that need dodging. It's a culture oblivious to the careful order and synergy on the flight deck we in the West spent a century's worth of time and blood constructing. This problem will take generations to erase, if Sino-centrism ever lets up enough for any lessons to really set in. The bottom line is Rule #2 and 3: "Be careful, be ultraconservative on the flight deck and have a huge reserve of patience and luck," and, "This is not a long-term gig, don't treat it as such; don't get lost in China only to find a rude awakening, looking down the barrel of a loaded and cocked gun dictating peace and serenity to you."

Yup, put out the fire if you have permission or *call the <u>police</u>!* I guess they can *handcuff* the flames? [Excerpt from Emergency Exam Answers]

So, all of the rules you've learned in your home country apply more than ever. Foremost among those little gemstones that have been rattling around the briefing rooms of flight schools in the 50 states are rules of thumb like:

- There may be old pilots, and there may be bold pilots; but, there are no old bold pilots
- There are 2 categories of pilots: 1. Those who have, and 2. Those who are gunna

- Know your machine well, be its master and handle it often (without the dang autopilot)
- Do not be afraid of the big red and yellow "S" emblazoned on your undershirt, it's your friend now more than ever

You have to keep your chin up, don't give in to cultural pressures over a paycheck (no matter how large), and keep your safety standards frosty and tight. You just might live through the experience (actual results may vary).

Ed. note: Another Rule #1: If your wallet grows, don't let your head grow with it; oh, and Duke has superman underwear.

CA F*ed in the A**

The first *real* group of TJA interviewees consisted of 5 guys: 3 EMB190 jocks and 2 EMB145 drivers and no hamburgers or unshelled peanuts. The 3 EMB190 guys were actually doing a *recheck* after all 3 had busted a previous sim ride conducted by CAAC examiner Pung, a jerk appropriately referred to as *Emperor Pung*. Also during their previous adventure in sim massacre land, a really vicious flu bug had decimated the group, due to which they hadn't passed the medical checks either. So for them, this was a second go at a situation that should have been raising red flags for everybody. (I've heard there was a lone pilot who interviewed before even this group and bugged out the moment he encountered the condition of the hospital; more on this aspect later in Hospitals and Medical Checks.)

So, apparently some money had changed hands through back channels and the CAAC was now willing to entertain the idea of expat pilots at Grand China Express, recently renamed Tianjin Airlines for reasons we're afraid to ask (I think they had major money problems before the city government stepped in and ponied over a ton of dough). One of the EMB190 guys was a sim instructor who hadn't actually flown in a number of years whereas the other 2 were EMB170 drivers from former British Commonwealth



assets. The 2 EMB145 drivers were rank and file, corn huskin' red-blooded regional dawgs from middle America. (The Mesa guy says he was under the gun because this was around the time their CEO Johnathan Ornstein and his flunky Peter Murnane were fleeing a failed attempt at starting an airline in China called Kunpeng Air, pissing off just about everyone at the CAAC and China in general with their shyster shenanigans.)

Of these guys, 4 passed; Tex failed, the first of a trend. To add insult to injury, the Chinese had promised to repay airfare to the interviewees, but in light of his performance in the sim they decided not to reimburse Tex. The story goes that while the 4 who passed were waiting in the shuttle for Tex to finish checking out of the hotel, Mr. Liu (aka River) handed out 4 sets of reimbursements. When the odd man out got wind of what had happened it was not a pleasant experience. In fact, it was downright ugly, as well it would have been if it were me who was *the one*. The Chinese have a penchant for fucking you in the ass if they get it in their heads to do so.

At any rate, after 2 years of having advertised the job in China, it took another 6 months to get their shit together before 3 of the guys finally walked on property in Tianjin. The 4th held

out, waiting for the contract to be published in full before he left a decent paying Captain slot back home for the madness that was to come. Of these 4 original blokes, 2 miraculously survived to a second contract term. The jury is out on whether or not anyone will last to see a third term, and that depends on whether or not the company survives paying 777-300ER wages to domestic EMB190 pilots for years and years. How I Fucked My Life dot-com anyone?

When you go to a country like China to be a contract pilot, carry no misconceptions, no illusions: you are simply a commodity. When you sign on the dotted line, in return for your paycheck (for which you must assume a tremendous amount of responsibility and risk), you are resigning all of your human rights, your dignity and professionalism. Carry no misconceptions; it will manifest itself at some point.

Capt. Anon.

One Does Not Simply Trust the Chinese

You have to be really careful when you consider working on contract in China. It's not enough to look at the advertisements on the web. It's not enough to even read the fine print of the contract if you can get your hands on it before you sign. What you *absolutely* need to do is chat with pilots who are currently working in China, preferably on the same contract you are looking at. Whomever it is you do end up talking to about the nuts and bolts, make sure they aren't blowing sunshine up your arse; there are a few cool-aid drinkers over there, and a handful of scabs who are looking out for themselves as you might well imagine. (Of course, the info on the pulpy pages you're reading now provides a good step at educating yourself of the issues.)

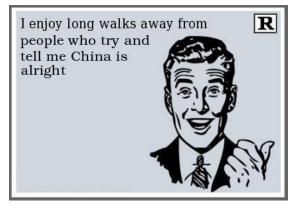
The prevaricating nature of China making things look better than they are is at every level of the airline industry, from corporate through heavy cargo and passenger operations. For instance, a good and fairly well experienced acquaintance was interested in an A330 job at Hainan advertised as a Brussels base with a bunch of different work patterns from which to choose. This contract would get him home and he was really excited about the prospect. After inquiring about it a bit, he came to find out that the Brussels base is not exactly a reality; it's a *Beijing* base (where all of your flying originates and terminates) that then travels you back and forth to Brussels. Brussels is a port of entry if you will and a waste of time.

Another pilot was hired on at Tianjin to be a direct entry into transition to the EMB190 (from the EMB145). He was told he would begin training on day 1, that he'd never set foot in the left seat of the EMB145. *HAHAHAHAHA! Sucker!* You have to wonder why they've recently offered 22K a month for EMB190 jocks... HMMMMMMM.

Several pilots were inquiring about OK Air (headquartered right down the street from

Tianjin Airlines as a matter of fact) and came to find out that the foreign pilots there had hired an attorney and were starting legal proceedings against *that* company for blatant contract violations. So, again, you have to be careful. Do your homework, don't be shy, don't be blinded by the money and for heaven's sake don't go off half-cocked. If you do, don't come complaining to me when it all goes sideways, I already know *all about it*. (Do let me know though and I'll add the story in Vol. II of this

masterpiece of whoop-ass.)



Something Simple, Something Not So Simple

I wanted to present the professional, organized, Western pilot reading this rag of a book with a grain of salt before we really jump into things. This story is supposed to peel back a (thin) layer to expose the complex (and to us, malfunctioning) inner workings of Chinese culture and thinking. First, you have to understand that China is tremendously homogenous. In our Western societies we rankle at the notion of making generalizations; we are infused with grandiose idealisms of individuality and that a man's worth amounts to more than an assemblage of generalizations; however, to be a non-distinct cog epitomized by stereotypes is prized in China. They would never admit to it, and they'd deny it to your Western face, but they love being the very thing we Westerners do our best to avoid: the same, brutally and incessantly similar. Here is what you can expect to encounter every day at work, every day at rest, every night at the pub, every excursion to dip your foot into the morass of this gigantic beast, lunging and flailing about between the 73°E and 123°E longitude lines of God's green Earth.

So, I needed to get a photo for my new badge and logbook (yes, they require a photo pasted inside your Chinese logbook). It's simple enough. I had in fact done this exercise before, so I knew just where to go (and no, don't ask me the story of *how* I found *this* photographer on *that* occasion). My morning flight had been delayed for about an hour at the last minute (you're very lucky if you *ever* get a call about a delay before you arrive at the dispatch room; don't get me started on that...); so, I communicated to my driver with a series of hand gestures conveying the flight was delayed and we would now stop on the way to have my photo taken and printed. As usual, this only confused the old boy; so I pointed out the directions for which way to go.

Of course, when we got there, the place was closed: fail. Now, I say "place" and in your mind you are thinking of a storefront in a strip mall next to a 7-11 or Mobile Phone merchant and a big *CLOSED* sign in the window with hours of operation posted nearby. No. *This place* is a crudely walled-off area underneath an outdoor staircase servicing the first two commercial floors of a dingy apartment high-rise. Inside the cramped quarters is a collection of boxes, a dusty computer and printer, a little stool (maybe even some of the human waste variety), a camera and a camouflaged bunk bed sandwiched between the ceiling and a little desk. Inside, a bicycle lock was holding the two glass door handles together.

Well, I had to do a little trek down a pedestrian-only-street first, jog around a little (big) construction, search through a few dark and would-be foreboding alleys before I found this so-called religious center of passport photography. The only reason I found it was that as I walked by the door I spotted a camera inconspicuously sitting on a counter next to several Chinese folks chatting happily away. Success!

I jumped up a couple of tiny stairs, presented my old logbook with photo as an example of what I wanted, and it was all smiles and happiness. Success again. I glanced around: they had

some proper equipment, grubby and stained with fingerprints, but this was the real deal. The proprietor sat me down on a little chair, snapped off a few photos, and handed the memory stick from his camera to an assistant. We sat down in front of a computer, wheeled through (surely a pirated copy of) Photoshop and bang, had a photo ready to go. Now to print it out.

I waited. Glancing at the clock it became apparent I'd burned through my hour of respite and was now burning into my bad-traffic margin. I waited some more. I indicated as best I could that I had to be out the door in 10 minutes. The lady freaked out a bit and activities around the printer increased. Still nothing. I waited some more. Someone was now jiggling some cables. I waited some more. One of the other office folks was looking concerned at another computer screen. Still nothing. I looked at my watch: the time was up. I turned on my heel and sprinted out the door, past the evil-looking alleys, past the big dig construction, down the pedestrian walk to my driver. FAIL. I was so pissed off that such a simple task had foiled me on two accounts this morning that I could have shot someone.



It's a stupid story: I went to get a photo taken and wasn't able to seal the deal. But if you think about it for a minute you'll understand how, as an isolated event yes it's a stupid story; yet, as an example of the constant roadblocks you will encounter on a daily basis as you do your best to accomplish the most fundamental and menial tasks, it'll start to drive you nucking futs. If you are proposing to live for any length of time in that country, *This Is China* at a glance for ya.

问题描述 下列哪一项是化学恐怖的特点: () The terrifying characteristics of chemistry are: chemistry are: ⊙ 快速性和高致命性 ; rapidity and high fatality

〇个体发生较常见 ;common ontogenesis

O 有预知性:predictability

OK, what the hell kind of chemistry are they doing over there anyhow? Jeezez... Meth? [Excerpt from Emergency Exam Answers]

The Honk-en-ing

You are going to friggin' LOVE China: peace and quiet it is NOT. Besides the constant rat-a-tat of firecrackers and ruckus of people who were never taught about the "indoor-voice" we westerners all learned as children, you will hear honking. They honk when they are approaching intersections, when they are approaching traffic from behind, when they are passing traffic, when they are in front of traffic they have just passed, when they see their friends, when they don't see their friends; in fact, it's easier to just tell you when they don't honk which is pretty much only when they are on their fucking cellphone or pulled over to piss on the side of the road. If they are on the phone, keep your eyes peeled because they cannot multitask as a general rule. Whenever you are in a taxi and the driver takes/makes a call, for instance (which is all the friggin' time), the car will slow to a meandering stop, most often in the middle of a busy street. In this case, everyone else honks like mad, until that is, one of them receives a call, "oh goodie... Yellooo?" Then it's their turn to stop in the middle of the street and cause mass chaos. FUCK.

Ed. note: In the first quarter of 2014 Tianjin had 3 top-notch 320 CAs with TRI qualification from the UK, Canada and France resign, and one line CA from Spain quit as well. Couple with this the resignation of numerous Finnish, American and South-American pilots from the EMB190 and EMB145 fleets and I think we start to piece together a pretty good picture of the broad cultural backgrounds of pilots who reject the Chinese (especially Tianjin Airlines) no matter how much money their contracts were ramming down their throats. It's not very auspicious on a worldwide scale, China; a pretty sound assessment that something is wrong.



I'd like to buy Park Place. BTW doesn't Mao look lovely in this shade of pink? Relax, it's \$14... maybe Baltic Avenue instead.

Banking

If you want to get pissed off really quickly, and by quickly I mean virtually in nanoseconds, walk into your nearest bank with the intention of doing something downright insane with your money like withdraw some of it or send it overseas. Bottom line: banking in China sucks enorgantic hippopotamus cock. Long-standing rules of banking for foreigners here include such prohibitive measures as:

- 1. foreigners cannot exchange from RMB to more than \$50,000 USD in a year,
- 2. foreigners cannot send more than \$50,000 USD out of the country in a year,
- 3. foreigners cannot send more than \$2,000 USD overseas in a day,
- 4. foreigners can exchange RMB for a maximum of \$500 in a day,
- 5. each transaction is going to cost you about 250 RMB (given ~6.3 as the rate),
- 6. most banks like ICBC require a huge amount of paperwork to send money out,
- 7. you cannot chose your own bank to have your paycheck deposited in, and
- 8. an almost *fanatical* devotion to the pope and shiny red uniforms... damn!

Being that you are paid ½ of your salary in Chinese RMB into a Red China bank account, you can see this could present some challenges, *especially* if you don't stay on top of it. However, there is a way around it: find a local friend to help you. Locals are still limited to sending

\$50,000 USD overseas per year, but the key is that they do not have the *daily* limit (at least this was the case as of the writing of this chapter). So, find a local friend or few, buy them lunch and have them do your banking for ya.

It's a *little funny* having someone else send any amount of your cash through the nether regions of the banking system, but it kindof works and there is no other way to get things done. Truth be told, the first time I did this my cash got lost for a couple of weeks and I freaked out (it was only 10k *only*). But then it came back to China and luckily my friend was honest enough to tell me when it landed in his account. If any of this blows your mind, you are in damned good company. *I didn't expect the kind of bloody Spanish Inquisition*.

Now that I've covered this nastiness, let me impress upon you some more: DO NOT keep your money in China. It's best to flush it out of their system as soon as any payout is made. Keep a few thousand in your pocket and live off of that. At a minimum you should immediately move the bulk out of ICBC and into another account you open, say for instance Bank of China or the like. The reason you want to do this is that the company *has access to the account* they are paying into. This means that IF something goes awry you can imagine they will instantly have their dirty little fingers jammed into your apple pie looking for a payoff.

But, this is not enough. It's stated by the government outright in the UAE that you immediately lose access to your account the instant you're terminated. Sounds like something the Chinese would do... as a matter of fact, if you have debts in China you can be put in prison if said debts were incurred with malicious intent. I wonder what skipping out on a training bond would count as? *Malicious intent? Hmmmm.*



More Cultural Issues

The Chinese tend to be masters of flattery. Don't fall into this trap. They will adorn you with praises in your presence and then stick daggers in your back. This is so typical of Chinese culture and so ingrained in their ways that it takes us Westerners by surprise. One purpose of such behavior seems to be a manner of extracting information from you. In this way, they are avid followers of the old adage *trapping flies with honey*; this is definitely an iteration of that endeavor. I've had stories I've told FO's come back to me from company leaders. I heard of one foreign captain who was discussing the recent legalization of marijuana in parts of the US with the FO's, then get called in for a drug test the next day. Be careful of who is flattering you and what you talk about in conversation; the ones who pile it on are surely your worst enemies. Once you understand this devious behavior and the fact that the FO's have a broadband connection with management it becomes transparent and might be used to your own advantage if you are clever.

The Chinese are spooky in general. You really never know who you are talking to. Another guy told me of a strange and somewhat scary coincidence that made him realize this fact. He was traveling back to China from a holiday, chatting with a Chinese girl sitting next to him

on the plane. For some reason the conversation turned to the internet and how a lot of websites are blocked by the Great China Firewall. He told her about a proxy he'd been using for a couple of years in order to jump the Wall and access stuff like YouTube and Facebook which are strictly forbidden. A couple of days later the proxy was no longer accessible. Coincidence? At any rate, he subscribed to a VPN like most of the other guys there and the rest is history.

I think it goes without saying that Chinese culture is a closed system. Egalitarianism is foreign, creativity is typically frowned upon (or at a minimum generally considered an uncouth pursuit for engagement in by *other people*) and non-conformism is especially embarrassing. There is a popular saying in China that *the nail that sticks out is hammered down*. Personages like Einstein could never flourish in a system like this, and perhaps it explains the tendency to rip off IP rather than develop it on their own. Indeed, the Chinese are masters of reverse engineering; the products you buy at Walmart were likely developed by a Westerner at some point, appropriated by a hungry factory owner in China, manufactured en masse overnight and sold back to unsuspecting consumers in the US. Such is the economic warfare waged against us, supported by greedy corporations for decades (who are now in balls deep with a partner on the verge of decimating them) and we see the results in bankrupt cities like Detroit and a country-wide population where 4 of 5 are impoverished. *Great job America!*

One captain related a story to me of a first officer with whom he was trying to have a conversation. He was talking about something philosophical, and the FO actually turned to him and said he should not be thinking or talking about such things! My jaw dropped as well. Disgraceful. Remember, this is the theater of operations you will be operating in if you decide China is the place for you.

On another front that I will discuss over and over: the Chinese love rules (in the strictly formal sense of the word). They love the rule making process, they love learning the rules, they love quoting the rules and talking about the rules at length and in detail; but, nobody follows the rules and nobody enforces the rules. Still, the Chinese also love punishment. They will never admit to it, but it serves some deeply rooted need to feel part of the group from a negative action. This is pop psychology S&M talk at any rate, but there's *something* to it. They love being punished; it does something useful and important *beyond* activating obedience. It's kinda weird.



A big, fat, goose-egg ZERO

Scary Movies Are Forbidden...?

Among the many things forbidden in China, this stands out as a particularly strange case: thriller movies are a no-no. I've gotten mixed signals on this back and forth, but officially images and stories of rabid vampires, gore monsters and raving psychopaths coming to get you have been absolutely proscribed. I find this an exceedingly curious aspect of the Chinese experience (and I'm not talking about the stupid teeny-bopper Twilight flicks of late mind you; I'm talking the freakishly nightmarish and somewhat laughable zombie apocalypse board of fare). I spoke with a few captains about this, bouncing various ideas off them, and it seems my theories resonate a bit with foreigners who work among these people.

I assert many times herein that coming to China is similar to visiting aliens on Mars; yet they aren't *totally* different. They *are* still human beings despite all of their attempts to separate themselves from the lot of us, and in this very way they are prone to the exact same enfeeblements as you or I (despite their equally desperate attempts to hide that fact). What the hell are you talking about Duke?

Look, there are a couple of ways we can approach understanding this situation without coming apart at the seams. Before we do that though let's consider the basic human reaction to a scary movie: I don't know about you, but I am smitten by an onslaught of primal instincts and fear when I see a really well done thriller. In this way, could it be that the Chinese government is *literally* protecting its people from the boogie men and monsters of Hollywood fiction? Is the communist party a kind of *default hero* in this way? Perhaps, given their proclivity to myth and superstition. Perhaps also it fulfills the subconscious need for some kind of heroism of the communist party shielding the Chinese people at large from evil ooga-booga *American* Hollywood itself. Perhaps.

Yet, I can see it working on another level. Whenever you or I go to see a scary movie, there is a kind of *educational* process that goes on: we are presented with a safe opportunity to master our fears of *things that go bump in the dark* without even really knowing it. The filmmakers maneuver the audience into releases of adrenaline from which we then recover, again and again (like a roller-coaster ride, another distinctly Western feature that is conspicuously absent from Chinese culture). In this way, perhaps we un-constrained Westerners participate in activities that also provide the chance to better handle things like the "unknown" which generally elicit a huge amount of fear in humans. In contrast, by and large we Westerners aren't afraid to question and look at the unknown, and we are thereby better equipped to engage in pursuits like flying an airplane or wrestling with tyrannical government actions etc.

I had a long conversation with one foreign captain who nodded along with me and added his own two cents at the end. He contributed the observation that the Chinese *are* afraid of so many things in our particular workplace; they are a culture based on fear of punishment after all. Fear is so much a part of Chinese day-to-day life, no less so on the flight deck, that you constantly hear things referred to in manners that appeal to satisfying this fear with submission. There is submission to fear of flight, fear of the weather, fear of the government, fear of ATC, fear of just about anything you can put your finger on; and they are masters at submitting and cowering from this fear.

A fearful populace is easier to control. The last thing you want to do as an oppressive regime is empower your people to look at their fear and question it. Once they question that fear and crush it, they may start questioning the authorities; and if I know anything of the crap and chaos that is the communist party in China, this would lead to a dreadful revolution.

So, yes, when you fly in China and encounter that ugly and irrational Chinese fear on the flight deck, think about what I've written here for a moment. Maybe it's a bunch of Nukembrand pop psychology bullshit, or maybe there's a kernel of truth in these paragraphs. Then again, maybe the Chinese are just a bunch of fucking pussies. I don't know... run with whatever works for ya.



A mock ghost scares people entering a "haunted school" during a Halloween celebration at a mall in Manila October 31, 2007.

CREDIT: REUTERS/CHERYL RAVELO

(Reuters) - China has added ghosts, monsters and other things that go bump in the night to its list of banned video and audio content in an intensified crackdown ahead of the Beijing Olympics.

Producers have around three weeks to look through their tapes for "horror" and report it to authorities, the General Administration of Press and Publications said in a statement posted on the government Web site.

Offending content included "wronged spirits and violent ghosts, monsters, demons, and other inhuman portrayals, strange and supernatural storytelling for the sole purpose of seeking terror and horror," the administration said.

The new guidelines aim to "control and cleanse the negative effect these items have on society, and to prevent horror, violent, cruel publications from entering the market through official channels and to protect adolescents' psychological health."

And here you didn't believe me... psha.

A Little Light in the Loafers?

The men over there are a bit, shall we say, fem. I've heard statistics quoted about the rate of homosexuality in China but I've never really confirmed anything (ha!). Still, given the particular arrogance and forwardness of Sino-centrism and the wonderfully intolerant behavior of the state and people at large, it raises an eyebrow that there would be such a seething, teeming subculture of *alternative* lifestyles (hell, seething and teeming is what China is best at).

It becomes an especially distressing concept when you consider the significant disparity of men outnumbering women over there. Men outnumber women in China due to abortion in favor of fathering boys, and I guess a guy has to find love somewhere? Now, whether any of this is the operative cause for the males acting like *girly men* or they just don't get the point of masculinity, I couldn't say. In any case, they are very touchy-feely, dress like women, carry purses (thinking it's cool) and love to rest their hands on each other's thighs and forearms. Gosh dang, it's non-sexual you damn perverts. I mean, you'll be having a casual conversation with one of them and all of a sudden this dude's hand is on your thigh or caressing your arm. *Eww.* It *does* make a brotha wonder! *My goodness, would you look at the time...*

Soundtrack Hotel China-fornia

China has a soundtrack that consists of exactly two songs, both of which will piss you off to no end. The first song is this shitty piano affair that loops on and on and will make you want to vomit and claw your ears out more than when you inadvertently happen upon the *Chariots of Fire* theme. You're gonna hear this dainty little ditty at hotels, blaring outside bridal shops (I know, I keep mentioning those don't I? Yup, they're *that* ubiquitous in spite of the preceding paragraph questioning Chinese sexuality/gender roles), lobbies of banks (in case you needed to be pissed off even more than usual in said bank), train stations etc.

The second song is one that I *kindof* used to like (Lebowski be damned): Hotel California. The popularity of this song in the West was supposed to have burned out in the late 70's along with Stairway to Heaven, and then fucking China discovered it god dammit. Thank the lord they aren't cool enough to have ruined Led Zeppelin for me. So yeah, enjoy the one hit the Eagles have now plagued the world with in taxis with toothless, fetid drivers, shopping malls trying desperately to be cool (and apparently achieving this status among the Chinese rank and file), and just about everywhere else the piano song cannot be heard.

Security

Security in China is a joke. Someone somewhere has to have his/her finger on the button, or so I've heard; I've never seen direct evidence of that person. You'll get what I mean...

Privacy

There is *always* someone looking over your shoulder, literally. On the flight deck, on a bus, standing in line, waiting at a stoplight (which you'll do very little of if you know what's good for ya); there is *ALWAYS* someone looking over your shoulder. Sometimes you'll just have *that feeling* you get that someone is there, you'll turn quickly and catch him/her off guard. *Little fucker!* I *knew* you were there. They tend to react with a little jump, smile broadly and point at whatever business it was you were handling and try to say something in broken English. I'd advise investing in one of those plastic screen privacy appliqués from your local electronics store for your laptop computer because you ARE going to be snooped on.

Oh-ho, and you're going to loove going out for a plate of food or a night on the piss as it were. If supper has been planned of an outdoor restaurant for a pleasant eve (of which there are precious few pleasant evenings or decent outdoor restaurants), plan also to have your photo taken by passers by more than once, more than twice, more than thrice. This affair comes in two flavors: some retard with a smart-phone clicking off shit like it was his/her first time visiting Earth, or some ultra-retard with a DSLR, giant zoom lens and camera bag. And it'll happen just as you're taking that big bite of whatever the shit it was you think you ordered. Hot and holy hell this pissed me off.

Oh, and speaking of going out for a night on the piss (Ed. note: apparently this is UK-speak for *let's go get trashed*): again, prepare to be monitored, classed, categorized, observed and recorded. I have no clue how many photos there are of me, 3-sheets to the wind with some fucking local *photo-bombing himself with the foreigner*. And, being that they all look the same (in other words, you don't have enough experience looking at their facial features yet to accurately scrutinize what are for the moment subtle differences), what do you think the chances are that some office blob from the safety department has been tasked with roving the local watering holes, looking for pilots to bust over the 24hr drinking rule? (*Oh Duke, ya big goof ball, ha ha ha, you're being paranoid LOL*. Am I? Just you keep on reading and say that again at the end of this epically awesome book. Or, better yet, go there for yourself and tell me that when you come back; you'll need eyebrow surgery to restore your face to its default expression, I guarantee.)

So really, you have to understand the big picture with this (no it's not a pun). When you come to a country that is not ethnically diverse, it's not *like* the US. They don't understand the melting pot ideal. They *absolutely* see you as the exotic *other*, and by God they're going to document the encounter. It's maddening and it turns you into a jumpy, grumpy, paranoid asshole constantly checking your back. Coupled with this is the fact that privacy in China indeed is like ice in the Sahara; it's as alien to the Chinese as their crap is to us. Remember, their fundamental concept is that of a group (they *are* communists at heart, no matter what the markets are doing). There are no appreciable boundaries between me/you when out in public in that country. Paired with your appearance as the outsider, you're in for some shit, so be ready for it. The feeling is quite uncomfortable.



My goodness! Would you look at the time!

I was born in the Middle East and became a citizen in North America when I was very young. My application to Tianjin was denied because of my background. What a bunch of assholes. Capt. Anon.

VPN's and Proxies

I mentioned VPN's and proxies above and realized that some of you may not know what the hell these things are. I didn't know squat all about them before coming to China; so this section is meant as more of an introduction to the subject (I'm sure there are a few of you out there with a ton more knowledge about this than me). First, you have to realize that when you connect to the internet, ALL of the data coming and going over the plug in the side of your computer is visible to whomever wants to see it and is motivated enough to get off their ass, intercept it and have a look. In China, there's about 5 billion people standing around, super interested in knowing what you, the foreigner in their midst, is surfing, and they don't have any notion of privacy. They don't get the whole NSA/Snowden scandal for instance.

To help protect yourself on the internet while abroad (or in your home country even), *you* will want to do some research on becoming anonymous. There are a couple of steps you can take right away like purchasing a subscription to a Virtual Private Network or VPN. What this service does is offer a plethora of internet connection servers located the world around which you log into the moment you connect to the net at your home (or office, or Starbucks). Their server which you just logged into then encrypts your connection and data between the plug on the side of your computer, through the plug on your wall and to the plug on the side of their server. This is a good thing, not perfect (they say with a computer farm big enough they can crack your packets in a few thousand years or something), but it is the 1st step toward becoming anonymous and private. It's not the last step though.

One of the better VPN services is WiTopia. For about 70 smackers a year (not too bad) you get unlimited access to their hundred or so servers scattered around the globe. I'd recommend getting their service BEFORE you land in China (or any other service you chose), but if you need to do it *after* (maybe you are over there now reading this book wishing you'd read it sooner), there are ways of signing up when you are behind the Great Chinese Firewall. WiTopia has a special site at:

www.JumpTheWall.net/support

So, in case you can't access the regular WiTopia site try this link out. They have prompt customer support and any time I've had a problem they've been Johnnie on the spot to fix it.

Many times during the year there will be (military?) hunter/killers scouring the internet in China looking for encrypted connections. When one is found, they sever it somehow and ban new connections to the server that was offering the encryption. It's happened to me a lot, especially during the big "communist" party shindigs in Beijing. When this happens, you have to visit the link above and get a new IP address at the server you want to log into. Like I said, WiTopia has a quick customer service line to get you hooked back up; encryption is their business after all, and they don't want to see you exposed. Still, it can be a pain in the ass to have to get a new login every hour or two, so there are other, more robust ways around it... you'll have to sniff around to learn about them for when the time comes.

When you're using a VPN, most of the time you won't be able to surf the company website. Besides the annoyance of having to logout of your encryption service and then back in when you're done doing your flight preparation (or whatever other wank-fest you need to engage in), you just have to wonder why they are blocking you. Keep reading because this fact, along with the issues of certificates below, is a tad bit concerning.

The second step is to use proxies. Proxies are kindof like VPN's in that they are remote connections that issue you a new IP; but, they may or may not encrypt your data and may or may not log your activity. Essentially, I'd recommend using a proxy in this instance as a second layer to complicate identifying your IP address as the VPN server *for the sites you want to visit*. If a site you visit knows you are logged into a VPN, well, you've lost a measure of anonymity and have to rely on the VPN host not to reveal your identity... which they *say* they won't do... but you never know. Lastly, if you're really *super* interested in staying anonymous, look into projects like TOR and its ilk. Some of these options are really clunky and slow, but they are really hard for intruders to crack.



From dailymail.co.uk, 6 October 2013

Blockage

Just to keep freaking you out about all of this internet ooga-booga, many of the sites you visit without thinking about twice from your comfortable sofa in the West are strictly FORBIDDEN and BLOCKED in China: henceforth the auspicious *Great Chinese Firewall*. Is there a killer video on YouTube one of your friends just recommended you watch? BLOCKED. Interesting news clip on XYZ news? BLOCKED. Want to reach out to your evil minions on Facebook? BLOCKED. Vimeo? BLOCKED. Porn? Strangely, a lot of porn sites are *not* blocked... oopsie, did I just say that? I mean, I heard from a friend I know who talked to some other dude who was like all... stuff. Seriously though, porn is *ILLEGAL* in China and *some* is BLOCKED. In fact, besides all of this obvious and semi-obvious stuff, some of the craziest sites you'd never guess at are BLOCKED; even *Google* and *Wikipedia* have been blocked from time to time, and you can only scratch your head and wonder what the hell is up with all that.

BTW, whatever you do... IF you do happen to have some porn stashed away somewhere on your computer for whatever reason... DO NOT SHARE IT with a Chinese person. They will turn your ass in. I've had FO's joking around and ask me to give them porn or check it out on the flight deck... <u>Nope</u>, don't have any my friend... But I invite you to look for your own on the internet by yourself. This leads me to frankly discuss how to protect your personal data on your computer.

Encryption: Countermeasures for Privacy

If you *really* want to protect your privacy and anonymity, I recommend another layer of personal protection by encrypting your entire computer. It may sound paranoid and extreme, but if the recent NSA deal bothers you (as it should) like it bothers me, it should prove that we *aren't* paranoid after all. Privacy is important to me for a very good reason. And, pointing the finger back at *them*, isn't it a little extreme that the government thinks it's necessary to keep these tabs on its people at large? *That* seems extreme to me. God bless the patriot act and the intrusiveness for which it stands.

Now, take this book you're reading for instance; it's an example of me participating in my freedom of speech. I get to express my thoughts and opinions in print because my freedom is protected by the greatest document ever written by human beings: the Constitution of the United States of America. Read it some time, it's fantastic and will renew your love for America in a very pure, non-agenda satisfying manner. Anyhow, by writing this book, I've exposed myself to damaging my career and perhaps even inviting action against myself by a foreign body. Because of this, I've chosen a pseudonym to protect my identity and that of my contributors; it's a reminder to me about how fragile our freedoms really are.

It's not really a bait and switch to go from talking about freedom to privacy. If you really think you are free if someone out there is encouraged or duty-bound to monitor your actions, you are crazy. If "they" are allowed to monitor you with the impunity they have, they can engineer (limit) the choices and paths you can take. This is not freedom. If they can limit you, or if they can even threaten you with the *implication* of limiting you, you've been exposed to having your thoughts and opinions controlled. This is not freedom. So, if the freedom our flag represents is important to you, take serious measures to protect yourself (and your family) accordingly.

I've done a bit of research into the matter of encryption at the recommendation of one of the foreign captains I was able to talk to. He introduced me to the whole concept and it's really opened my eyes. There are a ton of *free* resources out there available to you. Be careful which one you chose; some of the programs have been proven to have back-door access of which the authorities can take advantage. TrueCrypt and FreeOFTE seem to be *fairly* legit projects; whatever solution(s) you chose, don't be blind to the issues and look into who is saying what about it all. A little technical knowledge and sniffing around will take you a long way. At least you'll be able to protect yourself from the casual snooper trying to access your computer at a hotel while you are away or a flash drive you accidentally drop on the floor.

Trojan Horses and Back Doors

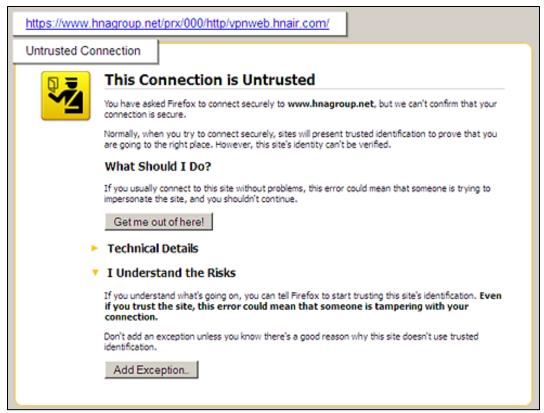
Hey guys, I just found a copy of the latest Adobe Photoshop for 50RMB! That's like what, 7-bucks! Wow, what a deal, China, thanks!

If this is you, your wife or your kids shopping at an "electronics" store over in China, you need a little 411 intel. *No*, that's not a legit copy of Photoshop you idjit, *AND* what do you think the chances are that it's going to install some nasties onto your computer when you slide the CD/DVD in? Enjoy your computer virus/backdoor that lets Mao enter your computing world you *insane in the membrane bargain hunters*.



Untrusted Connections

When you login to the company website using your PC you'll most likely be met with the following message:



Ohoh...

https://support.mozilla.org/en-US/kb/connection-untrusted-error-message

Documentation from this Mozilla Firefox link provides the following information:

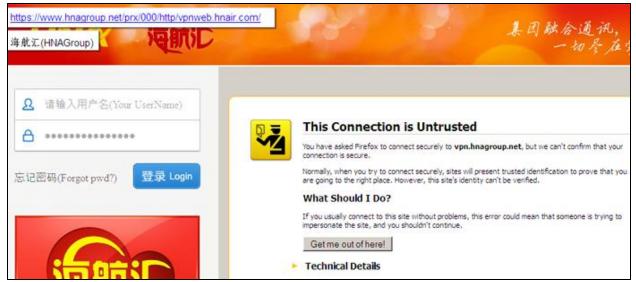
Get out of there!

The safest thing to do is to click Get me out of here!, or to go to a different website. Unless you know and understand the technical reason why the website presented incorrect identification, and are willing to risk communicating over a connection that could be vulnerable to an eavesdropper, you should not proceed to the website.

If possible, you should contact the owners of the website and inform them of the error.

Bypassing the warning

You should only bypass the warning if you're confident in both the identity of the website and the integrity of your connection - even if you trust the site, someone could be tampering with your connection. Legitimate public sites will **not** ask you to add connection rule exceptions - an invalid certificate can be an indication of a web page that will defraud you or steal your identity.



Good lord... save the oomenz and childenz

So yeah, cross-site scripting... SQL injection... cross-site request forgery... etc: if these internet hacking techniques mean nothing to you grow up, it's the 2010's and it's time to learn a little about that magic box you mostly use for surfing pornography. In a country like China where they have absolutely no scruples about spying on you, you can be absolutely sure that when the opportunity arises they will do their best to accomplish a little *all your base are belong to us* on your *blanco niño ass*. Don't get sacked.

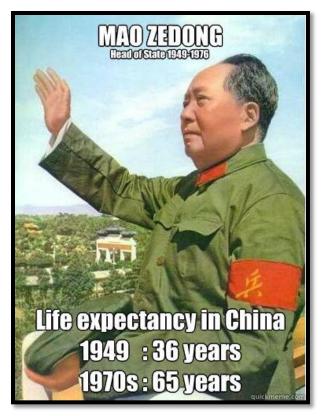
iPad and iPhone apps?

Have you read anything about how the FaceBook Messenger app is able to mine your shit for all kinds of information and possibly even monitor your camera and microphone? If you haven't heard of this faggotry, I really encourage you to do a quick Google search and get you some *inpho'maeshunz*. After you get the *holy-fuck-they're-doing-that-411* from the horse and it's badass mouth, maybe uninstall their shit and even consider re-installing the OS from scratch if you're really paranoid, like me.

Anyhow, the Hainan company has a fancy app or two that they want you installing on your shit. You're being required to buy your own iPad and download a ton of company stuff onto it. I seriously doubt they're getting legit Jepps charts or Apple App Store certification. Not that it matters. Anyhow, what do you think are the chances they've coded in some Trojan horses like the FB Messenger shit?

WHAT DO YOU THINK ARE THE CHANCES.

Why do you think they're REQUIRING you to install it? You can do all of your flight prep on your computer or at dispatch. Convenience??? We know that's code for, "Let us into your life so we can watch you." Oh, didn't care about the NSA shakedown in 2013/14? Fine, let Mao monitor you. Sell yourself out, you're making baby Thomas Jefferson cry. You'll be sorry you did and don't say I didn't warn you up front when shit finally does go down.



Chance of catching pollution cancer 2014: ZERO according to the government.

Moar More Cultural Issues

The Chinese tend to be really super good at precise, rapidly executed repetitive tasks. We're all familiar with the scene from Forrest Gump where he challenges the Chinese ping-pong champion: two masters of assembly-line-like economy and precision of movement locked in competition ("They will battle in a battle that can't be won; who will win?). I want to confirm this as an accurate representation of their particular strength in general. On the flip side, they are horrible at extemporaneous, off-the-cuff thinking, and I mean *horrible* in every sense of the word, i.e. they are horrified of it. Though it's beyond my intended scope here to demonstrate (or even suggest) that these are mutually exclusive skill sets in the human experience (repetition vs. impulsivity), in their culture they have certainly cemented the two as such.

The problem with this is that, as we all know, in aviation you need to be able to think on your feet. In this way, aviation is as much a humanities art (radical hipster) as it is a hard science. Everywhere you look in China, a system has been erected to take the thinking <u>out</u> of everyday life and replace it with easily repetitive motions, and this is mistaken as a demonstration of the highest caliber of airmanship (or whatever-else-manship it happens to be). (It's also mistaken as a representation of the pinnacle of modern day life; the rat race is alive, well and aspired toward in China.) For example, you will see FO's (and, more importantly instructors) program the FMS in the blink of an eye; however, when it comes to an unknown like "vectors" or some other purpose-built "gap" in the flight-plan, they freak out and do their best to eliminate it quickly and unthinkingly. They cannot cope with anything closely resembling *The Unknown* (capital U), and this is their ultimate failing with all things real world.

Now, forget the fact that some basic math and estimating can be done in your head to fill in that "gap" in the flight plan; it is a vile demon and slaying it with the delete button makes the eternal light of Mao shine upon your forehead in the presence of your superiors. The same holds for FMS-database altitudes assigned to fixes. Because feet and meters don't convert nicely, there are odd figures all over the flight plan like 3490ft or 1620ft. The FO's have been taught to expend a considerable amount of energy seeking and destroying these numbers, changing them to 3500ft and 1600ft respectively (yeah, let's not propose changing our system to fit in with the rest of the world...). It's curious to watch, pointless in its result and frustrating to contemplate.

Lastly, you have to make sure you double-check *everything* the FO programs into the computers. I had hounded them not to do things so quickly time and time again, but I was always met with resistance and a sidelong glance that says, "The poor foreigner is not proficient and a bad pilot ..." (oh boy, they are also horrendous at body language which reveals them in an instant). I've caught a lot of mistakes...

5. On Sep. 22, while an A333 was conducting a flight from Beijing to Hongqiao, the controller instructed it to descend to and maintain 2700m, and then instructed an E190 in the airspace to descend to and maintain at 1500m. Due to the similarity of the flight No. of these two aircrafts, flight crew of A333 misheard the instruction and began to descend. As a result, A333 had conflict with a B738 holding at an altitude of 2400m and the radar STCA alert of ATC was triggered. Then the controller immediately commanded the aircrafts to give way. The radar video displayed: when the minimum lateral separation is 1.9 km, the vertical separation is 120m.

May your higher power smile upon you with favor and never expose you to this in China. Read on, read on.

I believe every single foreign pilot (or possibly any foreigner working here to some extent) will get burned at some point. It seems to be in the nature of doing business here. Money talks and they have a lot of it. But they don't realize yet that it will backfire eventually. Our cultures and priorities are simply too different. They are a newly opened country, coming for food stamps not so long ago, applying capitalism to its highest level now. To them money is the only important thing, as they never had it and now they can work like slaves and get a lot of it. To us, it is important but most of us need a balanced life. And working 14h a day 6 days a week (in this horrible environment) is just not compatible. The problem is they need us. We are already making concession by coming here, they should realize applying their rule doesn't work in dealing with us. Eventually, at least in our branch, when aviation starts again in the West, people will not come here anymore. Also, on the bigger picture, their land is getting ultra-polluted, soon they can't grow anything, soon they will need to import more and more, they will start being dependent, and they will be screwed... Wait and see. It might not take long. Then they will need to take a long good look at their society and evolve or collapse... unless it's too late. Then there will be war.

Anyway we could talk about this forever but I'm sure there are already many books on the subject.

Capt. Anon.

Race and Racism?

There's a meme above on page 27 that makes a pretty extreme claim regarding race and China. Keep in mind that while in China the only black people I met taught ESL English or were there acting as basketball coaches. And I didn't meet many. There are many articles on the internet regarding race and China and they run the gamut. Check it out no matter what color your skin is, it may add some perspective to what's been going on in the US especially during 2014.

Aside from attitudes, what you will not face as a foreigner minority in China is any kind of physical violence unless you're a Uighur who wants religious freedom or independence from Beijing... or if you're pursuing a skirt with whom the locals don't want you to associate (which is all of 'em). That being said, you'll be lucky to land an airline gig if you're not white and male.

$http://chineseculture.about.com/library/weekly/aa_racist02a.htm\\$

This is also related to the culture. Chinese people generally like lighter skin, as a popular Chinese saying goes 'One white covers up 100 defects.' If a girl has lighter skin, people often say the girl is rather white, even if she has many imperfections. On the other hand, for a girl with darker skin, people often point it out that she has the darker skin, even if she is a rather pretty girl. So the girl with lighter skin often has the edge to compete with others when looking for a mate.

http://www.tealeafnation.com/2013/07/chinese-raciality-and-black-reality-in-china/

White Americans face no barriers to claiming their nationality, but blacks are often assumed to hail from Africa, a place thought more backwards and poorer than China, more than likely receiving Chinese government economic aid in the form of loans and infrastructure projects. This leads to either resentment or denigration on the part of some Chinese. The Chinese media tends to focus on the generosity of the Chinese government toward Africa – a sore point among Chinese who feel their government is not doing enough for the Chinese themselves – and not on the valuable natural resources gained or access to lucrative growth markets for cheap Chinese goods.

Myself, I experienced endless stares and running commentary that would erupt as I'd walk down any random street. Move out of the cities and you're going to see a commensurate increase in attention that makes you feel like a zoo animal. To add to this, I heard the story of a white English teacher who narrowly escaped being jumped by some local thugs in Tianjin when they saw him with a Chinese girl. I met some other English teachers, one from India, who complained about the condescending attitude they were often confronted with from local Chinese. I also met a black teacher who was fed up with Chinese insensitivity. I'd go so far as to say that the average Chinese are as polite as the government tells them to be to your face, and then rag on you behind your back. White, Black or Green it ain't as easy being in China as it's made out to be. Try getting a cab...

http://en.wikipedia.org/wiki/Ethnic issues in China http://en.wikipedia.org/wiki/Sinocentrism

http://www.tealeafnation.com/2013/07/chinese-raciality-and-black-reality-in-china/

My own experience in China began in the late 90s. While working for a major international language company, I taught English to Chinese from all socio-economic backgrounds. By all accounts, my supervisors and other teachers respected my skills and knowledge in the classroom. Around 2003, however, I noticed a shift in the market and it became increasingly difficult for me to hold on to assigned classes. There were a number of complaints from students. My supervisor investigated. She clandestinely and randomly listened in on my classes via the company intercom system. After a couple of weeks she called me into her office. She told me I was an excellent teacher and could find little fault in my methods and teaching of the prescribed curriculum. Students just wanted a "different" teacher.

While on break, I overheard students speaking in Chinese about how they were paying so much money and wanted a white instructor. One student went so far as to say, "I don't want to look at his black face all night." There was nothing my supervisor could do. The market was demanding white teachers and the company was responding to that demand. Not only did they want white teachers, they wanted attractive ones. I overheard a number of students discussing and comparing the physical attractiveness of one teacher over another. Students were even willing to accept a white, non-native English speaker over a black, native English speaker. This was a far cry from my first days of teaching English in China in 1999, when students were just happy to have an English speaker in the room.

Now, am I claiming anything special about America and our experience with race in this chapter? No, and we clearly have *little* to say given what's been happening in New York, Ferguson or other instances too numerous to list and beyond the scope of this discussion. What I AM saying here is that if you are not white and not male, your chances of landing a flying job in China and especially at Tianjin are very very very slim. If you insist, put your app in. Don't be surprised or disappointed if you're turned down. If you do make it by some miracle, you'll survive long enough to earn some good cash and then get the hell out. Or, maybe it will be a very positive experience, a relief from the out-of-control tensions in the US and a good mid-term gig for you. I'm leaving that door wide open for discussion.

Getting a Cab in China

Ready to get pissed off in a nano-second again? Try hailing a cab in the afternoon, morning... any time of the day, have 20 pass you by never stopping, and do so in the rain or extreme heat and humidity, or how about drunk as a skunk. It's super fun. Then when you finally DO get a cab, you'll have the pleasing experience of the driver not wanting to take you where you want to go and force you out onto the street again. Most cabs are cigarette-ash laden, bodyodor smelling, pissed-on-seat equipped and grime-slathered-surface sporting. Many have jimmied meters so you end up paying double what the ride should cost, and most will try to take the long-way-round to get you where you want to go.

Then there's the honking, maniacal driving at 20mph, cell phone answering and talking... Hotel California blaring... Have fun with all of that.

China and Sexism

I mentioned "white" and "male" above. Unsavory as all this controversy may be, let's take a look at the gender part now. China fails the gender equality test where the most basic of human rights comes into play, the right to be born.

http://middlekingdomlife.com/adjustment/china-sexism-in-the-workplace-t402.html

Dr. Greg Site Admin

Posts: 484 Joined: Wed Apr 08, 2009 4:01 pm Location: Abu Dhabi,



Re: China and Sexism in the Workplace

Dby Dr. Greg » Mon Aug 22, 2011 2:07 pm

You are living a country that systematically engages in the selective abortion and rural infanticide of female fetuses and newborns, respectively, a practice that has led to a gender imbalance of 20 percent more males than females. In addition, there was a recent article in the New York Times about the resurgence and prevalence of China's concubine system (see China's New Wealth Spurs a Market for Mistresses). Many young Chinese women have decided that becoming a "second wife" (er nai) is more personally rewarding and financially beneficial than staying in school and pursuing a career of their own. Of course, China is an extremely sexist society.

Yeah, good luck with that, Western ladies of aviation.

http://en.wikipedia.org/wiki/Female infanticide in China

China has a history of female infanticide spanning 2000 years. Infanticide has been practiced worldwide since antiquity for the purpose of population control, but what was unique in China is that an overwhelming majority of the victims were girls.

When Christian missionaries arrived in China in the late sixteenth century, they noticed the practice of female infanticide, and witnessed newborns being thrown into rivers or onto rubbish piles. In the seventeenth century Matteo Ricci documented that the practice occurred in several of China's provinces and said that the primary reason for the practice was poverty.

The census of 1990 showed a sex ratio of 1.066, a normal sex ratio should be about 1.02. The main reason for the discrepancy is sex selective abortion.

During the 19th century female infanticide was practiced in the majority of China's provinces. The practice declined precipitously during the Communist era, but has reemerged as an issue since the introduction of the one-child policy in the early 1980s.

http://www.gendercide.org/case infanticide.html



"Female infanticide is the intentional killing of baby girls due to the preference for male babies and from the low value associated with the birth of females."

"...the World Health Organization's Regional Committee for the Western Pacific issued a report claiming that "more than 50 million women were estimated to be 'missing' in China because of the institutionalized killing and neglect of girls..."

"Farah referred to the gendercide as 'the biggest single holocaust in human history."

In 1999... a study by the Chinese Academy of Social Sciences, claiming that "the imbalance between the sexes is now so distorted that there are 111 million men in China... who will not be able to find a wife."

How heartbreakingly sad is this?

OK, China and Organ Harvesting

If you think it's starting to get a little surreal in here let me assure you that I feel that way. But this is totally on the level. Investigations are ongoing right now (as of 3rd Quarter 2014) into allegations of involuntary organ harvesting in China. This means that surgeons of some shape and description are hacking open victims (patients) and taking out organs without their permission...

LET THAT SINK IN A MINUTE.

http://www.stoporganharvesting.org/

Now, am I saying *YOU* are in particular danger of being clobbered over the head only to wake up hours later with a kidney missing? Naw, maybe not. Probably not. Does it mean that if you are in a serious accident and require medical attention that you'll be missing a limb when you come out of the hospital? Maybe, but it would more likely be due to ineptness on the doctor's part than harvesting.

But, what I AM saying with certainty is that this IS the culture and mentality within which you will be working. This kind of widespread hush-hush brutality is part of the CULTURE and it will be lurking behind every decision they make, every judgment they make. Just sayin'...

"Transplant
abuses of this
magnitude are
crimes against
humanity.
Remaining silent
in the face of such
atrocities is to be
complicit in these
crimes."

 Drs. Caplan, Centurion, and Xu, petition initiators



Stop Organ Harvesting on book

w Stop Organ Harvesting on

Help End This Crime Against Humanity

Mounting evidence tells a terrible tale of murder and mutilation in China. Witnesses and Chinese physicians reveal that thousands of persons affiliated with the Falun Gong are being killed for their organs, which are sold and transplanted at enormous profit.

On a *totally* unrelated note, does anyone know someone looking to buy a male leg, ages 32 to 47? Ebay keeps closing my account. Hardly been used condition... *Bueller? Damn hippie clerk? Spanish tiles*...?

Introduction; Airliney Stuff

You know, the lady with the whip

Let's start this section out with some scenario running and wargaming. You're likely reading this book because you've had a seed planted in your head about the riches and glory of going to fly in China. And here's the deal: you're probably a regional pilot at a dumpy little (big) regional who has just upgraded to the left seat of a commuter jet (CRJ200—900, EMB145, 170/190) and gotten your first taste of a Captain's paycheck. It's *stakey*, way better than FO pay, but *does* it taste good and you want MORE. You've just accrued 250 to 500 hours jet PIC under your belt (slugging it out with weather along the Atlantic seaboard or some such) which satisfies the minimums to apply for some of these foreign carriers. You decide to focus on China because you've been lured by the money. So, you put in: *the time is now!*

Despite your limited experience, they take you because they have been desperate for pilots for years due to the fact that they're rapidly building a massive modern air transport system from scratch. They haven't been able to get the numbers they need/want because A) they have no general aviation to speak of since the PLA (military) owns all the airspace *and* raising a sector of the population capable of such a complex hobby is counter-productive to the party's goal of keeping the masses in line and easily ruled; and B) it's widely known by the professionals in the West how completely messed up their country and system is and don't want to go. Think about it for a minute: this is why they are offering such ludicrous wages, *period*.

In the back of your mind this China idea begins to develop into a long term gig because *if* you could pull 7 years you're in the realm of a million bucks. Great; but, when you lay boots on ground in country, the reality of it hits you. Suddenly you're life becomes dodging bullets without any support or knowledge base to speak of. You begin living paycheck to paycheck for that little adrenaline high that keeps you going and you're now praying you can last a year or two. Let's say you last 3; when you do finally bang out for whatever reason and make your way back to the real world (the West), you put in your resume with a real carrier. Of course you don't put in with some dumpy regional; you'll never be able to go back to one of those because you've been a top earner on the *damned planet* for the history of aviation in the aircraft type you've been flying (CRJ 200—900, EMB 145, 170/190).

Now you're waiting for someone to give you an interview... and you wait and you wait. Suddenly, it dawns on you and you start praying they aren't interpreting the time that you were in China as a major drag on your knowledge and experience. These recruiters aren't stupid: they know what's going on. They know that while you've been in China your knowledge has slid, your skills have slid, your judgment has slid. They know how fucked up the system is over there, and that it's human nature to adjust and adapt to cope. So, when they see your resume on their desk, you can bet this is what they're thinking and you're moved to the "alternate" pile if you're lucky.

It all really boils down to this: if you want to retire as an airline pilot at a major/legacy carrier sitting in the left seat of big iron with a big retirement 401k or the like, taking a few years "off" to be a contract pilot in China is <u>not</u> a good stepping stone. Your experience will <u>not</u> grow commensurate with Western flight deck ideologies, your skills will drift based on idiotic training hammered into you by a bunch of monkeys, and you will ultimately find that the shining reputation you were diligently working on at *that dumpy little regional back home* has become tarnished. Really, the only way around this is to have permission for a LOA: DON'T FALL INTO THAT URGE TO RESIGN, DUDE. In this case, when you return stateside you can walk right back into a seniority number and scrape off the barnacle-ism China undoubtedly has been growing on your wings. Even still, it's a risky proposition and I'd *hope* you wouldn't dishonestly claim a family emergency or some such to get the LOA... etc. etc.

Complications

Let's break of a little piece and get into it. There seems to be this very primal idea in China that can be expressed with the following language:

- 1. your work as an airline pilot (i.e. the stuff you do on deck) should be super difficult; and
- 2. if you aren't task saturated you aren't earning your money.

I suppose it's an assumption that comes from being the elite of the country (which is no particular joy for a Westerner BTW). Taking into account the two tiers of their society: the elite and *everyone else*, you are somehow fending off the billions of (communist ideology infused) rank-and-file who want your job, your life and your identity. It's really awkward.

The way this manifests itself on deck is as I mentioned above: there is the propensity for an extremely complex workload intense environment. Now, granted there are times when the workload is just *going* to be high; it's a fact of life we're all accustomed with and have been trained to engage properly. Sterile cockpit, SOP, CRM and a plethora of other stuff has all been designed in the West to streamline the actual button-pressing, yoke-wielding duties on deck of your *modren* jet transport airplane.

In China, SOP is for cramming as many activities into a unit of time possible. CRM is for the captain to be an autocrat (or the FO to test the boundaries if you try and employ real CRM). Sterile cockpit is for the birds, and the plethora of other stuff we Westerners preach is a bunch of *whatever* that nobody really cares about. As you can imagine, this has a significant impact on your level of risk assumption Here is a perfect example of how this ideology has reared its ugly head [we will be covering this topic again as we go along]:

First, an excerpt from the EMB190 SOP manual:

2.11 Fuel Monitoring

2. Flight crew should ensure that the fuel is balanced between tanks at all times.

2.13 Fuel Balancing

1. The Fuel Balancing Limitation and subsequent EICAS Caution Message are there primarily to increase the life and safeguard the structural integrity of the aircraft fuselage as opposed to being an aircraft controllability issue.

Here we can see an instituted example of *making the job more complex than it needs to be*. FOs are terrified of having unbalanced tanks, and will initiate balancing if they're 50kg off. Why? Because the instructors have hammered this *policy* into them: they don't know what the shit they're doing and neither do the company leaders have a clue. Instead of reserving valuable attention for flight critical duties and observations, we're now focusing on the insignificant and thereby obscuring the important stuff in a morass of half-assed flailing about that has the appearance of being busy and therefore proper. I hope this pisses you off as much as it does me. **BE CAREFUL**.

Ed. note: You can always tell the bullshit because it's the stuff that they forget about a month or two later which brings up the questions as to why they called attention to it to begin with and being that it's short-lived in its implementation and wastes a bunch of energy and morale why they insist on the policy of policing the bullshit to begin with. The problems is that they don't pay attention to the important stuff either. This Is China (TIC). Love it.

Now for the story:

CA APU

So there we were at Nanchung, boarded with a full boatload of peeps and gassed up to go. We were delayed of course (but only about 5 minutes past our normal push time at this point), so I decided to go use the head. The second officer vacated the jumpseat and opened the cockpit door. I hopped out and slammed the lav shut for a little quality *me* time. A few moments later, in the middle of a narcissistic male grooming moment, the lights went out and the music stopped. Emergency light streamed under the crevice of the door. *Shit, what now God dammit.*

I opened the lav door and the passenger cabin was already bedlam. I entered the flight deck and messages were flipping all over the EICAS screen.

"What happened guys?"

"I don't know captain, the APU just stopped."

"What do you mean it just stopped?"

"The APU just stopped sir."

"OK, stop calling me sir. Is there a fault?" The FO was busy clicking the Warning/Caution cancel buttons. "Dude, stop hitting those, we need to see if there *is* an APU fault message."

After scrolling through several pages of faults I couldn't find anything salient. *Hmmmm*.

"Guys, what happened?"

"I don't know captain."

It was at this moment that I looked at the APU panel on the overhead: the selector knob was OFF.

"Did you just select OFF on this panel up here?"

"No captain."

"You guys didn't select OFF?"

"No."

"No."

"THEN WHY IS IT OFF?"

"Oh, captain, I think we bumped it when you got out of your seat."

=BULLSHIT= There is no way that knob will move if you bump it; it's designed with a nice deep, solid detent in the ON position.

So, we powered the APU back up and reset all the FMS stuff that had dropped out. I had the FO make a passenger announcement that we had a computer error that we needed to reset and everything was fine. Then (and I hated this part the most) I decided to walk to the back of the airplane to see what the passenger situation *really* was. I got a number of hard stares (yeah yeah yeah) but lived to tell the tale.

My best guess was that the FO/SO decided to balance the fuel (or stop balancing it) and grabbed the APU selector knob instead of the cross-feed knob (they're right next to each other in the EMB190 and look identical; besides, the Chinese never verify what switch they throw). See? You make your job unnecessarily complex and you expose yourself to unnecessary chances to screw up. As it was, I never heard anything about it from the home office, but I do chalk it up to a bullet dodged.



Right-Seat Captains and Captain-Sitting Right Seat

In the good of West we've spent a long time and a lot of effort discovering the best configuration for the boundaries of professional behavior and conduct on the flight deck. We've grouped a whole bunch of this research and development under the rubric CRM, and it's resulted in leveling the cockpit and empowering first officers to speak up when they see something wrong. It's a beautiful system invented by United Airlines that has spurred a major trend in improving safety through teamwork, and it's been adopted by numerous other sectors of endeavor from medicine to manufacturing.

In China, the CRM concept has been twisted and perverted into a horrendous monster. FO's have been given an inch and taken a mile. You will experience this from the get-go when, sitting on the flight deck, a flurry of communication occurs in Chinese and you are *left out of the loop*. Even after inquiring what it was that ATC (or whomever) asked, or the purser was talking about, or operations was relaying, you will have an uncomfortable feeling of being out of control. This is part and parcel your experience as a contract pilot in China.

Now, you can *try* to learn the language on your own dime, but realize that the undertaking you've just accepted is massive: Chinese is the most difficult of languages to learn on the planet along with Arabic. Unlike Spanish which is pretty friendly for English speakers, it's going to take a lifetime of weekends to get Chinese under your belt, even immersed in the culture as one is as a contract jock. You will pick up a few phrases here and there, but forget about holding conversations or operating at large. Unless you're good at that sort of thing that is, in which case, good on ya... still, it's a tough nut to crack and you won't be speaking conversationally any time soon.

Continuing on, you will lose count of the times the FO sets headings/altitudes without you calling for them; they will request diversions from ATC without consulting you; they will accept clearances without discussing them with you; they will basically take over the show and if you try to regain that control, well let's just say it's an uphill battle. There is no such thing as Pro-Standards like we have in the US. If you have a problem, really the only arrow in your quiver is to have the FO removed from the flight. This is a difficult proposition too if you're away from a base, and no matter what, it marks you as the troublesome foreigner captain who can't get along. Remember, this is an emerging 3rd-world country where nepotism is alive and well. Given that, can you guess who is likely sitting next to you? What are the chances that FO is a) the family member or lovechild of some high-up company leader, b) a decorated ex-military robot or c) the offspring of a party member (i.e. the government)? So yeah, have that guy removed for whatever reason (nevertheless legit) and you are going to have a black star next to your name. And payback is a bitch. Sucks huh?

But, can you imagine these conditions when it comes time to sit in the right seat as FO for a new captain? Oh, nobody told you you're going to sit right seat from time to time? Oh! Well, it's a practice that goes in and out of style (probably depending on how many local guys are coming through the upgrade pipeline), and it's a wonderful experience to sit in the right seat next to a guy who has no concept of CRM and will leave you hanging onto the tail-feathers of the aircraft. It's unclear whether or not if that captain gets a hard-warning QAR (see below for the friendly discussion about QARs) it will land on your epaulettes as well. I've been told it's not your problem, but you can imagine that's just a bunch of Chinese bullshit right there. So, not only will you be completely out of control, you can be pretty sure you will be responsible when the other guy fucks it up... and he will. Sounds like fun huh?

The last wrinkle here is new captain training when you have a captain sitting right seat for you. This is also gonna suck. Fall back on your training (from the West) and just fly the airplane when it comes to it. Remember the fact that captain-on-captain pairing carries a number of hidden dangers, complacency being among them, and an accident at China Southern is a perfect example of this. In 2011 a CS airbus 320 experienced low altitude windshear on approach and nearly crashed. The CAAC claims that their airspeed was 90 knots at one point, but we all know what accident reporting is like in China. Apparently they skimmed the treetops and ended up with some branches in their landing gear, but again who really knows? We are told that the two-captain-crew had trouble advancing the thrust to go around and delayed their decision to initiate the maneuver a significant amount of time. So, there's that. Think they both got slammed by the CAAC? It depends on whether or not they are connected.

Dude, They Aren't Allowed To Fly?!? We Have To Get Outta Here!

Did I mention that the FO's in China are not allowed to touch the controls unless they are flying with an instructor? (By that, I mean a *Chinese "instructor," not you.*) The intent here of course is that <u>YOU</u> by God will fly <u>every leg</u> for the rest of your career ... the entire time you work for a Chinese company in China like Tianjin Airlines. Take a nice long deep breath and get over it. Now, having said that, a lot of the guys *do* let the FO's take over above 10k *and* some of the naughtier captains have even let them take-off and land. *Tsk tsk tsk!* You are *really* pushing your luck doing this and there are some stories below detailing exactly why and how scary it can get. Yes. *Scary*.

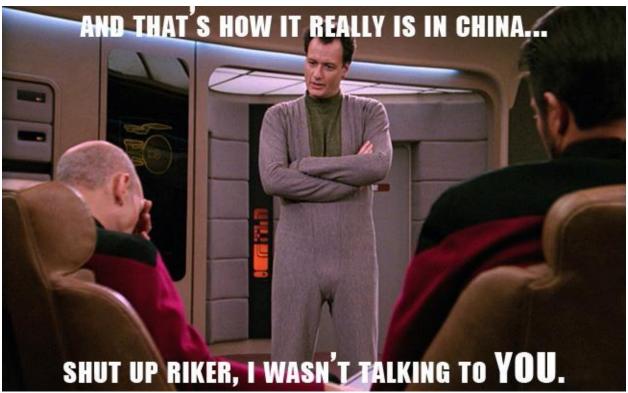


Spilling the beans up front there were *at least* 4 hard landings to speak of right off the bat that occurred when foreign captains allowed FO's to have the controls. Oh, what's a hard landing you ask? What's a QAR you ask? I've already mentioned them once, and the joys of this policy await a nice sit-down "we have to talk" chat below. Of course, in the West we pretty much wouldn't give a shit how hard the landing was as long as you didn't strike the damned tail and piss off the passengers too badly. But, one of these 4 is supposedly the company record at TJ for g-force on landing. Be sure that an award was issued and accolades were sung.

A couple of these captains confirmed that the FO's were chasing the glide-slope signal right down to the runway and not flaring at all; yup, that'll do it! I've experimented with letting them land as well, and watched them out of the corner of my eye: they *stare* at the PFD all the way down to the pavement. *No wonder! Who is teaching these poor kids to do this?* These FO's weren't new guys either. Some of them had a lot more than 1000 hours of experience and more than 2 years flying. I don't know? Well, apparently it's company policy that if you do have such an event it disqualifies you from transitioning to the Airbus from the EMB190 or to the EMB190 from the EMB145. Well, that sucks too.

Now ya know, you don't realize it until you come to China, but sharing the flying 50/50 actually has an interesting effect on your flying skills whether you are in the left seat or the right seat. I can't count the number of times back in the US when a CA I flew with as an FO or FO I flew with as a CA started a healthy little competition to see who could fly/land better. We've all done it; and what's more, we've all jokingly charged that proverbial 6-pack when the other pilot

pranged it on (or missed a radio call, or made a passenger address over ATC frequency etc). I didn't realize this for a long time in China until I flew with a kid who had a little skill and I let him take the controls. After a few landings I realized he had the knack, so I let him fly more. Finally I found myself musing about the old days, and I made some of the best landings I had made in a long time. I think there's something to it, a little healthy competition.



Yeah Riker, shut up. We want to hear what Duke has to say about it without *you* chiming in every 2 seconds.

And stop looking at my damned awesome breaking bad TCAS groin.

Flying Around With No APU

OK, so there I was flying the Airbus around China with no APU. We had bleed air off it, just no generator. It was fine in Tianjin, everything pretty much went according to plan. Then we arrived at the outstation: chaos. We pulled up to the gate, set the brake and killed #1. Ground began fumbling with the GPU: nothing. They fumbled some more: still nothing. There was a major fault in the system logic that just wasn't showing on ECAM and the buses wouldn't switch over. So, after about 30 minutes of this I killed #2 and we went dark and silent.

Finally the jet bridge attached and popped open the door. Maintenance came aboard and did some more fumbling. Still nothing. Passengers were getting off the cold, lifeless form of our broken-down shit... It took a good 2 hours to get it sorted out... and yes, Skytrax says Tianjin is 4-stars!

Rub-a-Dub-Dub, Three Guys on Deck

One of the more uncomfortable things flying around China in the EMB145 or EMB190 is that you will have 3 men on deck at all times (the Airbus is a little roomier on deck so it's a *tad* more accommodating for 3 guys). There will be you, of course, an FO (F3 level or higher) and a student or second FO in the jump-seat (or maybe a translator—yes, a *translator* for the guy in the right seat who might not be able to "speaking Engrish").



When both FO's are qualified to sit in the right seat they'll usually switch up halfway through the day (actually none of them are really qualified because they aren't allowed to touch the controls and mess it all up when they do, but I digress). You have to be careful because sometimes they'll try to pull a fast one and sneak an F1 or F2 into the right seat. Great job guys.

A couple of the foreign captains have actually been anointed to fly around with only 1 FO. I've done it once or twice, but the thing that sucks about it is that now you have to carry one of the 2 additional flight kits around which are a PITA. So, it's either schlep around two chart cases or realize that it's nice to have a little gofer who will do shit for you when you ask him *in addition to* carrying the extra books. OK, fine, whatever.

Now, apparently, one of the functions of having a low-time guy sit in the jump-seat is for *on-the-job-training;* thousands upon thousands of hours and *years* of on-the-job-training that is. This is the company's perspective I guess. But, there really isn't enough for 3 guys to do on the deck of a modren aeroplane, so the odd man out tends to just get in the way all the time. He'll make callouts for you, run checklists for you... comment on your landings... just be generally annoying as all hell.

Now, you will see the more seasoned FO's teaching the newer guys all kinds of stuff all the time (in rapid-fire Chinese so you won't pick any of it up no matter how hard you try to get the hang of the Chinese language). The problem with this hand-me-down knowledge of course is that it's the blind leading the blind in many cases, and this is how rumor, myth and speculation becomes hard and fast *fact and practice*: "I heard so-and-so said such-and-such which must be right because several other guys say this is the case as well." I guess I probably don't have to bewail the reasons why it's so important for formal instructors to give formal instruction in formal settings that's standardized by regular, formal instructors' meetings with a formal chief instructor and what happens when *this* kind of formal, quasi-apprenticeship organization is undermined. OK, I'll bewail: *it becomes a freakin' mess*.



Rub-a-Dub-Dub, Four Guys on Deck

A last word on occupy-flight-deck: one of the more interesting things I've ever seen in my flying career besides 3 guys on deck (of whom 1 is not jump-seating or line checking etc) is 4 pilots sitting in 3 seats up front (not in the Airbus of course, which *has* 4 seats up front). I had to accept this complete violation of the rules once during my initial training, and I've since taken it upon myself to flat-out deny 2 other

guys on separate occasions who were really pushy, trying to sit on the *floor* behind my seat. The jump-seater situation that happened during my training was actually a *CAAC* guy who *did* squat down behind my seat at the insistence of the "instructor". On the other 2 occasions I was not surprised that the guys had similar stories regarding a sick wife/child in the hospital and the situation being imperative that they get home on *my* flight. Piss off, silly wankers. Elsewhere around the halls I've heard of guys getting in trouble for having someone hiding in the bathroom

or occupying a cabin crew seat (the latter of which may not be so bad if we knew the actual regulations and company policy).

Ed. note: Ahem... in regards to jumpseaters hiding in the bathroom:

Rub-a-Dub Dub, There's a Guy Riding in the Bathroom?

So I lied, it wasn't the last word on *occupy flight deck*. We've had several reports of jumseaters riding in the bathroom. One of the more egregious examples happened when a foreign Captain refused to allow the jumpseater to ride on deck; *of course he refused*, there are only 3 seats up front in that particular airframe... where is the 4th guy going to strap in so his body isn't a projectile in the event of a crash? Where is his oxygen mask? Where is his flotation device, etc.? Why are these guys requesting to sit up front in light of the fact that the jumpseat is known to be *occupiedo?(Maybe because they get away with it all the time?)* Furthermore, how does the Captain verify the jumpseater's status and employment? It's all a mess...

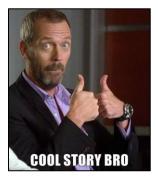
The comeback this particular Captain got from the FO was, "Oh Captain, he can ride in the bathroom instead." Now... this is just amazingly retarded nonetheless because the FO rattled if off like it was no big deal. The Captain was speechless of course and stamped the idea with a nice, big and red foreign Captain **FUCK NO** stamp. To this answer he was met with the rejoinder, "But the company leaders do it all the time, Captain."

OK, now, besides the deep and glaring problems presented by reading between the lines of this statement, the request in and of itself was already not going to fly I don't care who does it. The FO of course knew that by saying this he was now pressuring the Captain to do something he had already made a decision **not to do**. Can you believe this audacity? (Again, can you see the problem here with the FOs fighting against other decisions the Captain makes like diverting, not diverting, going around... etc.). Anyhow, it was clearly and un-confusingly pronounced **NOT** approved.

So, what do you think the Captain did when he saw this individual through his side window with a broad smile exiting the aircraft and hopping on the passenger bus after they arrived at their destination?

Yeah, NO SHIT.

What would YOU have done sir?



Sleeping on Deck

Bring a pillow, there's going to be a shit-load of sleeping going on in flight. Over.

Ed. note: More on this particular topic laaaaterrr.



Smokey Smokey on Deck

Before the foreign captains made a stink about smoking on deck, it was done with aplomb and panache. I even did it a couple of times for shits; it's overrated. Now that the word has gone out that the practice is frowned upon for the most part in more civilized parts of the world, smoking in flight has become a thing only the company leaders enjoy. This is worse in many ways and sends a horrible message. Guess who has become *super* popular now that the rank-and-file has lost the privilege to light up? Guess who is constantly asking the Captain for permission to smoke? Guess who gets to make the decision on that one? Decide one way: you're a dick and now the FOs begrudge cooperating with you and the flight deck has just become that much more complicated. Decide another way: you're jeopardizing your J.O.B. by violating company policy.

Cigarette smoking is linked to a number of diseases. Lung cancer is most famously associated, but tobacco smoking causes cancers of the head and neck (mouth, throat, sinuses), esophagus, stomach, kidney, pancreas, bladder, uterine cervix and even certain types of leukemia. Fourteen different cancers in all are caused by smoking. Smoking also causes chronic obstructive pulmonary disease, such as bronchitis and emphysema. It worsens asthma. Smoking is linked to high blood pressure, ulcers, osteoporosis, diabetes and reproductive disorders such as infertility, miscarriage and premature menopause.

http://thechart.blogs.cnn.com/2011/04/20/how-quickly-does-lung-cancer-develop-for-smokers/ So, if you smoke, please stop. We need all the able bodies we got to fend off these

Chinese in the future.



Farting on Deck

There are no social morays against flatulence in China. The FO's will crack ass at will and it's gonna reek because they eat some messed up shit in China. Some progress has been made on this front, but expect to inhale plenty of smelly farts. (Did somebody step on a rotting duck???) This mentality holds for coughing, belching and bad breath as well, and even coming to work sick. FO's will give you the flu more than once; there's really no policy for calling in sick at Tianjin Airlines. The last contract for foreigners had provisions for sick days, but that's long gone; you can only imagine what the locals have to endure. So what do you do when you're sick? Work, or lose money, you chose.



I'll wager this happens on Delta flight decks all the time.

So yeah, on a related note, you'll also see plenty of people doing fancy-pants stuff like pissing on the sides of roads and even children pissing on the floors in shopping centers under their parents' careful supervision. You'll see people picking their noses deeply and thoroughly as though it were no big deal. You'll see people full-on sleeping at work. You'll see *professionals* in *professional* settings with their shirts pulled up across their chests, pants legs rolled up to their knees... You're gunna see (and smell) a lot of really fun human-animal kind of stuff so just be prepared for it. I guess you could say *it's the little differences that get ya...*

For those of you assholes who thought I was being cute and funny about the farting thing, here is an excerpt from their medical safety exam you take during your 24-month recurrent emergency training:

问题描述 高空胃肠胀气预防措施是少食: 豆制品,油炸食品,洋葱韭菜和啤酒。The measure for preventing flatulence at high altitude is to eat less bean products, fried food, onion, leek and beer.

② True
O False

I guess rat fetuses and piss eggs are OK though... (ohoh, I'm giving it away! Read on!)

Cute? Funny? Try saying that *after* you've had a healthy nostril-fill of some good ol' down home, extra-meaty Chinese flatulence. There's a *reason* **this** question is on the exam boys.

Activities on Deck

The Chinese FOs are horrendously undisciplined and impatient. I swear to god, if there is a task that needs doing and it isn't accomplished in a nanosecond, Mao is going to know about it and upon thee he shall frown. So, after you land, expect the FO to run the flow with the nosewheel still on the centerline. As you taxi in, he'll probably be running the after shutdown flow and finger-banging the FMS. A mention of runway/taxiway incursions *tends* to stem the tide momentarily, but Chinese habits are tough to break and it doesn't last long when you seem to make progress. It's because the damn "instructors" are "teaching" them to do this shit.

On the other hand, taxiing out is considered break time. FOs get in a quick chat, make a few phone calls, maybe play a game or two on the iPad. Have fun with all of that, foreigner!



climbto2700metershydraulicsystem2failturnrightheading340gearupholyshitengine1fireandseparationPFDfailand theFOisrunningthewrongchecklistatmach5....what am I DOING here?

Are you ready for a Chinese checkride dude?

Death Breath on Deck

I don't know what it is about the Chinese and bad breath, but God dammit can we *please* get these people some mints? Starbucks is a good start, but those little tins you can buy at the register are *just not enough* for crying out loud. We need some industrial strength shit over here... Luden's or something. And, this is a particularly distressing condition to have to weather when you're in the sim, what with all the callouts and heavy breathing associated with simulating crashing and dying in an Arthur Brown nightmare every 5 minutes. What I've gathered is that they all love to go out and chow down on dumplings and garlic-infused vinegar the night before. "Um, waiter, this FO has gone rancid, can I have another one please?" Hell, I don't really care what it is they're eating; the result is someone who reeks from the pie-hole as though they have a dead animal tucked away back in there behind the tongue.

OK, so there I was flying right seat in China for a new captain. He was a pretty bad stick, as they tend to be over there... anyhow, his landing was so bad it actually hurt my neck when we impacted the runway. He was PIC so I gave exactly zero shits about the QAR. Capt. Anon.

Throat Clearing

OK. Fresh from dead animals in someone's mouth... It's petty, but if garbage, feces, pollution and any of a host of other disgusting features weren't enough to turn ya on, there's always throat clearing to add to the friggin' list. Someone told me once that Chinese lore provides that loogies are evil spirits that must be discharged from the body without ceremony (or perhaps rejected as ostentatiously as possible to announce to the world that you are indeed conquering the snot devil at this very moment). Before too long, you will encounter multiple targets raking their throats vigorously and spitting it on the ground/floor, on a wall in some hallway or on some convenient place in an elevator (yes elevators have convenient places for you to spit your snot onto, you just haven't noticed before). I was having dinner once and some asshole at another table made an especially rambunctious display for all of the other restaurant patrons; I threw my chopsticks at him and almost started a fight. Symmetrically disgusting behaviors? You decide.



Somebody call the Pope.

There are a million different ways to skin a cat. The Chinese choose the method whereby you jam a stick of dynamite up pussy's ass and light its tail on fire: Zoiks! Ouch! BOOM! Capt. Anon.



Or just thought maybe he was exaggerating...

So, Tell Me, What IS Abnormal Situation?

OK, we will tell you. Or better yet, we'll let Tianjin tell you:

What is Abnormal situation?

- 1. Explosive threat
- 2. Control system inoperative
- 3. Deicing/anti-icing system inoperative
- 4. Electric system inoperative
- 5. Engine trouble
- 6. Windshield problem
- 7. Hijack
- 8. Inflight fire
- 9. Radar failure
- 10. Undercarriage trouble
- 11. Fuel problem

What is Abnormal situation?

- 12. Communication failure
- 13. Fuel leakage/Hydraulic system inoperative
- 14. Medical aid
- 15. Instrument failure
- 16. Pressurization problem
- 17. Bird strike
- 18. Fuel dumping
- 19. Detrimental meteorological condition
- 20. Ground event
- 21. Go-around
- 22. Activity advisory
- 23. MVA and MSA

Excerpted from Abnormal Situation Operating Procedures and Communications [company publication]

Let that list sink in for a minute. Notice in particular how items like #7. **Hijack** and #8. **Inflight Fire** are grouped with things like #12. **Communication Failure** and #21. **Go-around**.

This should begin to illustrate how the concept, "I will go there to fly their jets the way they want them flown and just collect my paycheck" is on a collision course with reality.

'Confusion' Shall Be My Epitaph

Throughout the notices excerpted herein, please keep an eye out for language like "...strictly follow..." and "...emphasize company policy..." etc. You're going to see these phrases appealed to over and over; yet, at the same time, sometimes even in the same company issued document, you're going to find stuff like this:

increase elevation is io	roiagen.							
The above methods do not apply to the recovery and special handling when aircraft in								
complex condition. Crew should be flexibility in the use of fly philosophy.								
备注/REMARK								
			-					
	飞行	√						
通告发至/ SENT TO	部/FD							
抄送/	安监部		工程部		运控部			
7/2013 Chief Pilot Advisory issued by Chee Bow Yee.								

So, what is it? Be strict or be flexible? Fly the airplane to the QAR standards or operate it naturally, mindful of factory limitations? This kind of confusion, this kind of having your cake and eating it too mentality is quintessentially Chinese. They want the best of all worlds over there and they want to incessantly browbeat you with what they want and how they want it. It's frustrating, demoralizing and dangerous.

To wit:

To all EMB145 pilots:

The notice is delivered to standardize aircraft control transfer; all pilots are required to study and follow.

- I. Instructor should keep in mind the weather condition and instructor should control aircraft in complicated weather condition.
- II. If large deviation happens to student pilot and it is difficult to correct, instructor should call out "my control" immediately and loudly and take over control of aircraft and power. It is prohibited to use blur wording, such as "follow you", "your control, my power", etc.;
- III. It is prohibited for two pilots to control aircraft at the same time. Only one pilot is allowed to control aircraft, the requirement for another pilot to follow control is just for in case of incapacitation of flying pilots, or timely correction may be reached in case of significant deviation happens; it does not mean that two pilots can control aircraft simultaneously.

Effective date: Aug. 16th of 2013 Expiration date: Aug. 16th of 2014

Hereby notified.

天津航空有限责任公司飞行部 2013 年 8 月 23 日印发 Flt. Dept of Tianjin Airlines Issued on Aug.23th of 2013

拟稿:刘大巍 核稿:王金亮

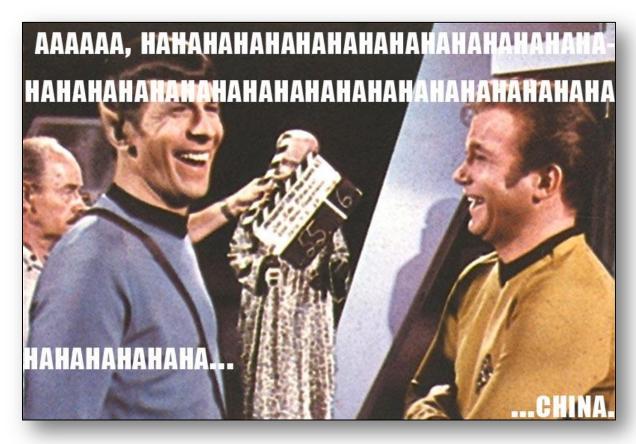
(共印0份)

Written by: Liu Dawei Checked by: Wang Jinliang

So, it's prohibited for two pilots to control the aircraft at the same time, but two pilots can control the aircraft at the same time? **WHAT?!?!?!?**

Friggin' Retards

I've mentioned the habit of the Chinese to do things that aren't particularly smart in regards to professionalism on deck like choosing not to follow the manufacturer recommendations for various things. Here's a nice addition to that list. The dipschits, being that they don't like the cold or any kind of blowing air for that matter, fold up sic-sac bags or newspapers and stuff them into various vents on the flight deck. The EMB190 has the side window vents plugged up along with the instrument cooling vent above the pilots knees just under the main panel. The other planes have various duct outlets jammed with paper products and the like. Have fun with that.



I was flying with a Chinese 'captain' who made a landing so hard it actually hurt my neck; I had to check the stress bolts on tires to see if any broke off!
Capt. Anon.

Ed. note: Things are starting to heat up in here. We don't have information on whether Captain Anon in the quote above was fined for the hard landing.

心飞行严权不进言 CHIEF PILOT TECHNICAL ADVISORY						
编写/ EDITTED BY	审核/ REVIEWED BY	批准人/ APPROVED BY				
王建桥 /WANG JIANQIAO	齐宝艺 /QI BAOYI	王忠伟 /WANG ZHONGWEI				

To all E190 pilots:

There are many high load incidents in recent flights, due to crew manual intervene flight control which to prevent overspeed. The main reason is that the speed increased rapidly when aircrafts enter turbulence area in cloud during descent or leveloff, or due to slow acceleration and high V/S during descent. Because of the short time neglect of speed monitoring, crew disengaged AP and pull control wheel strongly, which lead to overlimit high load and onboard personnel injured when speed increased to the maximum speed. Based on these incidents, special advisory is issued as the guideline for the crew.

During leveloff, crew should follow the SOP regulated cruise speed. If crew is able to anticipate that the aircraft will enter turbulence area, the speed should be decelerated to turbulence speed range. When the speed cannot be controlled in the turbulence speed, crew should override autothrottle set proper speed. When encounter unexpected turbulence, crew only need to set autothrottle to idle range that stop the aircraft from accelerating is enough. In the meantime, PF can callout to make PNF set speed cursor to proper range. Prevent overspeed by disengage AP and pull control wheel to increase elevation is forbidden.

During descent, crew should follow the SOP regulated descent speed. If turbulence can be estimated, crew should first reduce speed cursor to turbulence speed range, and set proper V/S to prevent fast acceleration. The top potential safety hazard is the influence of the load by overspeed when encounter turbulence, not the V/S that satisfied the descent requirement or ATC order. Direct select FLCH and reduce speed cursor is the only correct operation when

accelerate too fast or almost reach the limited speed. To the same reason, when encounter unexpected turbulence, the first action for crew should be reduce V/S, set speed to turbulence speed range and select FLCH, rather than disengage AP and pull control wheel, which lead to high load incidents in flight. Prevent overspeed by disengage AP and pull control wheel to increase elevation is forbidden.

The above methods do not apply to the recovery and special handling when aircraft in complex condition. Crew should be flexibility in the use of fly philosophy.

备注/REMARK

It is exactly this kind of browbeating and much ado about insignificance that leads to the snap reactions the FOs display by and large at Tianjin Airlines. Whether it's jumping on the controls when you encounter a bump or hanging from the ceiling when you point out that what their instructor taught them is not SOP, or commensurate with airmanship, or bounded in reality, you are going to be put to an enormous test every time you set foot on deck. Are you experiencing a little jumpiness yourself? GET OUTTA THERE!

Pants Tent et al



The Chinese have different body proportions to Westerners, no new information there (for us at least). The problem is that the uniforms are all fitted and styled to your average, classic Chinese man so they aren't really going to fit *you* if *you* don't fit that description. They never fit *me*. I always felt like a marshmallow going to work, shirt ballooning out at the waste and pants that just wouldn't hang right. When you sit, the *crotchal area* of the unform poofs up into an enormous pants tent, the envy of awkward dressers the world around. I'm surprised the Chinese don't wear their slacks around their armpits sometimes. No wait... I've seen that actually. Forgot I had that

base covered. So anyhow, I got everything tailored and the rest is history. It kindof worked out.

Then there's the company logo, or at least the previous



company logo, that consisted of a decapitated Mickey Mouse unceremoniously painted *yellow* and fitted with a ridiculous cartoon dragon head: China *dragon*, get it? A real Micky Mouse operation for ya. China dragon was their original radio call-sign, one of the last vestiges of the now defunct Grand China Express, which I thought was actually pretty badass until I realized it's China *draggin*'. They've changed it anyhow to



Bohai in honor of the polluted cesspool bay that makes up the port of Tanggu on the eastern reaches of the greater Tianjin area. So there you have it—as a side-sidebar, I've been told that supposedly you can get hot Russian girls on the cheap in Tanggu, the Bohai port city.

So, yes, this dumbass logo has graced the big ol' rudder, wallpaper and center of their pilot's wings. Brilliant huh? You could imagine feeling like the captain of Steamboat Willie going to work with those horrendous, flashy gold wings pinned above the breast pocket of a billowing shirt that juz dun' fit righ'. The new company logo isn't much better. It looks like the silhouetted front end of an EMB190 crammed onto the profile of a volant bird whose wing is all retarded lookin', but at least they got rid of Mickey.

Shamen airlines has a pretty cool logo... Eastern's is nicely stale 1970's as is big mama China Airlines. But, as *bad* as the Micky-dragon has been, *everyone* laughs at the Capital airlines logo which looks like a big ol' barkin' dog: *Woof! Woof!* We'd get a lot of laughs outta that one on deck taxiing across the apron at some random airport, "*Look, it's dog air!*" The Chinese kids loved it, always good for at least a genuine snicker. Still... *Mickey*. I don't believe TJ can *ever* live that one down to be frank with you. Neither can I for that matter.

Now, don't get me started on the ridiculous cap they issue. Some of the guys insist on wearing it; I never did because I didn't want to look like a *complete* communist asshole.

Then there's the cabin crew uniform. Don't get me started on *this* either! The flight attendants over there have seen a lot of variations pass through their closets over the years from Erke brand track-and-field suits with full-on trainer shoes (and that Nike swoosh rip-off logo) to a more sensible taupe affair with a vest and white polo shirt paired with kneelength cheerleader-like dresses or pants and an ugly little kerchief in

earth tones for flair. SkyTrax #1! Ugh-ly. (Speaking of SkyTrax; *somehow* they gave Tianjin a 4-star rating... I smell a payoff. There is *NO FREAKIN' WAY* that amateur show is a 4-star airline. Will someone look into this matter please.)

Foreign Pilot Meetings

At Tianjin Airlines at least, you will be required to attend compulsory monthly meetings (or face the consequences). Sometimes additional compulsory meetings are scheduled for "training" or other reasons. If you miss a meeting, you will be fined (usually about 500RMB which is about a hundred clams). In some of the more extreme cases, pilots have been threatened with termination for not attending. In one particular instance, a newer captain had arranged for several company leaders to attend so he could make a presentation about his concerns regarding their extremely inefficient fuel planning policy of tankering enough gas to run the flight twice on every sector. He got the date mixed up and flat out didn't make it. The company leaders, being pissed off, threatened to fire him on the spot. Reconsidering, they decided instead to kill him with a rusty hammer if he was *ever* absent from *another* meeting in the future. But seriously, he will be fired for it. So he has that going for him, which is nice.

It's a point of contention whether or not these meetings are considered duty time. Often, pilots attend in uniform because they have a flight departing shortly after the class is dismissed. What you do if your duty day runs long this case is pretty much up to you, but expect some serious arm twisting when it comes time to stand your ground. If you are one of the lucky ones attending this meeting during a day off and have other shit to do like live your life, well fuck you, you're still required to attend. Oh, and *no* they are not giving you another day off to compensate. What if you're flying 5 days in a row? File your complaint with the receptionist and they'll get around to considering it never.

These meetings are a complete waste of time, usually around 3 hours. A good deal of time is spent covering notices that you must read on your own time *anyhow* during flight preparation. Why the group reading? The balance is filled by the foreign pilot assistant Gaius Baltar posing in front of the group announcing with glee all the mistakes people have been making.

Sometimes discussions have focused on interesting stuff like CAAC accident investigations, but a good deal of that information has panned out as preposterous party-policy-pounder propaganda and PLA prevarication (hey, that's asinine not assonance). I've tried my best to divine the real reason for these meetings, but as the French say "I'm at a loss" ("Nous nous abandonnons"). One could say, again, it's a chance to spread the party line and shape up the (foreigner) group; but, who knows. If that is the aim, it isn't really working.

One of the little perks in the early days of these meetings was that the entire attending foreign pilot contingent was invited out to mandatory dinner afterward on the company dime; that convention is pretty much long long gone. Sometimes the foreign pilots will meet afterward now on their own to lament the state of Chinese aviation over a nice formaldehyde-tainted beer at the pub and splitting headache afterward.

http://en.wikipedia.org/wiki/Beer_in_China

Yeah, there's a page devoted to it.

"Chinese media reported in 2001 that as many as 95% of all Chinese beers contained formaldehyde..."

Gosh, did someone say formaldehyde *in the beer?* Ha! Just because it's (supposedly) been deemed an illegal practice by *the party* doesn't mean jack schit in China. If you look around the internet you keep finding reports dated a few years apart claiming the beer over there is *OK*. Why? Oh, no reason. There's no smoke, and no fire. *Drink, fart and be merry citizens!*



Everybody enjoying the bottle of China nation healthy cancer today!

Actually no, it's more like every few years someone does some checking, finds the chemical shit in there, makes a big stink about it and the state issues another reassurance that nothing is wrong. Then they temporarily crack down, most likely only on exports while the domestic bottles remain tainted. Yeah, that sounds like it scans. Enjoy not decomposing in your grave after you die early from chemical death.

* * *

Hello Everyone,

Due to some unexpected company funding limitation we were told yesterday that we can not have our scheduled party as we planned on February 4th. We will instead have a simple dinner together along with any of your family members who would like to join us after our monthly meeting.

We will still have our Foreign Pilot Meeting this Monday, February 4th 2013 at 14:00 4th floor conference room followed by dinner. We will try to schedule as many of you off to participate in this important event and dinner. We have plenty of things to discuss including latest NOTICES, vacation guidelines, out station overnights, contracts, A320 upgrades, etc.

The Foreign Pilot Center deeply regrets the cancellation of this party I know many of you were looking forward to. We will try to make the best of it this Monday. Hope to see everyone there.



Ed. note: Unexpected funding limitation? Wow! Everybody had to pay their own way and nobody <u>EVER</u> transitioned to the 320.

"I'm sorry, but my hotel key is not working...? Nega?"

So, there I was at a fairly decent hotel on a stopover and whatnot. My keycard for the room had worked not 5 minutes before, but now no go. It wasn't the key, it was the electronic door handle; it wasn't beeping or *anything*. So I went to the front desk. Oh boy, was that a cluster to explain. Finally they told me, "OK, OK," which is Chenglish for, "Go away foreigner we don't tolerate you." A cleaning lady followed me to my room, I demonstrated the problem and off she scurried to get a physical key. This problem lasted for a solid day before someone had the gall to bring a screwdriver and new battery to service the thing. I kinda wish the screwdriver had way more vodka and OJ, but hey.

MailOnline



World's youngest alcoholic: Outrage as China treats two-year-old who downs bottles of wine and beer in minutes

- . Cheng Cheng, known as 'Little Winebibber', shuns milk for alcohol
- · First tasted wine on father's chopsticks aged just 10 months
- Now screams for bottles of alcohol, drinks pints faster than his parents

 BY MIA DE GRAAF

PUBLISHED: 05:45 EST, 24 June 2014 | UPDATED: 11:14 EST, 24 June 2014

Authorities in China are dealing with what is believed to be the country's youngest alcoholic - a boy aged just two years old.

Cheng Cheng first tried wine at 10 months, and downed his first bottle of beer before the age of one.

Now, the toddler in eastern China's Anhui province screams for alcohol as his parents struggle to move him onto milk and soft drinks.



Outrage: Two-year-old Cheng Cheng screams for bottles of wine and refuses milk or soft drinks

His habit has sparked outrage in local media, with doctors urging his parents to take immediate action to prevent life-threatening damage to his organs.

Social services are this week debating whether to place him in care.

OKAY... debating? Yes, a clear case of a gray area. We need to discuss if this is acceptable parenting.

On a side note, this kid will make a fine Chinese Airline "Pilot" someday.

Maybe he even qualifies to be a leader like Xu or Qi... BURRRRRRRRRAAP!

The Terrorist Attack, Terrorism; Punishments and Rewards

The story goes something like this: Grand China 7123 (a Tianjin Airlines EMB190 flight) was in cruise when a disturbance erupted in back; several passengers (6 by various accounts) had revealed themselves to be a concerted hijack attempt, springing into action. One of these men worked his way up to the flight deck. Finding the cockpit door blocked by a service cart, he instead took an open first class seat and started pounding vigorously on the window.

Moments later the cabin security crewman, armed with a knife, instructed the man to be still. Refusing to comply, the guard was compelled to use deadly force and opened the attacker's throat from ear to ear with one swift movement. The man bled out in a gruesome, messy death described afterward by Embraer investigators as unbelievable. Meanwhile the other attackers were beset by passengers who overwhelmed and disarmed them of their makeshift arrow-like weapons. The flight landed without further incident.

The outcome was lauded a national success and the government saw fit to reward the crew handsomely. In addition, a large sum of money was granted to the company to disseminate to the employees at large... *except the expat pilots that is*. Everyone else benefited from this event except the foreigners and in spite of the so-called Rewards and Punishment program. Apparently each employee was granted 10,000 RMB. Easy come, easy go. (Please read on for more information about this program below.)

Afterward, aircraft B3165 (the EMB190) was rumored to have been decommissioned and sat on the ramp at Tianjin Airport sans engines for a year. Some speculate the interior was replaced and the airplane is now back in service. Very inauspicious at any rate.

In other news, 2013 experienced a significant amount of activity deemed terrorism by the Chinese government in various parts of China. A man from the Shandong province confined to a wheelchair became a suicide bomber when he blew himself up in Beijing. There were other rumors of problems with passengers on flights, though I couldn't confirm any of them.

Unrest also continued in Urumqi where several coordinated attacks were carried out against the police and civilians. Crews with overnights there were compelled by the company not to leave the hotel under any circumstances. A supervisory policy of calling the hotel rooms of crew members was instituted to confirm they were complying with the company mandated confinement. Often these calls were placed at 2am.

Ed. note: More on punishment and rewards later and throughout this book.

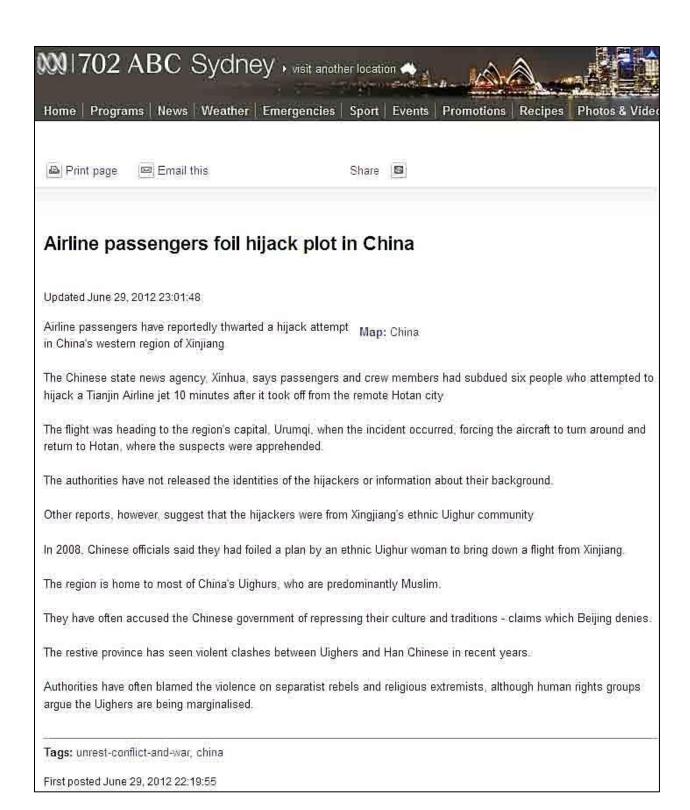
Milking It for All It's Worth

In the interests of following a countrywide policy of spreading propaganda, the company installed a kiosk in the dispatch room to spread propaganda. For the longest time it was playing a video documentary of the terrorist attack that constantly looped day and night (it may *still* be playing for all I know). Every 30 minutes or so the screams and shouts of passengers, assailants and the commands of the deadly security officer would spill through the ready room to remind everyone how great the company leaders are and what an auspicious victory this campaign was for China in general. So yeah, enjoy participating in all of that.

Ed. note: there is <u>nothing</u> quite like watching your favorite team lose the Superbowl from a lousy couch with shitty beer and pizza in China.

CALL CONTROL OF THE PARTY OF TH

Hey does this thing get the Spice channel or what? NFL? Nega?



This is clearly an isolated incident and totally devoid of any kind of political statement like oppression etc. It's also clearly something to cover up and not develop/train any kind of countermeasure within the airline for pilot crew. There were no additions to the SOPM or substantive memos sent to the foreign pilot group after this attack. Instead, money was thrown around and company leaders patted themselves on the back.



Oooopth... I geth ith noth tho itholathed ather all? Good luck with thath!

The problem with Tianjin Airlines is that a very casual attitude toward opening the flight deck door remained in the aftermath of the terrorist attack. Many times I personally briefed the crew of our procedure for opening the flight deck door only to be thwarted by FOs who would snap the door lock open without checking the monitor or interphone and then keep the door open for an inordinate amount of time to flirt with the FAs. My complaints and admonishment were met with casualness that is going to lead to another attack on a Tianjin bird and this time it may not go in the company's favor. If you fly in China, do so with no illusions: the terrorist threat there is very real and the response to it by Tianjin in particular has been woefully inadequate.

And then suddenly there was a terrorist attack in your home country...

There's nothing quite like being out of your home country in a semi-hostile land like China when an attack hits your home country. Could you imagine, for instance, 9-11 occurring when you were in deepest, darkest equatorial China doing bump and grind worrying about whether or not you got a QAR? I can speak with authority on this matter because I found out about the Boston bombing from my Chinese FO, "Oh Captain, so sorry about your home!"

"WHHHAT?!?"

The intense feeling I had of displacement, longing and slight twinge of embarrassment has been unparalleled in my experience heretofore and thereafter. Later that day, listening to some as shole fire off bangers down the street while I surfed photos and articles of the marathon carnage was a nice touch too.

If you're going to go work in a foreign country and your home country goes **BOOM** just be forewarned, it doesn't make for a pleasant experience.

Ed. note: You probably don't know what a QAR is yet... keep reading, keep reading.

Woah. Have you realized that this book goes on for another 300 pages or so? I could go on for 600...

ACHARY KECK

China Is Losing War on Terror

All evidence suggests that China is losing its new war on Uyghur terrorism.

By Zachary Keck August 04, 2014



China appears to be losing its "people's war" against Islamist terrorism carried out by Uyghurs in the western province of Xinjiang.

Back in May, Xinjiang's Party chief Zhang Chunxian announced the CCP was launching a one-year campaign to "safeguard stability and resolutely prevent malignant violence and terrorist attacks."

The campaign was launched after a spat of terrorist attacks across China starting late last year. One attack in May in Urumqi-the capital city of Xinjiang Uyghur Autonomous Region-killed 39 people injured 94 others.



Image Credit: Flickr/Beijing Patrol

In the first month of the new terror campaign, China said it arrested 380 individuals, executed 13 others, broke up 32 "violent terrorist" gangs and confiscated 264 devices capable of detonating 3.15 tons of explosives.

Hmmm. Looks pretty on-going and escalating to me.

This was an interesting one that took forever to figure out:

EMB170 Limitation: There has been much debate within the CAAC on whether they would allow applicants with EMB170 ratings to fly in China. Although most of the world recognizes that EMB170 and EMB190 type ratings are the same, it is still being discussed by the CAAC. They have previously indicated that it would be allowed but is now being discussed again...

(10)To release emergency/parking brake need X



A. pulled first then pressed

B, the top button must be pressed

C. release directly

D.

E.

F.

Answer you chose: A Correct answer: B

CRM in China: Oil and Water

The Chinese do <u>NOT</u> get the concept of CRM. They may be able to spout off some terminology that makes them sound internationally adept and up to standards, but the reality is far from it. Here is an excerpt from a report blasted to the foreign pilot group about an EMB145 crew that happened to initiate 2 go-arounds on one day. Now, I'm guessing y'all have your hackles raised like I do over the whole concept of undermining a proactive go-around policy by treating the pilots with such hostilities as having them submit reports for following company policy and issuing public criticism and fines for making the decision to go around... but hey, as I keep saying *it's China*. Nothing makes sense over there. I've appealed to a good degree of coarse language in these pages which should reflect exactly how raised *my* hackles had become before leaving.



Analysis on a Missed Approach Case

b) From CRM perspective

Firstly, let's talk about the concept of authority gradient introduced in CRM. In the multi-crew civil aircraft, members are assigned with different authorities according to their experiences, ages, and positions, which can be called as authority gradient. With decades of development of CRM, it is proved that too high or low authority gradient within crew members will affect the crew capability and safe operation.

High authority gradient exists in a flight crew that consists of a senior instructor and a trainee who are just getting started in the flight.

The co-pilot may dare not express their views to the captain if there is too high authority gradient between them. On the opposite, too low authority gradient may cause many disputations in the cockpit, or the captain acts may regardless of others' advices.

In this case, the above-mentioned low authority gradient exists within the flight crews.

This is the entire section dealing with CRM in the body of this report (the conclusion is below). Now, this document was not written by a Western pilot; it was actually translated from Chinese, the language in the first rendition of the report at the beginning of the document. So, we can be fairly confident these are genuine Chinese thoughts and interpretations of the CRM

concept. What's missing in there is the important stuff that's supremely difficult to engage with in a culture like China's: self-review, critique and change. Allow me to introduce some outside references to jumpstart this discussion. I chose these two almost at random after a Google search:

http://www.crm-devel.org/resources/paper/last/last.htm

--The other condition is that the only factor in the "cross-cockpit authority gradient" which inhibits error prevention is rank. Rank was earlier defined as being a long-term position within the airline and which does not change in the course of a flying duty period. When a Captain and First Officer are flying together, the relative authority of each is not a simple "binary" one based on rank alone: all Captains are not identical, all F/Os are not identical, and the combinations are infinite. There are in fact several components to the "authority gradient" which include personal factors and role.

So, we're already diverging here. Simply recognizing that there exist conditions we can identify and descriptively term as *authority gradients* is not enough. Anyone can do that; we've been doing it since birth. It's intrinsic in our whole of reality. Instead, what *is* desperately needed is a thorough analysis of exactly where and how the Chinese are going wrong and most importantly *how to go about fixing it*.

http://www.skybrary.aero/index.php/Crew_Resource_Management_(OGHFA_BN)

--The legacy of national culture. Some cultures may have very high authority gradients, making it difficult for a junior person to question the decisions and actions of a more senior person (e.g., a first officer being reluctant to speak up against a risky decision by the captain).

One example of such *national culture* is expressed in our current case: China. Keeping that in mind, this paragraph is a little incomplete and might be better written thusly:

The legacy of a national culture imbued with a very high authority gradient which simultaneously discourages speaking out while supporting immunity and exemption from the rules for its leadership... and upper echelon... and good buddies thereof.

--Disruptive organizational culture. Some companies have a culture of discouraging people from speaking out. They may also place undue operational pressures on their flight crews that can lead to suboptimal decision making.

For instance, fines and public criticism for exceeding any number of unrealistic and counterproductive performance parameters. Again a reworded, more accurate statement:

Disruptive organizational culture that spotlights the errors of employees, publicly humiliates them and issues extreme punishment in the interests of browbeating the collective into submission. This results in suboptimal performance which is then hidden by over-reliance on automation and pencil-whipping safety statistics.

--Excessive emphasis on technical expertise to the detriment of the human aspects of flying. Accurate technical knowledge is important to have, but it is not a replacement for good resource management skills. Some flying situations require teamwork as well as technical skills.

Again, the prime example for this is China; alas, their technical knowledge does leave something to be desired. One might modify this paragraph to read:

Emphasis on speculation, myth and rumor regarding a particular technical subject; misinformation promulgated by an extreme authority gradient exercised by instructors over their students; disregard for SOP in favor of an instructor's preferred method.

I think we can all agree that this extreme gradient can actually be physically observed when witnessing instructors badger and strike their students, which many of the foreign pilots have witnessed.

Unfortunately, this already ill-conceived document fails to redeem itself by taking the opportunity to really engage with the (thorny) issue of CRM; instead, to maintain face the author (probably the Fleet Chief) simply treads ground he has already covered when he offers his conclusion:



Analysis on a Missed Approach Case

4. Lessons learned

- From the environmental perspective: Each airport has its own features. We can get familiar with the airport notice by approach figures, operating experience, and communicating with others.
- 2) From the CRM perspective: perfect authority gradient within the flight crew cannot be always provided in reality. According to the threats and error theory, poor management will leads to error; therefore, we should well manage the high and low gradient, specific methods are as follows:

If the authority gradient is relative high, the captain should encourage the co-pilots to express actively their advices and take into account those advices seriously. If the authority gradient is relative low, the captain should listen to the co-pilots' advices modestly and build prestige among them. In reality, it needs a great courage for co-pilots to bring forward an opinion that differs from that of the captain; therefore, the captain should consider the advice seriously, communicate with co-pilot, and take the advice if it is correct.

If the authority gradient is relative high, the co-pilot should dare to express his own idea after discovering the problem. If the authority gradient is relative low, co-pilot should respect the captain, express the advice sincerely, and insist on his advices boldly.

First, we can clearly see the lack of understanding here when the author claims, "...poor management will leads to error..." No: *human factors* lead to errors. Errors are intrinsic in the human condition; we are not robots, and no degree of management will prevent the commission of errors (and even robots make errors*). Much like the improper conjugation of the verb in that

sentence I quoted from the paper, no degree of management could *prevent* it from happening; rather, management via layers of editing and review could have prevented the grammar mistake from making its way into his final draft. In the same way (something we already know as consummate professionals), CRM and TEM seek to *identify errors* and *trap them* before they result in an undesired aircraft state or worse, an incident/accident.

So, the author's conclusion really boils down to this: different airports are different, and different roles on deck are different so just try and deal with it as best you can. Now, recognizing there is a problem is the first step in many self-improvements programs; it's also the initial stage of threat and error management by the way (detecting a change). However, this will never be fully implemented at Tianjin Airlines or any other Chinese carrier for that matter.

By way of providing a perfect example of how built-in these undesirable authority gradients are (which the chief has himself identified in this company memo), consider their requirement for new captain experience whereby captain/captain flights are mandatory for 50 hours before being released as a "solo" captain. If they were genuinely interested in dealing with what they call low authority gradients, they'd have to review this practice.

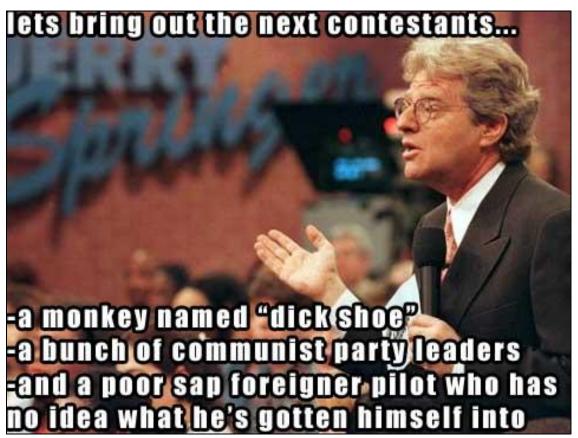
Furthermore regarding this practice, why this so-called new captain experience is not conducted with an IOE/line instructor I don't know. What I do know is that it provides a perfect vector for transmitting a plethora of misconceptions, myths and rumors from one generation of pilot to another. Indeed, a non-qualified pilot acting as instructor for a newly qualified captain is not good. We all know the rigors and upkeep of standardization at formalized meetings instructors in the West go through. OOPS, wait a minute. The Chinese instructors don't have these standardization meetings, never mind. So, it is the dumb leading the dumb leading the blind.

Further-furthermore, take into account the omnipresent SO on deck; all flights in China have 3 men on deck, the third of which is a "student." This "student" sits in the jumpseat for a good year or two just sleepin... I mean, observing. OK, sleeping (I mean, seriously, 2 years of occupying the jumpseat? I guess they really are living the dream!). Guess who it is that "teaches" these mostly napping kids when they can be bothered to be awake? The FO. Do you think there is an authority gradient between the FO and the SO? You can bet your ball-sack there is. I've seen it time and again. I've witnessed FOs screaming and yelling at SOs at the top of their voices, intimidating them, you name it.

Let's trace out this *information dissemination vector* for a minute: it's gone from an instructor who is neither rigorous nor standardized, to a student who is holding on for dear life. The student then is infused with other (probably conflicting) information from each FO (and Captain) he flies with who have come from the same situation with which he is presently faced. Once he becomes an FO himself, it's then his turn to be the little king and ramrod this information down the throat of another student who has recently taken the seat he used to keep warm. Besides the clear problem with contradictory information, we have a saying in the West: too many cooks spoil the broth. It's true. Their system is a joke, completely broken. And one wonders why there is no standardization, no SOP and no order on deck in China? It's a monkey-see, monkey-do affair; a 3-stooges free-for-all.

You see, it's easy for anyone to cherry-pick a couple of technical-sounding words and put them into a document a few times. It's much more difficult to actually engage with the issues, have company authoritarians learn from the mistakes they make as agents of faulty company policy (they are above the law after all, bogus or valid as that actual law may be) and effect change. In our Western models it took the force of unions arm-twisting management over many decades to finally enact many of the changes we now take for granted on deck. Being that unions are illegal in China and sino-centrism is out of control, I doubt we will ever see any appreciable change (this book's publication and awesome reception by the public at large notwithstanding).

Ed. note: Okay, enough of this dry shit. Let's get back to bagging on these monkeys full time Springer-stylee...



Springer's gonna need more bouncers for this one

Memories

During my "precious" I day off in the middle of an extremely busy flight schedule I came in to the office for an appointment. I asked Memory where the guy I was meeting was and all I could get was, "Oooh oooh oooh..." So I told him to call Match and find out: more, "Oooh oooh oooh, no you should call..." Finally I get him to call and Match ends up saying he already had asked Memory to send a message to the guy! These people in the office are completely USELESS.

Capt. Anon.

The Career of a Contract Pilot

If it bleeds, we can kill it

The very very first pair of pilots that interviewed for Tianjin in 2008 disappeared. I heard one left the hospital after walking in the door, went straight back to the airport and got a ticket home. This is not unheard of. Capt. Anon.

A Little 121 411, 101

Taking the step to become a contract pilot is kindof like going over to the dark side of the force. On one hand, if you play a decent set of cards you'll be a street captain pretty much anywhere you go and a couple of clever maneuvers can land you in a sweet transition to a bigger plane. Pretty cool. And sweet. *Pacific Rim Baybee!* On the other hand, fewef. Well, you expose yourself to the whims of alien governments, cultures and markets. Who knows what awaits you? It's a monumental risk, but again we're pilots and risk management is our middle name. *Right?*

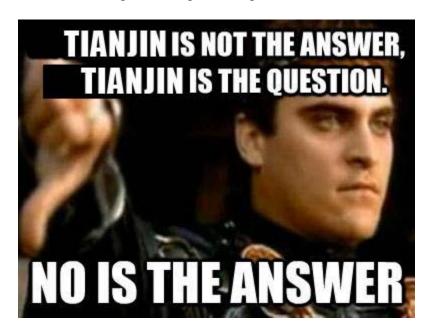
If it's at all possible, and you insist on this madness, keep your job back home and ask for a leave of absence (LOA). Don't quit please, you'll thank me later. I heard about one of the guys in the first group (first if you don't count the other two who disappeared) who decided he was done about 6-months into it with Tianjin, called up the HR department at his dormant airline job back home, made a quick call to reactivate himself for a jumpseat and quit Tianjin without ceremony. He had his shit figured out too; he climbed into a business class seat for free on a company bird out of Beijing, scraped China off as best he could with some nice red vino therapy on the 13 hour flight home, stepped off the plane and walked right into ground-school to get back into the swing of things. Another pilot who quit more recently did the same thing. I myself luckily had lined up another job being that I had quite my earlier gig.



So this is the way to do it, and several guys over here have had similar success stories. On the flip side, I've run into a couple of guys who quit their previous job while in China since their LOA's were *expiring*. This is a tough one, and being that the Chinese are so fickle, I'd be loathe to give any quarter right up to the last second. Do not let China be your only job prospect, *ever*. Keep your resume current, and I wouldn't let the search go cold for more than 2-3 months at any time. Once you resign your seniority number at home, you're in balls deep. In other words, once a contract pilot, always a contract pilot; ya don't go back. This IS a career move you're making.

Having said all of that, the current projections for pilots in China are very rosy. The numbers of high demand I saw at the time of writing this paragraph go out about 10 years and then start to dwindle. Keep this in mind, the instant they do not need you there any longer, your ass is grass. You are a dot. This has been true in other countries like India where foreigners have been invited for work very temporarily as it has turned out, and you can believe that the Chinese are no more polite. When they need you, you are their best friend. When they have satisfied their shortcomings, you're yesterday's news. Don't forget it. And don't you *ever* trust the recruiter River (Mr. Liu): he will sell you up the fucking river at a moment's notice. Do not trust that guy, *period*. But also keep in mind there is no carrier hopping in China for a number of reasons...

Taking this a bit of a different direction first, if you *are* coming to China to do the expat flying thing, don't be "that guy" you know what I mean? There have been a few of these rejects flying around Chinese airspace; 2 outstanding stories involved a guy who cleared himself for a CAT3 approach down Nanning way (BTW, there are no airports with CAT3 in China, or CAT2 for that matter that I know of—perhaps Beijing or Shanghai; CAT1 is dicey enough as it is with the shit navaid facilities and SOP's they have). It didn't go over like a fart in church because they don't give a rat's ass about flatulence or religion in China; but, you can be sure this guy was locked up in a cell, buried in a mountain, and the mountain was then gifted to North Korea's Kim Jong Ugh for nuclear bomb testing with a "special surprise" in the middle... not candy.



The second standout story is epic in all of China; an airplane on the fringes of Shanghai airspace declared min fuel and was given landing priority. An aircraft in front decided they didn't want to give way, declaring min fuel too. After landing, the CAAC went aboard both planes (with a camera mind you) and found the gauges on the lead aircraft refusing to give way reading a decent amount of petrol... The lesson learned, don't do that.

On the flip side of this story, I heard that the FO on the lead plane declared min fuel in Chinese over the radio without the foreign captain's knowledge. This factoid (if true) came to light after the captain was fired and barred from ever entering China again. That really sucks, and I could totally see it happening over there.

Next, and I'll touch on this several times throughout: if you're a woman or black, you're probably not going to be asked to interview. Please send in your stuff anyhow if you're interested, but don't hold any illusions when you don't get called. This is their country, and they're pretty damned discriminatory. Don't make the mistake that because they are an old culture that makes up a part of the diversity we enjoy in America that they themselves promote the same within their borders. Enough said.

This is what you are dealing with: you are neck deep in the meeting point between abject poverty and the leading edge of high technology:







Anachronistic at best, n'est pas?

Far from being photographs you flip past in National Geographic, this is the shape of your day-to-day existence in China. It's a study in extremes: old/new, poor/wealthy and primitive/advanced. It's part and parcel the deep, dark well from which springs the backwards, confused, alien practices you are forced to comply with, that frustrate the hell outta ya, and it's all the stuff which *cannot be escaped*.

Google Translate

do the work of frontline staff reminded to provide good security for the year-end sprint guarantee.

(li) The meeting stressed that departments should on the table "Tianjin Aviation 2012 summary and 2013 work plan," the relevant priorities and targets "Tianjin Airlines in the first half and the second half of 2013 summary work plan" layout, conscientiously sum up the year 2013 experience and inadequate; simultaneously to "enhance the guest experience" and "low-cost operating model" as the two main lines, conceived in 2014 focus.

Ummm... uhoh. "Low cost carrier." I've heard that language before...

In this case, does it mean more pilot fines? I mean, they aren't going to save on fuel which they waste institutionally or office staff who are basically slaves... maybe pay cuts are in store for the future? Nega?



Yeah, more in touch with the nature of my boot up their ass perhaps.

Choosing a Contract Company

First: the interview pass rate is something like 1 in 40 and it took them about 2 years with several tries just to get the first 4 guys on property. So keep that in mind with your rosy cheeks and dreams of Chinese sugar-plum fairies dancing on your pillow. Rather, think of it in terms of a Kobyashi Maru/Genesis—Protomatter solution to a career *problem* you may have, *you know what I mean?* It's definitely NOT a career step, and it's not a long term solution for anything. Remember, the Genesis planet the Federation was all shit hot up in your grill bragging about in Star Trek III? It *BLEW THE FUCK UP* at the end almost taking Spork, Krik and an annoying Kristy Brinkly with it. And the Kobyashi Maru training session was meant to teach Starfleet Captain upgrades *how to get blown up* without actually blowing up... except that you are totally going to blow up in China if you aren't really careful and really lucky. You ain't James T, but consider being Mr. T. You WILL be dodging bullets.

You need to do your homework regarding contract companies before you come to China. For a quickie, there are complaints with all the contract companies; but, Parc (CAE) and WASINC seem to be pretty good. (Stay away from Tempo; it's owned by one of the Hainan Group leaders and you will for sure get no support; it's a total conflict of interest.) Once you fill out one of these companies' online apps you're pretty much locked in. When you sign on the dotted line you're toast for sure. Your agent owns you from a contractual standpoint, and the airline you will be flying with owns your license and they are under contract with your agent. You're perma-fucked.

Ed. note: Apparently, one of the agencies was going to sue one of the Captains over there because he decided to switch contract companies just as he was arriving in country. It turned out to be an idle threat in this case, but you never know.

The next issue regarding homework up front is that the local airline company in China owns your license when you (finally) get it. This means that they have the right NOT to release you if you want to apply to another company. What do you think the chances are of that happening? I've heard stories of massive amounts of money changing hands behind the scenes when the fortunate few have had the blessing to move on. Chances are it will not happen for you.

On yet another front there have been complaints that certain contract companies have been black-listed by the company they are feeding pilots to because... well, it's corporate blackmail really. If the contract company doesn't pay up, their candidates fail the sim outright. I've *seen* it happen.

Yet another issue here is your being recommended by a friend who is already on property. This can have good and bad results; mostly bad in my experience. I'd stay away from recommendations were I you. Yes, plumb your friends for as much intel as you can get, gather all the current gouge; be buddies in the eyes of the company after you have signed the contract. Several of the guys over there had friends at such-and-such airline back home who they wanted to get in. Plenty of them were great guys with good skills and were passed over because they were associated with someone already on property. I can't tell if it's because someone was pissed off at the captain offering the recommendation (guilt by association) or if the Chinese don't want to have too many prefabricated factions in the foreign pilot group; maybe they think they'll lose control? An offshoot of divide and conquer perhaps? It's strange. Some really strong candidates with recommendations from captains in good standing have been washed out. Strange.

Be advised, as I said Tempo is owned by a Tianjin Airlines company leader. Unless you want to be in a world of pain (conflict of interest) DO NOT sign up with Tempo. In fact, given

the self-serving nature of contract companies to begin with, combined with the self-serving nature of the Chinese in general, you are going to be unhappy anyhow.

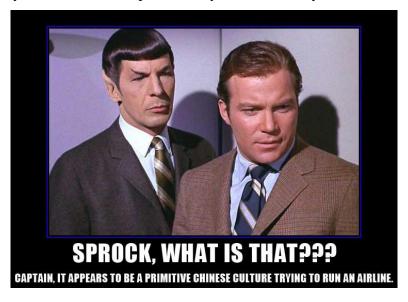
DO NOT SIGN UP WITH TEMPO

Time Out for a Minute; Do Your Homework Dangit!

I've been writing this book as though Tianjin Airlines and China at large were the only options for contract work on the planet. No, no, no. As of the current time when my fingers are hitting the keys to type these words there are the following contracts available in the world:

- 1. Skymark 737 non-rated captains
- 2. Air Arabia 320 non-rated captains
- 3. Turkish 320/737 non-rated captains
- 4. Air Asia X 320 non-rated captains
- 5. Qatar 320 non-rated captains
- 6. Peach 320 non-rated captains
- 7. Dream EMB170 captains
- 8. Air Astana EMB190 rated captains
- 9. Bora Jet EMB190 rated captains
- 10. Air Costa EMB190 rated captains and instructors

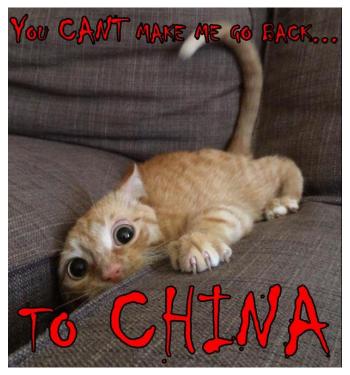
This list is not presented in any hierarchy beyond putting non-rated captain opportunities in bigger jets up front for the regional jet jocks. For typed and experienced 320 guys, the list of opportunities worldwide would not fit on this page in 8-point font. So if you're looking at China as the only option to you, keep your eyes open. In fact, if you're looking at other options in China besides Tianjin there are MANY that are going to be better companies to work with. There's a reason I put the meme on page 129-ish about "Capital Punishment Airlines" in regards to any branch of Hainan. They have a rep. Just remember that once you pull the trigger with any company in China you are stuck there permanently. Choose wisely.



Boiling Down an Issue

So you pass the astronaut exam and get hired by Tianjin. You bid adieu your former job and colleagues to find out the Chinese suddenly revoke the date you were supposed to be there and push it back a month or two. When you finally arrive on property it takes another month of processing to get into ground school which lasts another month or two. Then you finally start line training which lasts another 4 months and doesn't quite go as expected; they just don't do things rationally or professionally and it's doing your head in. You fail the first line check which sends you into another couple of months of observation and training. At the end of it all they tell you, "No thanks," and you're sent packin' home.

Now guess what, you haven't flown at your last gig for about 8-10 months which means that IF you want to get another job you're going to have to put this Tianjin airlines experience on your resume to cover 6-month recency on type. There are two problems with that: 1st you're probably going to have to *lie* that it was PIC because you were not the captain of record, and 2nd you're going to have to admit that you were shitcanned which complicates things as you might well imagine. I mean, how do you explain leaving a job that pays 20k (+) a month in less than a year to your next potential employer? "Oh, I just didn't like it in China." Wow! Let's see that one register on the BS detector... *BING! You WIN*.



But let's follow this through some more, to the bitter, bitter end. Remember that job you quit in the US? That seniority number you gave up to the guy/gal just below you on the list? Did you really let the gravity of that sink in at the time, or are you just now facing the music for the first time. I mean, you've been rejected by *China* and now it's time to find another job back home. This means you will be starting all over on the bottom of a seniority list slinging the gear and flaps at a dumpy regional. Even IF you could get your old job back, you ain't gonna slide back into your seniority number, command slot or longevity for pay. YOU ARE SCREWED.

Boiling done. Let that sink in for a moment.

Jumpseating and Travel for Family

The first thing you need to understand is that there is no such thing as jumpseating in China. PERIOD. Virtually every aircraft has 3 pilots on deck so there is no place to sit anyhow, unless you want to sit on the bookcase (more on this elsewhere in this book). [Airbus guys shut up! LOL.] Next, there is no interaction between the companies or CASS system like we have in the US. So, forget about all that.



Then there's non-reving. For a while the company was offering domestic and international travel as a contract incentive. After a few of the original pilots tried to take advantage of this and were denied, it was revealed that per CAAC regulations a pilot cannot "jumpseat" unless he is a direct employee of the company operating the flight AND was qualified and current to fly internationally as a pilot (in the case of international jumpseating). Being that Tianjin Airlines did not operate any flights internationally until very recently (2013) this contract incentive was complete bullshit. The company knew it of course, but decided to add the language to the contract anyhow. The benefits were being offered long after they were proven to be unavailable, so be advised to the contrary if a recruiter *is* offering this as a perk.



FFFF-What?!?

So there I was, all ready and set to interview with Tianjin Airlines for a sweet job as a pilot. I was all excited to go, had prepared thoroughly, done all the paperwork and running around that you have to do, and now I was *on an airplane* with a *positive space*, *free round-trip ticket! WOOT!* I arrived in Beijing, transferred down to Sanya, got on the little hotel shuttle and checked in to the hotel. It was a first-class act: I was in and out without a hitch. They really had their shit together, these Chinese. What was everyone talking about? Where was all the hubbub?

Then my contract agent/translator walked up to me, just as I was heading toward the elevator, room key in one hand, roller in the other, smile upon my face.

- "Uuuuh. Very sorry... uuuh."
- "Oh oh. Here it comes."
- "Captain I am so sorry, your interview has been canceled."

. . .

We don't really need to go any farther with the particulars of how that conversation developed after da bomb was dropped. Needless to say, the going up to this point had been so smooth *because they weren't expecting me*. Why I was able to board 2 flights, pass customs, check in to a company hotel etc. when the screening had been *canceled* is beyond me. This interview had been on my calendar for a couple of months. When did the change in plans happen? What was the thought process following it? Who was in charge of all this?

Really, all that was going through my head was how much money I had given up for some unpaid leave to come and do this bullshit. Now I was wondering how to get back to my paying gig to see if I could recover a little of the trip I had given up, or maybe some open time, a little *somethin'* somethin' for the effort. NOPE. No go on that either. I was in China and there was no way I was going back home early on account of a little thing happening like my interview being canceled. You have to be friggin' kidding me. NOPE! And then they asked me if I could come back next week...

I was born in the Caribbean and became a citizen in the US as a child. When I applied to Tianjin my application was denied for this reason. Capt. Anon.

Ed. note: No, this is not a recycled story. The Capt. on page 26 is a different guy. If you have a likewise "checkered" past you also can expect your application to be rejected right away. Nobody ever said that just because American culture emphasizes equality between demographic groups within her boarders that other countries would follow suit.

First Officer Opportunities

If you're reading this book as a Western first officer looking for opportunities in China or anywhere else in the world... stop it. Just stop ok? You're going to upgrade at whatever company it is you think you're stuck at, be patient and roll on some elbow grease, grin and bear it. If China is NO PLACE for Western Captains as I have been trying to build a case for, first officer positions are certainly the work of the devil. Let me be clear:

- Do you honestly think they're going to upgrade you to CAPTAIN in China?
- Do you honestly think you're EVER going to be hired by another US or other Western company given your experience as a Chinese FO and having been subjected to their "training" and culture over there?
- Do you honestly think it's a good opportunity to be a FO for a biased, sexist, racist and ignorant Chinese captain? (Oh... they promised you'd only fly with Western captains over there??? HMMMMMMMMMMMMM.)

Bear in mind that if they *have* promised you will only fly with Western captains as a FO, it is Chinese law that 1 pilot on deck MUST be Chinese. Think about this also: you quit your job at XYZ, go to China for 3 years and make some quick cash... then what? Intend to find another job after the contract expires? Think you'll land another one, ever? Good luck with all of that.



Please don't fuck up your career. This is as dead an end as they come.

Does Anyone in This Dang Country Know How to Think Human?

So there I was, hired by Tianjin Airlines. *Whooptie-doo!* I had all my bags packed up and arranged for extended leave from my present gig. Great. The day before I was to leave for China, my contract admin called me and said there was a delay. Being that I have dual citizenship, Tianjin had apparently messed up their paperwork by using one of my passports for my visa and work permits and the other passport information for my CAAC license. (How this happened I have no idea because I had never given them my second passport...) I was informed that the only way to correct the situation would be to take the ATPL test again along with some other training. Why it even mattered which passport was being used for what is beyond me. I wanted to quit right there on the spot but I'd already confirmed the extended leave with my now dormant employer... this just wasn't going to work out. So I had to play along.

At the airport I was informed that I could only take one checked bag. *One bag for a 3-year contract?* **One bag.** When I did finally show up in China I reported to the hotel where the company said I would be staying. The front desk people had no idea who I was, no information about my reservation, nothing. It's tremendously trying of your patience to have to deal with this stuff after a 12-hour flight on top of all of the other shit. They had hired a world-class airline pilot with tons of international experience flying big jets... and here I was realizing I'd made a terrible, terrible mistake. One thing was for sure: I had landed right in the thick of China and was beginning to learn that these kinds of dance around and freak out fire-drill follies are typical behavior over there.

I was in China for about 4 years. After the first 6 months I was ready to go home, but I decided to stick it out for a year. Then Tianjin started to offer raises on a pretty regular basis and I got suckered into staying longer. By the end of my 3rd year I knew enough was enough and I started looking for another job. By the end of my 4th year I had another prospect all lined up when I had a Chinese-major incident. I was fired, got out of the contract scott-free and luckily walked right into another gig that was waiting for me. Capt. Anon.



Let's Take a Quick Look at the History of TJA Payscales...

...and you make your own conclusions.

2010: EMB145 - 10,000EMB190 - 11,000 2011: EMB145 - 11,000 EMB190 - 12,0002012: EMB145 - 11,000 EMB190 - 15,0002013: EMB145 - 11,000EMB190 - 17,000A320 - 18,5002014: EMB145 - 11,000EMB190 - 20,000



I don't know about you, but if you pause for a minute and wonder <u>why</u> they're paying an EMB190 pilot 20k a month to fly regional bump-and-grind in China... **HMMMMMN**:

ED. note: ...and pilots are still quitting...

A320 - 20,500



Yeah, get in!

They're requiring us to buy iPad Air's for EFB stuff as well as for paperwork and the like. Besides the fact that this is a blatant contract violation, they are not the approved ones anyhow... There's a company out there whose business it is to configure iPads for aviation use and while yes, they cost twice the money, they are assured to work. How'd you like it to freeze up on approach and lose your plate? How are you going to go around on that one dude? Useless cunts...

Capt. Anon.

CA Resignation

I was paired with an FO who was fresh from failing his upgrade training. I knew there were going to be problems from the get-go. When I asked for the before start check he just sat there and stared blankly out the windows. I turned to the SO and asked if he understood English. He shrugged his shoulders. So I called for the before start checklist again. Again nothing. So I took it up a notch and banged my hand firmly on the glare-shield and raised my voice: "BEFORE START CHECK PLEASE." Finally I got a response, he ran it and we went on our merry way.

Later, in cruise, I asked for direct to a fix. "No way, not possible."

"I didn't ask if it is possible or not, I asked for you to request this of ATC."

"It's not possible."

So I turned to the SO: "What level are you? F3?"

"F5."

"OK, here's what we're going to do. You two switch seats, I'm done with this."

And that was the end of that. I removed him from duty and we went on our merry way. A few days later I was contacted by the company that I had a big report written about me by the FO. *OK let's do this, bitches.* Before too much time went by after I had a little sit-down discussion I was informed that I was resigning.

"WHAT?"

"You're resigning. We have your release papers here, your no accident/incident letter, a statement that we accept that you must leave for personal reasons and that we have no problems with you."

So I called my contract agent and before I could get a word in edgewise they told me:

"Yes hi! We have already applied for 2 other jobs for you and confirmed that the company will release your license and medical."

"WHAT?"

And *that* was the end of *that*. I had my final month's pay, they bought me a ticket home and I walked out the door something of a free man.

Now, even as these incredible events were unfolding I had a chance to engage in a bit of retrospect. Another captain here (see CA Fuckedd* below) had been taken off line, dragged down to the simulator, failed in the first 5 minutes and punished severely. I realized how close I had come to this same treatment. Just after my last holiday, the company had asked me to go to the simulator. "Why?" (I already had my 6-month check shortly before.) "Because," was the answer. So I refused to go and they put me back online. Then the situation above happened and I found myself out on the street. *Hmmm*.

Ed. note: We've been following CA X since he left Tianjin Airlines because we wanted to know the veracity of the company's claims that they would release his documents and thereby allow him to move on to another company in China for work. He did have several other jobs already lined up so he was smart and actually walked right into something else.



Leaving China... China... China...

Everybody is all hot to trot about starting a fabulous new job in a foreign country with all the glamor and excitement of what people misperceive as being fabulous and glamorous... exciting, yes. What they DON'T think about is what it's like to LEAVE a place like China. If I were to tell you getting OUT of China is every bit as complicated as getting IN to China you'd click your tongue and tell me I'm being dramatic again. Well, maybe I'm not.

Consider this: when you enter the country you're pretty much pissed off by all the paperwork, medical checks and communist-dictatorship lines you have to stand in, but you have a fat paycheck to look forward to and the excitement of the new job keeps you going. After all of the shit settles and you're on the property and drawing the check, you start to forget all the hassle and bother, the overdose of dye you had in the CT scan office, the zillions of times the lady poked you with a needle to find a pipe and draw blood... yeah, perhaps the sting starts to fade.

When you LEAVE China, you're going to have to jump through a bunch of hoops again but this time without the promise of a future paycheck to keep you calm. Additionally, if you're one of the unlucky ones who don't pass training, you have that failure nagging at you as you stand in line for hours on end or wait for days on end for your passport to be returned to you. It's not a pleasing experience. If you're fired because you've been injured... well, fuck me good luck.

What you need before you leave:

- A no accident/incident letter
- A letter verifying your employment and flight hours there
- A letter releasing you and your license

Now, if you are missing any one of these, you can probably just forge one because the company letter head is a joke and you can always find someone who can write in Chinese to sign it for you. Please refer to Appendix L for samples of all 3.



Uh... is the United interview prep over already???

San Francisco and Beyond

The Asiana 777 crash in San Francisco was a tragedy that didn't need to happen and could have been a lot worse than it was. You can be assured that when the dust settles on the investigation that poor pilot technique will be at the root of this ridiculous accident. At the writing of this paragraph we know 2 things for sure: #1 the aircraft was not malfunctioning and, #2 the weather was clear as a bell with unremarkable wind. How is it then that a pilot with years of experience operating a 747 can jump into a less complicated machine (an airframe with 2 engines instead of 4) and handle it so badly? One answer has been jumped on by newspaper articles from opposite coasts in the USA: reluctance by Asian-country pilots to turn off the autopilot and hand-fly their aircraft.

The damning proof of this reluctance is actual company policy at Tianjin Airlines that demands pilots keep the autopilot engaged under threat of financial penalty. In the section of this book that deals with QARs you can see a list of parameters which, if exceeded, will bring punishment to the entire crew. Disengaging the autopilot is one of those parameters.

Supplementing my assertion that jibes with the New York Times and LA Times reporting of SFO with more evidence of shitty Chinese piloting skills, the morning of the big Henan accident in 2010 (see below for more details on this gem), a Tianjin EMB190 departed the runway during landing and caused a lot of damage to the undercarriage. In June of 2013, China Eastern departed the runway during landing in Shanghai, cut the grass and ended up jackknifed onto a taxiway.



Don't you just love how the thrust reversers are

still open in the photo above? There was some *Yarrrr!* happenin' on that flight deck. Anyhow, a short time later in July of 2013 *another* Tianjin airplane *departed the runway involuntarily*, this time an EMB145 in Xian:





See Appendix P for the company report on this excursion.

I heard the instructor zigged for the highspeed and ended up with his right hoof pushing down daisies in the flowerbed... yup, that sounds about right... slog, you motherfuckers.

The cause of all of these 3 accidents is blamed on the weather, i.e. the sino-dreaded "heavy rain" and high crosswinds (however, the Xian crash was reportedly accompanied by light to moderate rain). Now, dear reader, if rain of *any intensity* is causing *transport category airplanes* to depart the runway in large numbers like these, you have to take a moment, step back and wonder why.

UPDATE:

Damn, it's happening too quickly to keep it all together. Yet *another* EMB145 has gone off the runway in China in June 2014 bringing the tally to... 4? 3 or 4, I can't keep it straight anymore; 1 145 (and 1 190) at Tianjin and 2 or 3 145's at China Eastern. 4, OK.



Yes, dear reader, landing in rain is unsafe if you're the typical retarded Chinese pilot who doesn't GET IT

Ed. note: Take note of the way passengers are being evacuated in an orderly line top left and how the photo at right was cleverly taken when nobody was looking... just interesting is all...

Articles with preliminary information on MU2487 (which is likely all we'll ever get considering the secretive nature of Chinese accident investigation) are speculating the crew "may have" experienced a hydraulic failure which "may have" caused a degradation or failure in steering. Mmmmm hmmmm...

I've asked several very experienced EMB145 jocks including a chap who had time as a sim instructor what the likelihood of this was. Most were saying naw, there's an engine-driven pump and backup electric pump which activates automatically in case of *EDP* failure in each system. The steering is on system 1 which also runs the gear, so if there *was* a total failure in pressure they'd probably have to do a manual extension too... and the situation would be fairly involved. Fluid depletion due to a leak would be similar. It seems like bullshit in other words.

Besides, if they DID have a hydraulic failure on that system, what the hell are they doing landing on a wet runway in the first place? There is a severe lack in plot judgment there, an inability to piece together some basic facts and formulate a plan. OK, the failure happened on approach? Why didn't they go around to give themselves time to deal with the situation. A single hydraulic failure is not a major emergency on this airframe and dual failure is not really dire either because the flight controls are all cable (NOT fly-by-wire). The ailerons and rudder are hydraulically assisted and still can be actuated without the system functional. So... why force the landing in this case?

If the hydraulic failure *is* true, we see the direct result of inadequate pilot assessment and planning: you crash. Otherwise, they're idiots who can't control a perfectly good airplane on a wet runway.

The biggest problem with all of this is that it will be swept under the carpet, fines will be issued and life will trundle on without the desperate change needed.

Ed. note: We're wondering if the pressure caused by investigating go-arounds made these guys force the issue and land. Again, just wondering out loud here in the office, spitballin'.



19

2014-06-18 China Eastern AL ERJ-145 off runway on landing at Changzi, China

JUN

19. Juni 2014 by Jan Richter in Accident News, Incident News, Incidents tagged: Changzi Airport, China Eastern, Embraer

Message

The aircraft landed on runway 18L in rain but veered off to the left of the runway where its entire undercarriage came to rest on grass about 200 meters further.

No one was hurt and only little damage occured if any. The incident is under investigation. However there were speculations the pilots may have suffered a hydraulic failure on approach resulting in a lack of ground steering ability.

Changzi Airport's single runway 19/01 is 2600 meters in lengh.

NOTE: about 1 year earlier, another Embraer ERJ-145 (B-3052) of the company experienced runway excursion on landing in rain at Shanghai on 2013-06-07.

OCCURENCE DATASET

Date: 2014-06-18 Time: 09:53:00

Location: ZBCZ CIH Changzi Wangcun Airport Country: China

Flight phase: LDG - Flare, Landing Roll, Aborted Landing after Touchdown

Damage to a/c: minor

Flight

Flight no.: MU 2487

From: ZHHH/WUH: Wuhan To: ZBCZ/ClH: Changzi Wangcun Airport

Type: Passenger

Operator: China Eastern Airlines

Aircraft

Type: Embraer ERJ-145 Registration: B-3056 Age a/c: 7.6 years Constr. No.: 14500928



& L. Zhang via Welpo

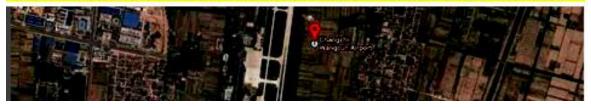
Passengers

	Crew	Pax	Other	Total
Occupants				
Fatalities	0	0	0	0
Injuries	0	0	0	0



Changzhi's Wangcun Airport [ZBCZ] in Shanxi region features a runway 01/19 of 2600 meters length. runway 01 is equipped with an ILS.

At the time of the occurrence the airport reported thunderstorms, rain and visibility of 4600 meters





Landing Heads Down (and Up the Nether Region)

Now, 1 day earlier from the crash above, China Eastern had another incident... Man, they're really having trouble keeping it together. Good thing they're run by the government so that there is no chance they'll ever be shut down.

- A China Eastern Airbus 320 landed on the taxiway at Nanning. Right.
- Weather was reported CAVOK, landing on the ubiquitous RWY05 (in operation only 364 days of the year to the 1 day they use RWY23). *Right*.
- The crew was composed of a Captain, another Captain and a CAAC inspector. Right.

Take a look at the article on the next page that shows the airport diagram. HOW THE BLOODY HELL DID THEY MISTAKE THIS TAXIWAY AS THE RUNWAY??? Sure, the article points out that the Chinese built a new runway and changed the old one to a taxiway, but that was in like 2008, 6 years before. I've operated plenty out of this airport and there is no way of mistaking the runway here unless you're a complete retard *OR* unless you're heads down in the cockpit staring at your PFD down to 50ft.



No.

Then, there's like 2 or 3 airports in all of China with parallel runways that I can think of: Chongching, Tianjin and Beijing. That's not many. So, if they were looking and thinking about things the runway would have been inboard of a taxiway that's on the other side away from the terminal... a visual HUH??? cue. They aren't even the same color for God's sake!!! I'll bet a stack of RMB they didn't brief the approach or landing/taxi-in.

If you do something like this in China you are SO going to jail it ain't funny. HA! PROVE me wrong la-wai round-eyes! PROVE ME WRONG.

Ed. note: Tianjin's parking spots are on apron 2 though the occasional flight will operate from apron 1. Keep this in mind when looking at the photo under "Airport Operations and Tower Control" on page 152-ish.

www.avherald.com Incident: China Eastern A320 at Nanning on Jun 17th 2014, landed on taxiway

By Simon Hradecky, created Tuesday, Jun 17th 2014 19:55Z, last updated Tuesday, Jun 17th 2014 20:59Z

A China Eastern Airlines Airli runway 05 and cleared to land on runway 05 but touched down on the parallel taxiway A left of the actual runway at about 10:45L (02:45Z). The aircraft rolled out without incident and taxied to the apron.

Aircraft and crew were grounded.

A replacement Airbus A320-200 registration B-6829 was dispatched to Naming as flight MU-9003 and continued the next sector to Singapore (Singapore) reaching Singapore with a delay of 7.5 hours.

Naming had built a new runway, which entered service in 2008, and converted the old 2400 meters long 45 meters wide runway into today's taxiway A.

Metars:

ZGNN 170400Z 36002MPS 290V080 9999 SCT030 BKN040 32/24 Q1004 NOSIG

ZGNN 170300Z VRB01MPS 9999 SCT023 32/24 Q1005 NOSIG

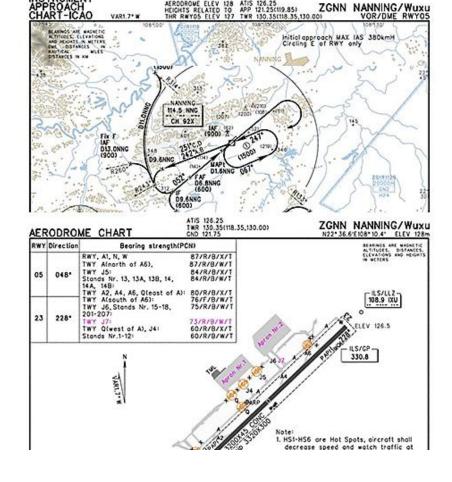
ZGNN 170200Z VRB02MPS CAVOK 30/24 Q1004 NOSIG

ZGNN 170100Z 02002MPS 360V070 CAVOK 29/23 Q1004 NOSIG

ZGNN 170000Z 05002MPS CAVOK 27/23 Q1003 NOSIG

ZGNN 162300Z 01003MPS 9999 FEW016 26/23 Q1003 NOSIG

VOR/DME approach 05 (Graphics: AIP China):



Wondering Why Transport Category Aircraft Have Runway Excursions

Stop being a tree hugger. Let's face it and forget all this fancy footwork regarding automation and complicated controls. It all boils down to skill. Bringing the discussion home, browsing NTSB accident reports for aircraft that *involuntarily departed the runway* during landing (so-called runway *excursions*) brings up several *overrun* accidents. An *overrun* is not having enough stopping distance so you go off the end whereas an *excursion* is not being able to keep it between the sides and you *make an inappropriate exit* (i.e. you go off the side into the grass). Investigators focused more on tailwind conditions as a major contributing factor of overruns, but hardly mentioned runway surface condition (i.e. rain) as a *cause* of overrun accidents. In one particular report regarding American Airlines flight 331, investigators concluded:

In the last 10 years, many aviation safety organizations have studied runway overruns involving transport-category airplanes to identify high risk factors that lead to overruns and strategies to mitigate risks. A common finding is that the risk of an overrun is greatly increased when landings are conducted on contaminated runways in tailwind conditions. Any tailwind increases the approach and touchdown groundspeed of an aircraft, requiring more runway length to decelerate. This factor can be critical where poor runway conditions exist... (NTSB 2).

In other words, it seems that the NTSB is saying that whereas runway surface conditions are important in analyzing stopping distance, it is a tailwind that will significantly deteriorate stopping performance and is therefore considered the prime factor that pilot decision making should account for in a land/go-around/divert decision process. Yet, this is still in reference to *overruns*, not *excursions*.

The ATSB (Australian Transport Safety Board) has a fantastic publication that looks at 120 excursions (termed *veer-offs*) and overruns worldwide from 1998 to 2007 (ATSB 9). In brief, most excursions occurred in Asia (30%) and were attributed to the following:

Flight crew technique and decision factors:

 incorrect crosswind landing technique (i.e. failure to correctly crab or de-crab the aircraft on approach), inappropriate use of differential braking or nosewheel steering, or exiting the runway at high speed.

Weather factors:

- runway condition (e.g. ice, snow, standing water, rubber contamination), wind shear, crosswinds and tailwinds, inaccurate reporting of crosswind conditions or reverse thrust effect in a crosswind.

Systems factors

- asymmetric thrust or uncommanded differential braking" (ATSB 21).



"...flight crew technique and decision-related factors were present in 59 accidents, and accounted 37 per cent of all contributing factors identified. They were often the result of a long or fast landing following an un-stabilized approach, which was, in turn, due to excess airspeed or deviation from the glide path during the approach. Delayed flight crew action in the use of braking devices is also a common crew technique/decision-related contributor to runway excursions. In veer-offs, incorrect crab technique or incorrect use of differential steering and reverse thrust was also present as a crew technique/decision-related factor" (ATSB 23).

"Crosswinds are a major contributing factor to runway veer-offs. Common factors involved in crosswind-related excursions are flying an incorrect crosswind approach, a crosswind above SOP limits, or a failure to use correct braking techniques for crosswind conditions. Veer-offs accounted for eight per cent of all approach and landing accidents and serious incidents worldwide between 1984 and 1997, with crosswinds and wet runways involved in the majority of those (FSF, 2000f). Analysis of the 120 runway excursion accidents on landing recorded in the WAAS showed that of the 49 veer-off accidents that occurred between 1998 and 2007, a crosswind was a contributing factor in 18 (37 per cent) cases. A wet, water-affected, or contaminated runway was present in 30 (61 per cent) of the veer-off accidents" (ATSB 62).

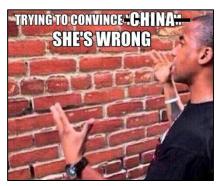
So there you have it, a pretty damning account of pilot technique in Asia. In my conclusion and firsthand observations it's the stem of inadequate training. This inadequacy is exacerbated by lack of continued practice and honing of skill due to a "sky is falling" reaction to anything aviation related. Regarding the Asiana crash in SFO:

http://www.independent.co.uk/news/world/americas/asiana-airlines-flight-214-crash-caused-by-boeing-planes-being-overly-complicated-9562331.html

Hart said the accident underscores a problem that has long troubled aviation regulators around the world – that complicated automated aircraft controls, designed to improve safety, are creating new opportunities for human error.

The Asiana flight crew "over-relied on automated systems..."

This epidemic in aviation does not begin and end with South Korean airlines; it is absolutely *rampant* in China and indeed at Tianjin airlines. The inability of professional airline pilots to handle their aircraft is covered up and exacerbated by automation which in turn, due to its complexity, adds confusion and anxiety in situations where it is inadequate and requires human intervention. IF you fly at Tianjin airlines you will need to actively protest the requirements to turn on the autopilot at 400ft on departure and click it off at 200ft on approach. This practice is unacceptable and it WILL dull your edge. Be careful Be forewarned if you don't beed my words no



edge. Be careful. Be forewarned if you don't heed my words not to go fly there.

One of these days they are going to have an issue at altitude and it's not going to be a lack of oxygen that's the problem; it's going to be a lack of common sense and grey matter between the ears.

Capt. Anon.

Implications of SFO for Career Risk

So, the next big problem of coming to fly for some company in a country like China is that one bad egg can spoil everything for everyone. The CAAC is horrendously petty when it comes to accidents and piles punishment on the heads of everyone at a company unfortunate enough to have a mishap. This is a big risk for you because you are ultimately hanging your career wings on the shoulders of a domestic pilot group that has a very shoddy skill set which they are essentially prohibited from practicing and honing.

Here are some examples I have seen or been told about: firstly, (as referred to above) Henan airlines had a big crash in 2010. A bunch of people died and the airframe was totaled. The crew descended below decision altitude during a non-precision approach into a backwater airport somewhere in the North and landed way short of the runway. This is a euphemism for, "The idiots crashed and burned on gently sloping terrain." Contributing factors of this accident were IFR conditions and nighttime operation. Otherwise, it was pilot error in a big way. We will never know exactly the details of this accident or what really happened because the Chinese government heavily filters the details of any report. Investigations in that country are conducted under the veil of secrecy. But what we do seem to know is that the captain insisted on descending below minimums without the runway in sight, apparently disregarding the FO call to go around and the GPWS RadAlt callouts of 50 down to 10. Gotta tell ya, if I was that pilot getting a callout of 50' (let alone 10') without anything in sight... yeaaah, *freakout*. So, something *is* missing from the official Chinese report; in it we read that the GPWS was disabled... I'm not an EMB190 expert but I am pretty pretty sure you cannot turn off the RadAlt callouts.

After this accident, Henan was <u>totally shut down</u> by the CAAC and, as of the writing of this paragraph 4 years later, part of their flight-line sitting in JenJoe is still mothballed. *Totally shut down*, I shit you not my favorite turds. About 10 otherwise brand-spanking-new EMB-190s with Henan scrawled along their fuselage are just sitting there with plastic bags protecting their wheels from sun rot, covers on the engines.

Here's an irony injection that should keep you off iron supplements for a while: it's also come to my attention that a TJ EMB190 aborted a takeoff at high speed because there was a chicken on the runway. HA! A chicken on the runway, can you believe it? They weren't sure if they ran over it so they aborted. WTF?!? So you have to wonder, when will the next big accident occur (it's always lurking out there ready to happen). When it does happen, thank your maker it didn't happen to you, pray that the passengers are OK and then pray you still have a job the morning after. It's that simple.

Ed. note: It has come to our attention that the crew likely did not have the autothrottles engaged, failed to advance the levers to the TOGA position and got a master caution and EICAS message for which they probably aborted the takeoff roll:

TL not TOGA

In this case, because a rejected takeoff in China is a major incident they (smartly) blamed it on a chicken on the runway. Have fun playing games with your career.



So, What Happens When *You* Fuck Up Bad?

We aren't in Kansas anymore Toto, so we have to look out for the Wicked Witch of the East. There are a number of ways to fuck up in China, some worse than others, and surprisingly some things that don't even raise an eyebrow... if you get away with them. Smoking on deck? OK! 32-degrees of bank for more than 2 seconds flying the line... you are SCREWED.

But, what about more serious situations? What if, perish the thought, someone dies because of your actions at the controls? This is unexplored territory for foreigners as of this writing; but, there is a model for locals. The EMB190 that crashed in 2010 had extreme fallout: the company was fined and shut down, everyone there lost their jobs and the captain (who actually survived somehow) was thrown in jail. I don't know what happened to him after that, the FOs I asked occasionally just shrugged their shoulders...



This is Chinese logic and reality

Think about this for a minute though. The CAAC accident report was full of what I consider some pretty ridiculous and contradictory facts and data. For instance, the EGPWS *must have been* counting down from 50ft and yet they pressed on without a runway in sight (even past 10ft...); the FO apparently never made a go around callout or didn't press the issue; and, after the crash, the captain did not attempt to save the FO who perished in the ensuing fire... hmmmmm. This captain sounds particularly dastardly; was he being fast-tracked to the electric chair? Don't take *anything* at face value in China.

So, if you do fly over there you are probably going to want to know where your nearest embassy is located for sure. I hope it's within an hour or so travel. Then, you may want to develop a fast exit strategy with some comrades who would let you hide in a jumpseat if necessary, who regularly fly in/out of China with a passenger carrier from your home country. The question is how to get to the departure airport quickly and undetected, though security etc. etc. It might be better to find someone with a speedboat to take you to Japan or Taiwan... I guess the lesson here is don't press your luck. You are undertaking a horrific amount of chance.

(5)Crew members who fail to fulfill their duties and responsibilities in accordance with the provisions of the General Flight Rules of the People's Republic of China shall be given administrative or disciplinary sanctions by the relevant departments; if the case is serious, they shall be punished by license suspension for a period of one to six months or flight suspension for a period of one to three months; if a crime is constituted, criminal responsibilities shall be

investigated according to law.



A. Correct

B. Incorrect

Answer you chose: A Correct answer: A

Enjoy being prosecuted as a criminal if you have an accident or serious incident in China; you can also enjoy being reminded of this fact during your flight prep exam every day you fly.

Oh Holy Fuck... the Gear.

So there I was, flying the EMB190 in China. It was Christmas day and I had a quicky up to Harbin and back that evening. Checking the weather, the TAF was calling for -15°C and -SN after midnight. I'd had problems with deicing before so I checked with the dispatcher before we left to see if the procedures were running normally in HRB. The answer came back YES. OK then, let's do this. The flight up was almost a non-event; the FO was a little bit uncooperative, but nothing I hadn't experienced before. Once there in Harbin, I jumped out to do the walk of love and noticed:

- A. the snowfall had begun a little earlier than forecasted; and
- **B**. that indeed, it was frigid freakin' cold.

Great, let's do this.

We called for deicing while I reviewed the holdover charts (which are a joke at Tianjin) and the cold weather procedures. The truck came up and we were informed it was type-I. Shit, that's what, a maximum of 9 minutes below -14 and LTSN? I looked outside and the snowfall was fairly light. A China Southern A320 was pushing for taxi having deiced with the same truck.

"Mmmm. They don't have type-II?"

"No captain, only type-I."

"Really, no type-II? I mean, type-I is really pushing it."

I looked outside and it was still fairly light snow.

"No captain, they do not have type-II."

So, they sprayed type-I and just as we were getting ready to do the *after* checklist the snow started coming down harder. Then the tower issued us a 10-minute flow time.

"This isn't going to work. We need type-II. I'm not going without it."

The FO was grabbing for the mic to call the tower.

"Hang on a minute."

He wasn't listening.

"Hang on a minute. Let's call dispatch first."

He still wasn't listening.

"Hey man! Let's call dispatch first OK?"

"Oh, ok captain."

He put in a call to dispatch and I took the phone. After some discussions about holdover times and safety, we agreed (rather it was I who impressed upon a reluctant dispatcher) that it was in the best interest for safety to use a little bit of type-II on this operation. The dispatcher agreed to call HRB airport operations and talk to his sweet hook ups. After a PAX announcement and a while later the trucks showed up, sprayed type-I again and then applied type-II (as far as I could tell; who knows, it could all have been fake shit for all I know). "Captian, they don't have type II..." Yeah, BULLSHIT.

During that time I listened to ATIS again and, though the temperature had crept up a scoche to -13, they were also calling bona-fide -SN.

Ed. note: Can someone please tell me how the temperature in Harbin, in the middle of the night, in the middle of winter with snow flurries coming and going, can actually go UP 3 degrees? Sounds to me like the tower was trying to put them in a better holdover bracket. Yes, China is heavily invested in safety.

After copying down all the info, running a few checklists and starting up, we got clearance to taxi. The snow was just thick enough (i.e. like an inch or more thick) and the Chinese just inattentive and careless enough about clearing the taxiway surface (i.e. hadn't run the sweeper trucks by in at least 6 hours) that the only way to tell we were on the pavement was to look at the darker patches where previous airplanes' main wheels had passed. Other than that, the blue edge-lights were twinkling off to the sides in the snow. You don't realize how much you rely on the centerline while taxiing a transport category jet until it's not there. *Of course, this weather must have caught airport operations by surprise.* Snow and sub-zero temperatures have only been the conditions in the Harbin region for the last 5000 years of their history at this point after all, give the Chinese a little break! I was just waiting to drag a gear in the dirt...

Now, the strange thing about the taxiway in HRB is that it actually takes you down *past* the threshold 20 feet with a hairpin turn to an awkward 45-deg entry to the strip, so as you turn to enter the runway your mains roll uncomfortably close to the threshold lights. So, here we were at night without a centerline to reference and it was snowing outside with less than ideal visibility. *Shit*. Nonetheless, I got it onto the runway without dragging a wheel over something *not-approved* and lined up on the tighty-whities. We were cleared for takeoff and I advanced the thrust to TOGA. We ambled down the patchy runway and rotated. *Shit*.

Just as the nose was coming off the pavement, tower issued an elaborate clearance: climb to 2400m, turn right heading XYZ and offset 6 miles right of course. The FO, with his catlike reflexes was all over the radio trying to read back the clearance.

"Dude, standby!" I said.

"Roger tower..." he disregarded me. The tower didn't understand his readback so they issued the instruction again: climb, heading and offset.

"Dude..." I said again, "Standby!"

Again he disregarded me, "Bohai 1234, climb to 2400m, right turn to XYZ and offset 6 mils right of course."

I clicked the mic, "Standby!"

At this point we were through acceleration altitude. I called for FLCH and the autopilot. I dialed in 2400 meters, crosschecked it, spun the heading to the right and called for Climb Sequence. At this point I was hearing a *whooshing* noise and felt a slight vibration in the rudder pedals. I was task saturated and didn't put 2 and 2 together. For some reason, I was thinking we'd picked up some ice. I asked the FO if he heard a strange noise.

"No captain."

"How about a vibration?"

"No captain."

I was definitely hearing and feeling something wrong. I accelerated us to 250kts thinking that if it *were* ice maybe we ought to have a little airspeed margin just in case. After a minute or two I noticed we were not climbing.

"Hey, do you see we aren't climbing?"

"Ah, yes captain."

"Hmmm. Something isn't right here."

I also noticed the barber pole was at 265. That didn't look right. I started to run the After Takeoff Check to myself: flaps... up. Gear... just as I was saying, "Gear," I looked at the MFD to make sure we weren't going past



Yes, that's right, I am the FO who was insubordinate and wouldn't follow the captain's instructions on this occasion.

ATC's issued 6 mile off-set: the last thing I wanted was a route violation... At this moment, the FO shouted, "Captain, the landing gear is down!" Before I could react, he grabbed the gear handle and snapped it into the up position, initiating retraction and sealing our fate.

This was one of those slow-motion "NOOOOO!" moments we always see in movies.

We were above retraction speed by a good 15kts. I resisted the urge to put the gear handle in the down position; instead I disengaged the autothrotte and brought it to idle. Then I threw us into FPA and spun the nose up. It was too late; a triple chime sounded and EICAS presented:

LANDING GEAR DISAGREE

You know that feeling in the pit of your stomach you get when you know you're boned? Well, I knew in that instant I was terminated. The wicked witch was cackling something about my little dog Toto too as I cleaned up the plane and got us all sorted out. The FO looked like he was going to cry. Trying to break the *new* ice we had encountered, I asked him to tell me about the two things we had learned that night. He shook his head and couldn't answer. So, I jumped in:

- A. we have learned why it's so important to aviate, navigate and THEN communicate;
- **B**. we have learned never ever to just grab switches without thinking first.

I could've added several other things like CRM, following the Captain's commands, contributing to situational assessment when there is a question about something not being right etc.

The rest of the flight was pretty quiet. When we pulled into the gate I ever so subtly hit "erase" on the CVR as the FO left the deck, me close behind. After submitting an SMS report at the dispatch office I jumped in my driver's car and went home. I knew I was toast but I was happy in a way: I would be leaving China for good and I was fine with this. I probably could have explained my way out it; but there was no way in hell I could survive the inquiry into violating an aircraft limitation with a master warning. NO WAY. My patience was at an end with these monkeys anyhow; there would be no dancing around for Capt. X this time.

I was mulling over these thoughts on the way home, not paying attention to my driver, when we almost got t-boned by a speeding, white, mid-sized vehicle that came out of nowhere from a side street. *God dammit!* It was probably a drunk motherfucker at the wheel because the car never even hesitated. *Great, China, just great.* I was OUT.

The Company Prevarication



Here we go...

A E-190 flight from HRB to TSN which took off from HRB, as soon as flight crew noticed that the landing gears were not at retracted position they reacted to put the landing gears handle up although the airspeed is 250 which has been over the placard speed to retract landing gears. The captain disengaged autopilot and idle the throttle to reduce speed which brought out a human factor serious error of flight quality.

Let's get this straight: there was no "they" as this PPT frame exerts. There was the FO who acted beyond and unilaterally of the Captain's instructions in a lone snap reaction. This reaction had been engrained in him thoroughly throughout his training and experience over years by instructors who beat and berated him for not acting quickly enough or running checklists from memory at lightning speed.

The captain on the other hand was finally dealt a bullet he could not dodge and did his best to deal with the situation by releasing the autothrottles *NOT the autopilot*, reducing the trust to idle and pitching up in a last ditch effort to reduce the speed before the limit was exceeded. It was too late; however, the Captain tells me he feels it a personal victory that he resisted snapping the gear lever back to the down position. He feels strongly that cycling the gear while in transit could have led to a real mechanical failure by confusing the system.

In short

- The serious error in flight quality was already in place with this company and culture of a horrifically punitive disposition.
- The serious error in flight quality was precipitated by a FO's gut reaction born of fear, endless harassment at the hands of his superiors and poor experience in a faulty training environment.
- The serious error in flight quality was also born of a lack of respect for and adherence to foreign Captain authority.

Details

After taking off at 100ft from HRB, HRB tower ordered: "Bohai XXX, maintain upwind climb to 2400 meters".

The right seat pilot start to read back instructions meanwhile the captain interruped by "standby" with angry and asked: "why do you read back the instructions at such a low altitude?"

And the tower give the order again: "climb to 2400 meters" The captain answered loudly in the radio with:

"STANDBY"

The tower was losing patient to repeat the order again: " climb to 2400 meters, maintain upwind."

The captain said:" control the airplane first and then radio call", and ordered: "HDG, climbing sequence, engage auto pilot"

No, not correct and was stated so by the Captain during his debrief. As the aircraft rotated and the tower issued the clearance, the Captain sternly said, "Standby," an instruction the FO disregarded and went on to read the communication back to tower. The communication read-back was misunderstood by the tower which then issued the clearance again to which the Captain again commanded, "Standby." Again this direct instruction was disregarded by the FO who proceeded to read it back to the tower. At this point the Captain broadcasted "Standby" to the tower who disregarded and a third time issued the clearance.

Details

After AP was engaged, the co-pilot read back the instructions, tower asked: "Turn right HDG 240, 6 miles right off track."

When the flight crew comply with the ATC orders, the captain explain much relation about communication and flight athrill.

The flight crew noticed the aircraft was noisy, climb slowly and with speed limit, they began to check out the problem, the co-pilot call out slats-flaps 0, they found the landing gear was not retracted when comply with the checklist, and active the gear handle to gear up. The aircraft was over the placard speed as a consequence of landing gear handle disagree warning message. The captain disengaged the AT, retard the throttle, the warning message disappeared when the airspeed reduced.

A fourth time the instructions were transmitted by the tower. Any reasonable controller would:

- 1. never have given the instruction while the aircraft was rotating from the runway to begin with,
- 2. not have issued the instruction twice while the aircraft was still under 300',
- 3. would not have issued the instruction after being told to standby, and
- 4. would not have issued the instruction 4 times and instead would have waited until queried to do so by the crew that was clearly in a high workload situation.

There was no traffic conflict, it being 11pm. What if the crew was dealing with a single-engine situation or some other malfunction? This dogmatic insistence on procedure is has already led to one instance of an undesired state as we see in this situation; the other shoe is just waiting to drop.

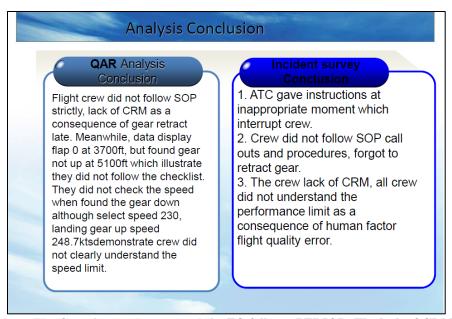
Oh AND where the author reports "...the flight crew noticed," whoever wrote this really means the <u>CAPTAIN</u> because the FO and SO were both oblivious. The FO did NOT call out, "Slats-flaps zero" and the Captain did NOT call for gear up at this point. These are all flat-out lies.

56595	According to the air-ground data, the aircraft airborne the flight attitude was standard, upwind wind speed 3-6kts, 020V030, landing gear down, slats-flaps 2.
56596-56611	The landing gear retraction late warning was triggered after taking off to the positive climb and then RA 513FT, wind was stable;
56632	Altitude 1165ft, AP on
56654	Altitude 1671ft, RA1595ft, upwind climb with landing gear down, airspeed 165kts began to retract flap 1
56658	Altitude 1696ft, RA1544ft, upwind climb, airspeed 182.7kts, slat-flaps 1.
56666	Altitude 1815ft, RA 1674ft, turn right HDG 264

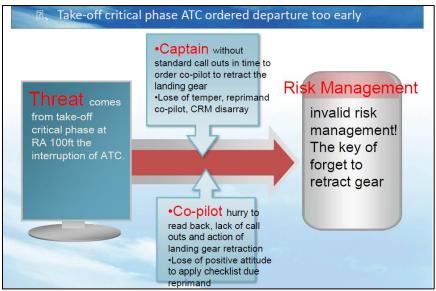
This is the kind of detailed crap you are going to have to deal with as a pilot over there: QAR numbers.

56687	Altitude 2385ft, RA 2196ft, airspeed 202.5kts, slat-flaps 0
56721	Altitude 3491ft, RA not display, airspeed 207kts, speed select 250kts.
56783	Altitude 3769ft, RA not display, HDG 264, airspeed 250, continue climb, landing gears still display at gear down position, V/S 700ft.
56784-56893	Altitude to 5155ft, RA not display, HDG 204,the aircraft resume airway according to HRB departure chart, landing gear at gear down position
56894	Altitude 5167ft, RA not display, landing gear at gear up position, airspeed 249.7kts, speed select 250kts, triggered landing gear speed limit warning
56921	Select speed 230kts
56928	Altitude 5785ft, RA not display, landing gear at gear up position totally, airspeed 248.7kts, select speed 230kts.

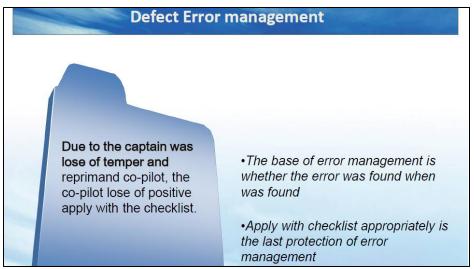
Another thing to point out here, because the dumbass Chinese do not allow the de-clutter function to operate as normal on the EICAS for the EMB190 there was yet another signal missing to show the crew the gear was not retracted. Had it been normal for the de-clutter to occur and it had not in this instance, it possibly may have given the crew the essential hint needed to solve the conundrum. Again, you're going to be set up to fail in China. It's a matter of time before it catches up with you: 6 months, 1 year, 4 years... it WILL catch up.



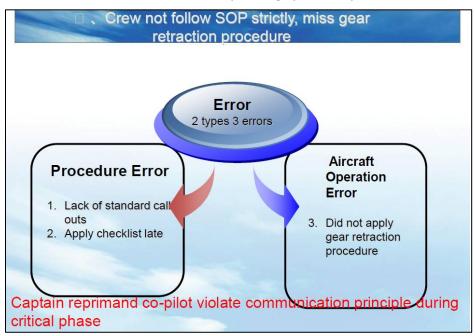
Let's again be clear. The Captain sets the tone and the FO follows. PERIOD. The lack of CRM was due to the FO's lack of subordination to the Captain's instructions. Had the FO been more cooperative that night a very different outcome would be chiseled in the annals of Tianjin's history. The word "They" here is not only misleading, it's an outright lie. The Captain performed the proper situational analysis hampered by an uncooperative crew, fatigue and as he told me frankly, the end of his patience with China. It was the Captain who pointed out the dull aircraft performance to the FO, the vibration and unusual sound; unfortunately he did not piece the situation together to come up with the answer sooner. I chalk this up to acceptable human performance in a high stress, high workload situation.



The disarray of CRM as I point out again and again throughout this book is with the Chinese in general. In this instance I think we're in safe territory asserting that when your crew is uncooperative and working against you the chance of a fuckup skyrockets. Litmus test passed. Also keep in mind the enormous deal they are making regarding the gear here. The landing gear is supposed to be left down in the event of brake overheat or brake fail (so you don't fling damaging debris all over your exposed flight-control hydraulic lines); exactly how much of a threat is this situation really? Embarrassing, fuck yeah. Shit operating under other circumstances? Hell yes. Dangerous from an aircraft state point of view? Pffffft, no. Dangerous from a CRM and insubordination point of view on the part of the FO? Mmmmm hmmmm...

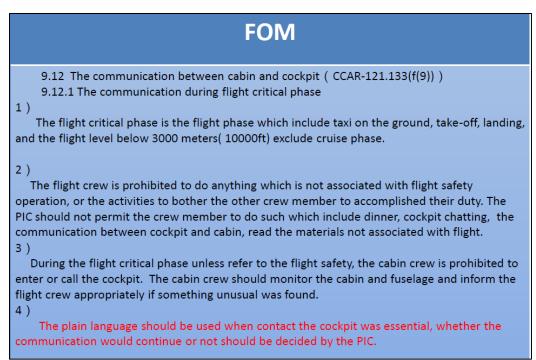


And here we go with a bunch of bullshit the Chinese are throwing around like they know something about it. NO, no, no. Because the FO did not follow the Captain's instructions, and because the Tower did not follow the Captain's instructions this thing happened. And if he was stern: GOOD. He had an uncooperative crew going against his commands. You BET he should be stern. I imagine the FO getting a thorough reaming by ProStandards and the Chief Pilot in the US and barely skating by with his job over this kind of behavior.

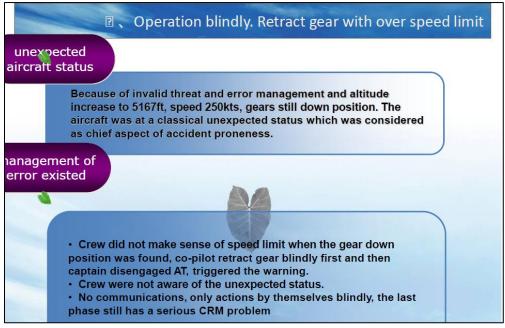


Can someone please explain to the Chinese that you can't have any callouts while the FO is communicating with the tower? You just can't reason with these ass hats. And this is going to happen to you. Bet your lunch money on it.

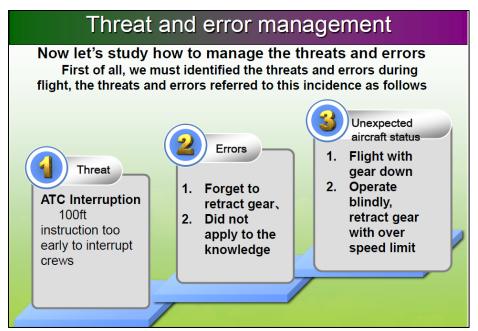




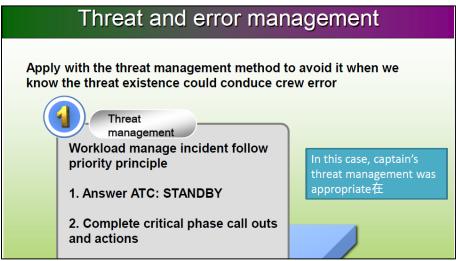
HUH????? You mean they're saying the Purser called for the gear up or something? HUH? What does this have to do with anything and the price of coffee in Jamaica?



No, again, the threat and error management was ongoing in this case BY THE CAPTAIN (the FO and SO were out to lunch) and had yet to lead to detecting the exact error so as to handle the undesired state. And really, it wasn't a hard undesired state like a wing on fire or wandering into a war zone. We're talking about gear being left down within the aircraft limitations. When the gear was operated by the FO, THAT was when the limitation was violated for V_{LR} which is 235kts in this bird. Honestly, the Captain (erroneously) sped up due to concerns over possible icing. Remember, it was snowing that night and the Captain was not getting cooperation long before they ever took off. Then, they were operating on contaminated surfaces because the Chinese are too damned lazy to sweep the shit up. Maybe the army was on break that night and couldn't come out with their wicker brushes to clean the snow off or something.



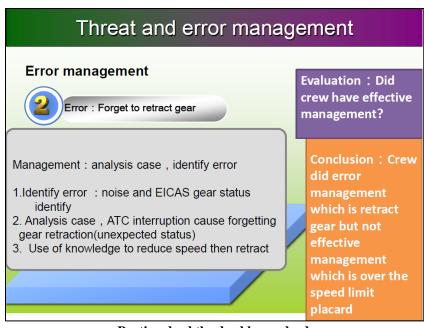
The Captain this happened to insisted I add the entire incident report in to show you exactly what you are going to be up against in China. So here we go beating the horse some more with terminology they have no idea about and policy they have no clue how to implement.



YOU, CHINESE, DIPSHITS. LOL.



Nobody can hear your reprimands in space...



Beating dead the dead horse dead.

Expand study

Case expand study

• XX airlines A-330 took off from PEK 2013, because of changing runway when taxi on the ground, flight crew forgot to input take-off data after reset runway information, at roll out phase there is V1,Vr data, nose up at 170kts more than actual Vr 30kts, due to high speed when airborne, flight crew pitch high and disengage the AT and idle toe throttle XX seconds to avoid over speed as a consequence of stall protection and lose altitude.

More bullshit.

Expand study

Threat: Runway change

Explain: A330 lose take-off data due to runway

change

Error1: No cross check for take-off data Error2: Take off without take-off data

Error3: Flight crew operate inappropriately for the

stall to lose altitude at low level

Unexpected status: Stall to lose altitude during

take-off

Expanded study that has nothing to do with anything.

Case Conclusion

This is a classic case of lack of CRM to make a single threat to a complex error, and error change to a unexpected aircraft status which influence the flight safety.

In this case, the incidence occurs only because of flight crew did not follow the standard call out, therefore, the captain lose temper to reprimand the co-pilot at low level is a evidence of lack of CRM, meanwhile, the flight crew were not calm down when they deal with the landing gear problem, and misuse of knowledge deepen the error.

A stern command is not losing temper. Furthermore, there were 3 pilots on deck; the other two completely missed it as well BUT the significant difference is that the Captain DID notice something and worked the situation until he figured it out.

Case Conclusion

A qualified pilot is not only a man who has skillful flight technique, abundant knowledge, solided regulation concisions, but also good CRM idea. We expect all pilots take the CRM in mind and strengthen the study of CRM.

Been managed effectively the threat, error and unexpected aircraft situation is an important aspect of CRM.In this case we found that the key to understand the importance of CRM and the sense of threat and/or error management. An effective threat and/or error management could recover the aircraft back to the normal control status and safety margin.

Notice the gender bias, ladies?



OK. We'll be discussing these concepts again throughout this book. In the meantime, fuck off, China.

Ed. note: This foreign pilot was fired over this event. The FO was not touched; all blame was put on the foreigner. He subsequently went on to another airline gig shortly after being hustled off the Tianjin property. Keep in mind that Tianjin Airlines has an SMS program and makes note of the same in their SOPM that a pilot's job is not in jeopardy if he makes an SMS report. I guess that's not the case. IOSA really ought to audit this company and do so with a magnifying glass and anal probe.



Damn Duke, you're going to wake the neighbors...

They'll be picking that transmission up in the Kepler-22 system in about 400 years and jump...

So, What Happens *AFTER* You Fuck Up.

It's happened. You've had a tough time adjusting to the QAR culture and you're out of lives. You get a call on your local cell at an inappropriate time like 10pm on a day off informing you that you are to report to the office bright and early the next day.

"Hi captain, this is Memory."

"What the hell Memory, it's 10pm and I'm enjoying a movie with my wife via skype."

"Captain you have to come into the office for a meeting tomorrow."

"What? Why??? What did / do?" (Your wife hears your exclamation on her end.)

"Captain there is a QAR you must come in and explain."

"What??? Which one???" (You remember that you've seen several on flight net.)

"I don't know captain."

"OK, what time Memory."

"7am, before your flight in the dispatch building."

OK, now your wife is freaked and you have to deal with *that*. But, it sounds encouraging, you're still on the roster, still flying. What you *don't* realize is that you've been put under ultratop-secret administrative review that lasts X-number of months and are being constantly reported to the CAAC for every little blip on every leg you fly. <u>Your days are numbered laowai</u>.

At the meeting the next morning the company leader (probably Xu) browbeats you over a laundry list of minimum flap maneuvering speed, bank angle exceedence and high g-loading in flight. If you've been especially bad letting the FO fly, it may be that hard landing from last week where the little shit pranged it on in Nanning and told you, "Sorry captain," and you didn't think too much of it at the time.

The Foreign Pilot liaison is probably attending with a little smile playing on his lips telling you it's totally cool, nothing is wrong and this is normal stuff. He parades around in front of the company leaders using your back as a nice stepping stool to make himself look good (and you find out a week later he's one of the first two to have been awarded A320 transition training).

That's right. You're in the shitter now. You'll have several line checks and observations for the next several months which you must pass as well as a potential sim check. After all this is done and you appear to be released back into the norm, remember that you are still on their radar and this bell cannot be un-rung. The clock has just begun ticking on your time at Tianjin Airlines and if you're smart you have your resume OUT and applications PENDING for interview.

Keep in mind that you WILL NOT be finding another job in China. First, the company you are working for WILL NOT release your license and second your name is now shit to the CAAC and any future Chinese employer even IF you could get released. Try letting that not fuck with your head.



Oh stewardess, there's a Maonster outside my window. Ooooohly shit, you *HAVE* to give us props for that one, bubbah!

CA Gear Down

So there I was flying along, just nailing the numbers on the arrival, all dialed in at flaps 2 capturing the LOC. The FO, a fairly senior guy, turned to me at 8 DME and asked if I wanted the gear down. I said, "No, I'm waiting for 6 miles, we're OK..." He moved his hand over to the gear handle and selected "DOWN". As the gear doors open and the wheels extended there was an uncomfortable silence on deck and decided change in color of my face.

After landing, the FO tried to backpedal saying, "Oh, maybe I misunderstood you. I thought you meant gear down." I told him, "Son, in the last 11 years of flying, from right seat in trubo-props to left seat of transport category jets, I have NEVER ONCE had anyone misunderstand my commands in regards to the gear or flaps."

Ed. note: ya know, if you report these guys, they turn it around on you and never get punished. If they're friends of the higher-ups, there's a good chance **you** will be called in to explain your lack of CRM!



Ya just can't do business with these thieves

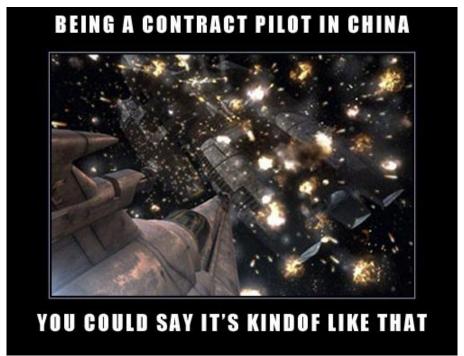
Tianjin airlines has been in desperate need of pilots since 2008. Being that it takes about 40 applicants to get 1 on property, they have a tremendously steep gradient to climb here. Also, taking into account the fact that pilots are quitting (and getting fired) in droves, it's a scenario of burning the candle at both ends. I put my head to the situation for a moment and realized I actually had a huge reserve of pilots I could put in the pipeline. Now, TJ offers a one-time payout of \$1500 per pilot for recommendations who make it through (which is pretty lame considering the ordeal it is for you and the friends you introduce), so I decided instead to start my own recruitment company and reap the \$1000 per month fee contact agents gather.

Now, don't tell me about the contract violation I was creating by doing this. I had several loopholes I was working with, and it all boiled down to a level of risk I was willing to shoulder. The problem is that I didn't realize they would *actually* live up to their reputation as villainous scumbags. Still, it was a calculated risk.

A while later, I finally had 3 or 4 pilots ready and lined up on their way over with about 8 more in the pipeline. At this moment the company called me in for a meeting saying that they were sorry to disappoint me but they would have to cancel our agreement and instead revert to the original deal of \$1500 per pilot. The reason they did this is that the leader of TJA owns one of the contract agencies they do business with (can anyone say conflict of interests?). The leader decided to set me up and take my pilots from me when they were assured to be coming.

I'd already invested a lot of time and money into setting up my company... so I told them no deal, I would send everyone over to China Eastern. And that was the end of that for Tianjin.

Ed. note: We have found out that the contract agency that brought the original 4 pilots over in 2010 had an exclusivity agreement with TJA extending out 2 years. Guess how many pilots got hired in that time? 2 more. Guess how many times TJA tried to violate this agreement? A lot! You can't do business in a country that is out of control like China.



And your friends will be totally glad you got them interested in the China gig

I had 4 friends I wanted to help get in to Tianjin. Of those 4, 1 smelled a Chinese rat pretty early on and wisely dropped out. Maybe it was someone's breath over there. The other 3 came over to jump through the hoops. Of those, 2 failed the sim and 1 was told his eyes were not straight during the medical evaluation. BOOOOOM!

Capt. Anon.

Africa??? I'm Not Going to Africa...

At one point, several of the foreign pilots at Tianjin were considered for duty in Africa (whether they liked it or not). The company was trying to dump all of its EMB145 fleet in Ghana and had to send a few captains along to seal the deal. Fire-drill Francis was installed as Chief Pilot (woo-hoo!!) and eventually only 1 foreign captain went on the promise of a fairly sweet deal. The reality was far different from the fantasy.

After several months of Francis trying to pass the local flight exams in Ghana for his ATP, he accrued numerous failures and all hell broke loose. (And this isn't even mentioning the wing-strike that took out the APU on one of their birds the morning they were to start flying proving runs.) The foreign captain, who was originally offered a line instructor position, unceremoniously wound up in the right seat slinging the flaps and gear. His contract was severed leaving him with ¼ of what the Chinese had originally agreed to pay.

The flip side? The foreign captain was sent home shortly thereafter without a job, most of the Chinese *idioths* who were sent down to establish the airline and Chin-ify Africa in the process suddenly found "New Opportunities" back home... and Francis was awarded the left seat of the Airbus 320 for his noble enterprise. Who can identify the communist political party member in this group? Note to self, don't accept duty in foreign country B if you're on contract with that company in foreign country A. Or something.

Ed. note: We've also been following CA Y since this madness took place. He's since been hired by a legacy carrier in the US, so in the very least that's a nice resolution to a messed up situation.

So there I was, freshly resigned from Tianjin. It had been a very challenging ride but I had somehow made it to the other side. I put in an application with another Chinese airline on a whim and they were hot-to-trot to get me on property. A week or so later I got a message that Tianjin Airlines had said bad things about me to this new prospect and they were closing my application file. I was no longer marketable in China! Capt. Anon.

Hotels and Overnighting

Typically, you will not overnight away from a company base unless you hit huge delays. All of the trips I've heard about either take you out and back or do a grand tour around Tianjin. Delays happen fairly regularly, so you will probably find yourself in the middle of bum-fuck-nowhere on occasion. Besides this occurrence, the pilots here regularly do 1-2 week stints at away bases. This means that if your official base on paper is Tianjin, you will have stays in Nanning, Xian, Hohot, Guyang or Urumqi (depending on the equipment you fly). The heavily biased "seniority system" may or may not shield you from some of these, but you're likely to do them at some point. If you're adventurous, great; if you have a



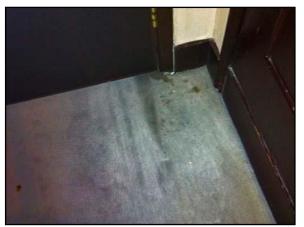
family here you want to spend time with and took this job under the impression you'd be home every night... well, you were kindof lied to. Deal with it.

If you do find yourself on some kind of overnight/out-base, you're going to be the auspicious guest of a Chinese hotel. The best 5-star hotel I've ever heard of in China is basically your average Doubletree Inn. For the most part though, no matter how many stars they have, hotels in China are pretty much flop houses. I'ma list some of the finer offerings of the Chinese hospitality sector for you...

I had to change my 4/4 contract back to 6/3 because I was too damn tired all the time. It's not safe to fly the same flight hours in half the time. Capt. Anon.

Duke's Top 10 Chinese Dammit Hotel Features for Foreign Captains

- all rooms, smoking or non, have a cigarette-y flavor to the air; aw heck, there are exactly ZERO non-smoking rooms in China
- the walls are always really thin so it's noisy; expect to get no sleep when a bunch of Chinese decide to play mahjong down the hall at 1am
- the beds are typically hard as a rock
- the pillows are super uncomfortable
- the bedding and pillows stink like rotting foot fungus mixed with cigarette smoke
- the floors are nightmares that would make Alice from the Brady Bunch faint and die
- if you're a fan of police procedural shows, don't emulate the forensics teams by bringing lumispray because... you're going to find bodily fluid <u>everywhere</u>
- the toilets are rusty, run 24/7 and sometimes leak around the base, and sometimes will
 even have a nice back-flow during the night with which to greet you when you wake up
 in the morning
- the same applies for sinks
- the showers are all rusty and often give you itchy athlete's foot
- the bathroom fans are ill maintained and sometimes arc spastically while you are showering
- sometimes all the time there is no hot water so you bathe accordingly
- often the water is slimy and smells faintly of rotting fish
- the rooms are generally uncomfortably sweltering hot in the summer and frigidly cold in the winter
- bugs, bugs, <u>BUGS</u>! Mosquitoes up the damn ying-yang, and roaches will visit ya too.





Filthy floors, rusty tubs ripe with fungus...

One of the cuter features of Chinese hotels in general (why I made the point above about forensics techniques to find various bodily fluid like, say, semen) is that a "masseuse" tends to be a fairly regular staff member on the premises. For you single guys out there this might be a plus, so bring your rubbers. If you forget to bring one, most hotels feature condoms (and fresh underwear) on the counter next to the electric teapot. For married gents, guys like me who have a strong relationship back home or guys who just find it annoying to get a call on your room phone at 11pm soliciting "beautiful girl service," it's another quirky cultural norm you'll have to deal with. If you're married and on the prowl, you're in luck... don't let your wife read this section, or the entire book for that matter (pssst: she'll probably freak).



...peeling walls, rotting doors and broken toilets for starters: this is your typical hotel room in China!

Boarding Music

Did anyone else appreciate that Gangam Syle song from 2012 as much as I *LOVED* it? It was almost as good as anything by *mah boy Justin Bieber!* Yes, you can imagine the excitement I felt when it was featured as *boarding music* along with a number of other tunes with fairly inappropriate lyrics at Tianjin Airlines (let's forget the piano ditty and Hotel California for a minute). The FOs were humming *this* song for *MONTHS*. Like I said, how did the dipschits at SkyTrax award these zidiots 4-stars??? Please, someone answer this one for me?

Of course, these tunes are all in English so I guess mama passenger and her daughter passenger usually wouldn't really understand the more lascivious words being pumped through the PA to a ghetto beat. Still... the female heavy breathing into the mic... ummm. While you're laughing up your sleeve on the flight deck, remember that it's symptomatic of the fact they have no clue about the outside world beyond what is allowed to be told to them by their government (most of the internet is blocked and news is heavily filtered as we have already discussed). *They just have no idea*.

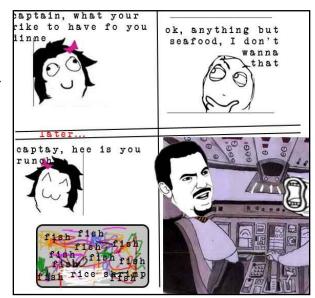
BTW, did I mention:

DO NOT SIGN UP WITH TEMPO

Food

You have to eat, and I don't have to tell you that *what* you eat can have significant impact on your health in the short and long term. And the food in China is frikkin' terrifying, people. We're way beyond the popular stories of eating dogs and cats; I actually tried donkey at one point and it gave me gas *instantly* BTW.

While I was *in country* there was a big chicken scare (LOL) where a number of people became sick and died from infected meat (not so LOL); I don't remember hearing that they ever actually confirmed the vector for this malady either (and who knows the real number of deaths which was probably covered up too). I *do* know the government went on a rampage for months, destroying masses of chickens in many cities



during the crisis. It was fairly taboo to order chicken for a while at restaurants. I don't think ya go to these lengths if only 2 or 3 people die of something that is unconfirmed... so were they hiding something here? What really sucked was that you couldn't get chicken for your crew meal for the longest time either.

Speaking of crew meals, here's an excerpt from an email instructing us on the finer points of in-flight vittles:

Crew Meals

Pilots flying online have experienced a flight attendant calling or texting (sometimes very late) asking what they would like to have for lunch the next day. This usually occurs when the sign in time is less than the required 3 hours before lunch or dinner that they need to request for catering. To release the FAs from this cumbersome task we are requesting that all pilots submit their special requests (ie. no internal organs, no chicken feet, no bones, no seafood, vegetarian only, only beef, only pork) to Ivy by next week. We will make a list of all the foreign pilots preference and submit it to catering for reference. This only applies when your check in falls around lunch or dinner time, or if you're joining an already on duty crew. The default for dinner time is the meal coupon (Tianjin) for flights ending before 8 pm and dinner for flights landing at 8 or after. If crews would like to change their preference or order goods at night then they can advice the FA at showtime.

Mmmmm! Chicken feet and internal organs... sign me up for some of that right away please!

You look at the food you deliberately order in your average Chinese restaurant or are served randomly because you didn't know what the hell you pointed at (or *said* in your crappy attempt at Chinese), and it tends to turn your stomach. A lot of what they eat over there smells and looks like it was scraped out of the gutter (*gotta* try the tripe); but what the heck, they chalk it all up to *elevated pallets*. Hey, try eating some bullshit and tell me that again with a straight face? Still, there is a bevy of "interesting dishes" they serve that warrant brief epicurean review. I read about a few of them in the locally published garbage foreign newspaper and heard of others from various FO's.

Here's one for ya: pee-eggs. This delicacy (AKA *medicine*) is loved by and large down South. Local women put buckets in the hallways of elementary schools for boys under the age of 7 to urinate in. When a bucket is full, one of the ladies spirits the precious liquid away to her shop where it is poured into a big vat and brought to a rolling boil. Eggs are then dumped in and

cooked halfway. At this point they turn off the heat and then 1-by-1 take out the eggs and crack their shells. The eggs are thereafter put back into the vats and slowly finished over lower heat. The benefits of eating these urine eggs has something to do with not being susceptible to heat during the summer or some stupid shit like that. The only fact I care about here is that they're willingly, knowingly ingesting human waste from little boys. Look it up on the dang internet if you don't believe me.

OK, here's another one: the 3 squeaks. Take a pregnant rat, squeeze her live fetuses out into a bowl, and serve quickly with some vinegar on the side. Order's up, 3 squeaks! Squeak #1: pick up your chopsticks and grab yourself a wriggling unborn (as it were) rat. Squeak #2: dunk the fetus in the vinegar. Squeak #3: pop the rat into your mouth and enjoy the complex flavors of fetus, vinegar and rat uterus juice. Fucking yum y'all!



Pork is another one that raises eyebrows because there was an event where masses of pigs were found dead and rotting in the Shanghai river. OK, so what, that's more of a pollution issue Duke. No, the pigs were severely deformed as though they had been experimented upon. So, you're telling me, chances are I've been eating the result of genetic experimentation on livestock that has no government oversight or ethical structure? Sign me up, it's a Monsanto dreamland!



Here's the stinking gash of a river rollin' through Tianjin... they fish, swim and pour industrial waste in there... Shut up India, I don't want to hear about it.

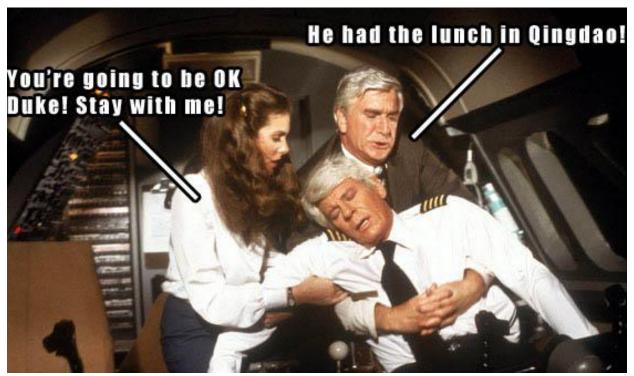
OK, one last smart-ass remark: is it green stripes on black water or black stripes on green water?

Then there's lamb. Oh please, say it isn't so, not lamb too? Yes. Apparently, cat meat is a good lamb substitute, as is rat. Then there were the widespread cases of baby milk poisoned with melamine and mercury. An epidemic of dead babies pointed to shady factories with shady recipes. I mean, come on, mercury as in the Hg? If you're having trouble disposing of your industrial waste, I guess feeding it to your young is the way to go? I bet the Khmer Rouge would approve. At yet another point in time plastic softener was discovered in bottles and cans of sodas and the government went on another rampage pouring untold gallons of all kinds of beverages into the sewers. I hope the city pipes weren't plastic though... oopsie!

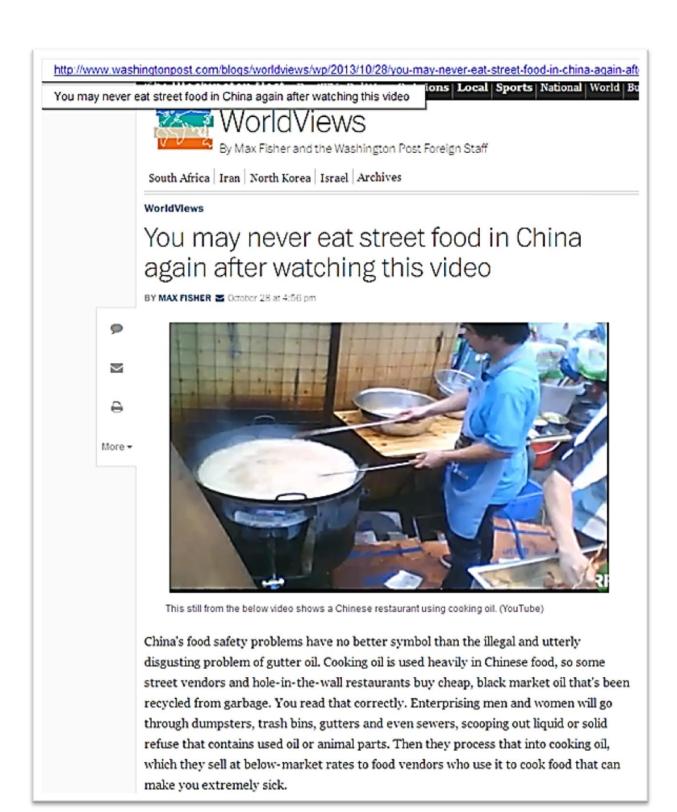
China is renowned for making fake shit of all shapes and description. Then, there was the article I read in China Daily that touted one developer's success with making fake eggs. Fake eggs? Yes, you read it properly: fake eggs, shell, whites and yoke. What is it with the Chinese and faking it? You wouldn't look at your Cadbury Easter holiday favorite confection quite the same after you considered that you've probably eaten one of *these* babies in China.

Then there was the time I was at the hotel restaurant and one of the waitresses had what appeared to be 2 big ol' puffy, bleeding eyes. Not black-and-blue as though she had been in a fight; bleeding and pussy, as though she had been bitten in the face and infected by some radioactive swamp monster. It was a bit unnerving and kinda gross. But Duke, that isn't food; OFF TOPIC! Well, I noticed her rubbing her face a couple of times while she took our order so... I hope she wasn't in the back preparing anything. Aw hell, what are you going to do? Everyone else was eating and happily not noticing...

And then there's the fish. Don't eat the fish in China you assholes. Firstly, you can bet the catch of the day came straight from the city sewer, I mean river, to your plate. Do you like heavy metal with your meal? Hmmm? Some Iron Maiden with that bottom-sucker to give you an early Megadeath? Better call your Judas Priest. Well, as an alternative to heavy metal poisoning from river fish, there are the plentiful little ponds where farmers grow fish en masse. You can see them dotting the landscape as you fly over various cities... yeah, they truck in only the best *raw sewage* to stock those ponds too. Enjoy your elevated pallet you sickos. What is it with the Chinese eating stuff they've already eaten once and defecated? Why do you have to eat something twice? I don't get it... vestiges of starving people in the 70's, 80's and 90's and 2000's and 2010's I guess. Holy crap China is messed up, as is this pun, paragraph, chapter and book. You're welcome.



Must... fly... airplane... don't let... Chinese FO touch the damn controls...



I really don't know what to say here because "Told ya so" juuuuuuust doesn't seem to capture it adequately. Seriously though, what is it about the Chinese and eating feces?

www.washingtonpost.com/blogs/worldviews/wp/2013/10/28/you-may-never-eat-street-food-in-china-again-after-watching-this-video/

They Friggin' Eat Babies!!!!?!

No, they don't eat goddamn babies you assholes. Probably, at least. They do eat some horrific shit though as I've already shown, but not babies. Probably. All those photos you see on the web are shit fakes, photoshopped, or the internet flotsam of some dude from back in the 90's or something who made the claim he *did* eat babies in China with a big exhibit he toured around the world with. It turned out to be a hoax and total bullshit "shock art" after Scotland Yard and the FBI investigated his ass. Still...

You remember a little party in the 70's called the Khmer Rouge? True, they were all down in Cambodia; but, don't forget there *has* been documented cases of cannibalism in China in the not-so-distant past, and Cambodia *ain't too far away*. I think some of those yahoos took refuge in China after their little red-scarf party got broken up didn't they? The Chinese harbor a lot of hard core attitudes about the funkiest things, and there is a scary robot-like mentality to the way they behave. So, keep your head on your shoulders (LOL) and if you're going over there with a newborn... ah, never mind. You'll be fine probably. Besides, the horrendous pollution and chance of lung cancer will afflict your child long before the chance of cannibalism takes his/her life in the name of auspicious culinary delight.

On a distantly related note, there *was* an interesting case when I was over there of a western couple who stumbled upon candid pictures of their 2 blond-haired, blue-eyed children gracing the packaging of some product being sold at a major retail store. They sued of course and got the design changed (they didn't get any *money* from what I remember; China doesn't really do that). So, yeah... *But they do practice infanticide with baby girls*.



Regulatory Stuff and Stuff

Waaaait, they have rules now?!?

Firstly, there is no English (or Engrish) version of the regs that I've been given or found; supposedly there's a 2005 rendition somewhere but I haven't read it. So, there's that. Supposedly the Chinese regs are loosely based on the FAR's. However, as I've said before, just because it's in writing doesn't mean jack schit in China. The prevailing attitude is, "Yes, there are provisions for X, but nobody really follows it." And that's that. Read on...

Airplane Fuel

You're the newest member of the 61st Squadron PLA Fueling Wing. Welcome! Your mission (should you yadda yadda...) is to tanker fuel like mad in China, and there is a reason for it: it's common practice to deny a flight to proceed to their flight-planned alternate. WHAT?!? Alternate: denied. How about the second alternate? Denied. WHAT?!? DENIED. Look, just take my advice and tanker the thousands of kilos of extra fuel, smile while politely nodding your head, and go fly the friggin' thing already will ya?

And, BTW, the SO is tasked with monitoring the refueling process. He's supposed to get a receipt because the fuel trucks will rip off the company if they get the chance. Guess who is at fault if he forgets the fuel slip? *Ricky don't lose that number*...

Pilot Fuel

Because U Deserve What Every Individual Should Enjoy Regularly. If you partake in the occasional (or not so occasional) adult beverage at the pub, sports bar or on the couch with a pizza and clicker-stick, get ready for another



example of extreme Chinese bullshit: bottle to throttle is 24 hours. Indeed, official CAAC regulations provide for 12 hours, but at Hainan the rule is 24. I don't know how this is going to be policed, but you can bet that where there's smoke there's fire. I'll put money on it that the



Chinese have a big history of drinking the wowee sauce and then going to make the magic sky-barge rise up and up shortly thereafter. BUT, if you are a company leader (or the foreign captain coordinator) this rule does not apply to

you. If you don't fit that description (i.e. your dick is big and you aren't a dipshit collaborator) and you blow even a 0.00001 in the machine (pictured left),

be prepared for a world of hurt. For those of you interested, you have to swipe you badge 1. over the mag sensor, bend over and blow into the sample funnel 2. while you have your photo taken, and see the result output displayed at 3. This thing lights up like a pinball machine if you are toasted. *Hereby notified*.



Ed. note: It's come to our attention that captain Dick Shoe has blown over the limit at least once, and where there's once there's fire. The eyewitness reported that after the machine freaked out with lights and sirens, they brought out the portable unit. He puffed in it (probably whilst it was turned off), signed a paper and shook the company Dr's hand. And that was that. Ok, so maybe he looked sober...



This here is your animal dick alcohol. Yes, those are animal penises... in alcohol... at a restaurant... for drinking. No word as to whether the little bits are testicles or if they're additives to enhance the flavor experience. I'll bet Dick Shoe... oh never the fuck mind...

Crew Rest

Rest is a problem in a country where they treat people like robots. To compound this situation, you, the foreigner, have a number of sensibilities that are... shall we say foreign to them (take a gander at Fatigue below for more insights). They expect you to follow the Chinese model of being ultra-cooperative and accept whatever curveball it is they throw your way. *The needs of the company*, as Francis would say, *are above all*. There is something Vulcan about this mentality.

So, here's an example: there are often 3-4 hour breaks in your schedule (intentionally built in or caused by delays) whereupon you are expected to go take rest at the hotel, which is not considered duty time. (The good ol' days of 8 hours of rest minimum between duty periods—depending on compensatory of course—is long, *long* gone *lawai*.)

Before the company built its dormitory this meant a trip to the Airport Hotel. The lobby was OK, the restaurant had pretty good grub and the rooms sucked major ass. Now that the dorms are up and running, you go there: the lobby sucks, the rooms suck and the company canteen is a hepatitis case waiting to happen. Then, you're expected to just switch off I guess, since your duty period has just been extended commensurate with how much rest you have just been... er, *granted?* That's not the right word for it... In any case, you're going to be flying through the night on a 20-hour duty period. *Don't fucking listen to them tell you it never happens because it does happen.* So yeah, roll with that and let me know how it turns out for ya.

Continuing on in this vein, take a look at the following excerpts of a recent CAAC interpretation of what constitutes rest; it's an eye opener and should cast light on the system under whose auspices you, the expat, are proposing to operate [the full text is offered as Appendix G]:

Recently, delay happened frequently, and some further delays even happened due to the limitation of crew's duty time which caused by delay. For conducting the operation of "improving the flight delay" from CAAC, we make this announcement to notice crew's rest time during the duty time...

C. When there are no passengers in the airplane during the large scope delay, after arranged by Captain, with at least one crewmember guard on the position, the crew members can take rest in the aircraft or in the suitable place that mentioned above, and that period will be considered as exclude from the duty time. And also, the captain can arrange the crew members to take turns to rest.

SAFETY FIRST! I cannot believe this one, it's simply unconscionable. What a joke. OK, so the governing body (CAAC) has decided that, due to the shit system they have that *causes* mega delays, it's now up to the flight crew to step in and take up the slack while complying with their extremely unforgiving system of minutiae (that nobody else follows) and operate the aircraft in an unrealistically tight envelope which is constantly being monitored? *FUCK THAT*.

Reading between the lines, what's *really* happening here is that the company is being relieved of having to pay for hotel rooms. There is no reason for this especially with the availability of cheap-ass hotels (which probably suck badly) in close proximity of airport terminals in China. This new shit came to light after I left so I can't really say if it was ever an issue; but, you can imagine the KTV parties the company section leaders are planning with all

the money they're saving. (For the uninitiated, KTV is a brothel/bar with karaoke singing in case you need to woo your prey a little up front.)



The view from a cheap-ass Chinese hotel room that sucks badly in close proximity of an airport.

Scheduling

Take your contract and throw it out the window. Take the regulations and throw them out the window. Take your brain and... oh wait, you probably did that already, never *mind* LOL.

WEEK	DATE	REG	FLIGHT NO	LEG	DEP	ROLE	NAME	PRE	PA
MON	2013-11-11	B3177	G\$6571	ZLXY-ZBTJ	08:20	CAPT		PRE	PAI
MON	2013-11-11	B3186	G\$6571	ZBTJ-ZYCC	10:45	CAPT		PRE	PA
MON	2013-11-11	B3186	G\$6572	ZYCC-ZBTJ	13:00	CAPT		PRE	PA
MON	2013-11-11	B3186	G\$6572	ZBTJ-ZLXY	15:40	CAPT		PRE	PΑ
WED	2013-11-13	B3120	G\$7559	ZLXY-ZSOF	13:15	CAPT		PRE	PΑ
WED	2013-11-13	B3120	G\$7559	ZSOF-ZSWZ	15:20	CAPT		PRE	PΑ
WED	2013-11-13	B3120	G87560	ZSWZ-ZSOF	17:25	CAPT		PRE	PA
WED	2013-11-13	B3120	G\$7560	Z\$OF-ZLXY	19:25	CAPT		PRE	PΑ
THU	2013-11-14	B3128	G87559	ZLXY-ZSOF	13:15	CAPT		PRE	PA
THU	2013-11-14	B3128	G\$7559	ZSOF-ZSWZ	15:25	CAPT		PRE	PΑ
THU	2013-11-14	B3128	GS7560	ZSWZ-ZSOF	17:25	CAPT		PRI	
THU	2013-11-14	B3128	G\$7560	ZSOF-ZLXY	19:25	CAPT		PRE	PΑ
FRI	2013-11-15	B3161	G87559	ZLXY-ZSOF	13:15	CAPT		PRE	PΑ
FRI	2013-11-15	B3161	G\$7559	ZSOF-ZSWZ	15:20	CAPT		PRE	PΑ
FRI	2013-11-15	B3161	G\$7560	ZSWZ-ZSOF	17:25	CAPT		PRE	PΑ
FRI	2013-11-15	B3161	G\$7560	ZSOF-ZLXY	19:25	CAPT		PRE	PA.
-JUMP	SEATING INFO	ORMATIO	N -						
Week	Date		Flight NO					Leg	Τ
SUN	2013-11	-10	G\$6572				ZBT	J-ZLXY	
TUE	2013-11	-12	应急备				ZLX	Y-ZLXY	
SAT	2013-11-16		GS6571				ZLX	Y-ZBTJ	

Pilot L gave me this example of a typical schedule which is totally *LEGAL*... or not, but who the fuck cares anyhow, it's *CHINA*. TUE is labeled "Standby" in Chinese BTW, or in other words *on reserve*.

Sigh, OK duke. So what's the problem with scheduling now...

The problem is that you will have a schedule of 7 days' worth of flying mixed with rest, no more, no less, published on Saturday that usually* covers the ensuing week Sunday-to-Sunday. There's no schedule bidding, no trip trading, no adding/dropping trips, etc. You will not be able to plan your life beyond a week at a time in other words. What's particularly lovely is when you pull out-base duty that ends past Sunday... you don't know what day you will be returning.

"But Duke, the contract says..."

Oh shut up.

*Sometimes, for reasons China, the schedule will only cover Sunday to Wednesday or Thursday of the ensuing week. There is no way to tell the difference between this situation and having 4 days of rest in a row except for the fact that you will rarely have 4 days off in a row... so there is no way to tell. The company will not send out notices that they short-sheeted the ensuing schedule either. How many times did I find out when they called me asking why I was not checked in at dispatch? Many, and they never seemed to understand why; and so I got fined.

Problems with 4/4

"OK, OK Duke. You made your point. So, I'll take the pay hit instead and do 4-on-4-off. It'll minimize my exposure to flying over there and life will be good!"

Am I not making myself clear here? Oh you poor assholes, little do you know what's in store comin' at ya with the 4/4 shit on its way down the pipes. The Chinese are not stupid when it comes to certain things. Taking advantage of the system they reside above and abusing you is one of them. Think for a minute, why don't they call it month on/off? Because, silly, they want the 4-weeks you are flying to be skewered across the calendar month. In this way, they can get around the 80-hour monthly limit. You're going to be flying as close to 160 hours in 4 weeks as the schedulers can get away with, which will be in the vicinity of 159:59:59 after they cut out the taxi time and pencil whip some stuff.

Several pilots have complained about how fatiguing this is, but nobody really cares. Well, they do care: they want you flying for cheapo. Several pilots have pointed out the fact that the company is really just abusing the CAAC regulations for flight time by mishandling the distinction between *calendar month* and *4-week period*. Ha! You think that's going to make a difference? After hounding dickshoe over and over, Captain W was only given the runaround. "We trying to fix this's problems. Don't be worry." And the foreign pilot coordinator won't be any help: "Dude, they are trying to fix it." "Who??" "Well, you know, the company as a whole."

Yeah right. Neeext!

Another factor embedded in this flight time issue (like a shit thunderstorm lurking in a toilet bowl of diarrhea) is to look at the paycheck situation: you're flying 160 hours in a 4-week period right? You've just taken a pay cut by accepting a 4/4 contract pattern and on top of that agreed to relinquishing the provisions for overtime. You're being paid for 80 hours which means you're flying the other 80 hours **FOR FREE**. Being that you're flying the same number of hours yearly that others who are making more than you for base pay are flying, it turns out to be a pretty good deal for the company if you ask me.

"OK, I feel ya on all this Duke, but I really value my time off and I'll be home for 4 weeks after flying like a banshee. Money isn't everything aye? I'll recover my sanity then and I'll be good to come back!"

I hate to be the one who breaks it to ya: it's really not a 4/4 pattern. There are several events during the year that erode your time off including the 2 months each year you do your sim check. During these months you are <u>not allowed to have time off</u>. Next, you have to <u>switch your schedule pattern</u> every year which also disrupts the 4/4 pattern (to allow others the chance of having Christmas off). Lastly, there's the situation that has come up recently whereby the company requires you to <u>stay in the country while they renew your visa and other paperwork</u> which can take up to 2 weeks or longer. Do you see any problems with this? It ain't 4/4.

Here is a report made to me by Captain R who was faced with the following pattern after signing the new contract on June 1st 2013 (he chose 4/4 and wishes to hell he hadn't):

- 4 weeks ON
- 2 weeks OFF
- 4 weeks ON
- 4 weeks OFF
- 2 weeks ON
- 1 week OFF
- 5 weeks ON

We can all count here, and that sure as hell ain't look like no 4/4 what I've ever saw. Apparently the Chinese, they done can't count them so good.

Raising the gear to talk about some other concepts that don't quite add up, it's mentioned several times in my book about these so called *foreign pilot meetings* right? After these meetings are conducted, the Gaius Baltar of the airline frames up the minutes and sends them out to the group. These communications are particularly compelling and full of nifty little gems like the one below. In this case it's a clarification of the rules governing the 4/4 cycle:

4/4 Contract Vacation Cycle

Pilots on the 4/4 contract are reminded that company policy is for everyone to **switch their vacation cycle once a year** so that other pilots may also get a chance to take vacation during the prime times such as Christmas and summer. We realize that for those in the old contract it does not say anything about switching cycles but also it does not prevent it. What is in the contract is for the company to have the power to set policies governing vacation and working environment. The company would like to work with each and everyone of your through finding a best solution on when to switch, or swapping cycles with others, but again *everyone* must switch.

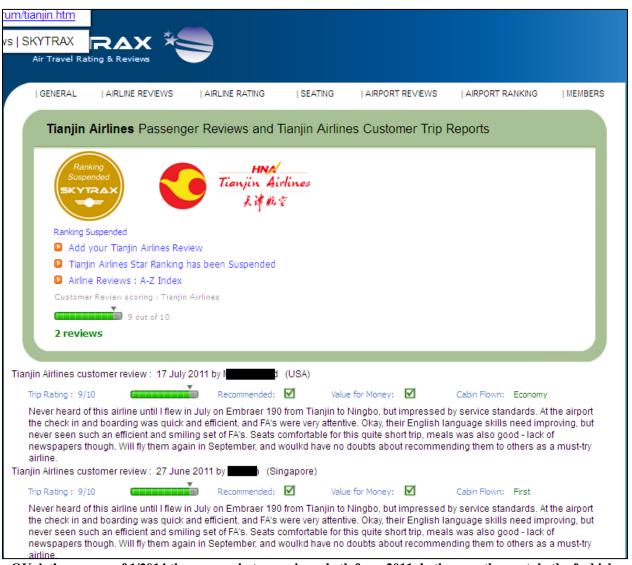
At the moment we are set to switch the cycle in February or March and if you haven't done so please work closely with Memory regarding your vacation. Also please do not make any vacation plans until your vacation is finalized to prevent unnecessary adjustments later on. We know this may be a difficult situation for some of you and we apologize about this. In no way is this contract perfect but we will aim on improving it whenever the next contract is drafted. Thank you for your patience and understanding.

Above is a blurb from an actual eMail sent to the group by the foreign pilot... *ahem*... coordinator. Can you believe it?

"We realize that for those in the old contract it does not say anything about switching cycles but also does not prevent it... We appreciate your patience and understanding."

What a joke. So, it doesn't really matter what *is* in the contract because **anything not specifically prevented** is Mao's open country. So, those pilots who rejected the new contract (including pay raises) to avoid the new work rules *JUST GOT FUCKED*. Is any of this starting to make any sense to any of y'all out there yet? This is a big, "*Hello, Mc. Fly*," if I've ever encountered one. Bring back Springer; I'm done with this if you are.

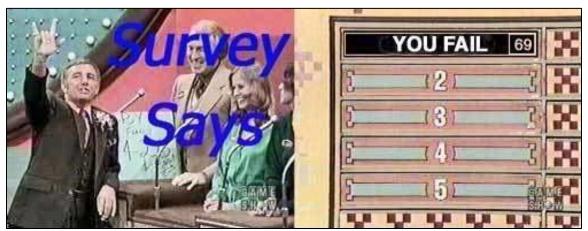
ED. note: The "new contract" Duke mentions never materialized.



OK, let's see... as of 1/2014 there are only two reviews, both from 2011, both a month apart, both of which give 9 out of 10... hmmmm. "A must try," huh? I'll make a WAG this is what the French say is, "Le dubious."

CAR part 61 and licensing

So, OK, I get a job with TJA, pass all the checks and ride it out a couple of months, and then move on to a *better* company in China right? BZZZZZZT! *Wrong answer!*



Yes foreigner, In Soviet Russia, China OWNS YOU.

When you fly in a country like China, the airline owns your license lock stock and barrel. If you want to *change* airlines, *you have to ask permission*. Guess what the answer is gonna be white boy? Survey says, *DING!* You lose! Unless the airline you work for wants to let you go and the airline you are applying for wants to accept you, you're up that creek I mentioned earlier that runs the distance along a main artery to/from the airport (yeah, the Chinese shit-filled cement creek). Furthermore, Airline A that you are working for now will probably demand tons of money from airline B who may not wanna cough it up; and so that's the lowdown on how things work in China. If you piss off the airline you are working for (pretty easy to do BTW), they'll just be uncooperative and sit on your license with their pasty, flabby flat asses for ever and ever, and you're done, don't come back to Big Red. The bottom line here is that you have to choose wisely the first time, not take your second choice, and try again later if you don't get what you really want. Or settle for Hainan Grope (Group) and shut the hell up about it when things suck duck dick.

When Henan (not Hainan; Henan, the other H_nan airline in China) was shut down several of the expat pilots working there sat for about a year (still getting paid though) without flying. Tianjin Airlines got wind of them and set up a meet-and-greet. After a ton of money exchanged hands behind the scenes, they were *lent* to Tianjin until Henan finally started up again. Who knows when that will happen (Henen will *never* see its aircraft tires leave the pavement ever again... intentionally or not... *ooooh*, *I did not!*). At least one guy from that group quit shortly after finishing his *training* and went back home because he couldn't stand China any longer. I don't blame him.

The next issue here is that nobody *really* knows the real answer to the question of the way things *really* work with your license. I've heard guys say that, "They only own you for the type you're on, so if you apply to another job with another type that isn't part of the company you're working for now, you're golden and they can't keep you!" I think this is pretty much untrue based on the various conversations I've had; but again, in China most things are rumor, speculation and myth which makes pretty much everything and anything true if the right person says it's true or false. Good luck with all of that and let me know how it works out for ya!

Training

As far as I can tell from my own experiences and from talking with others, training is a mixed bag of "do whatever" and when we say you're done, you're done. There is no published PTS handbook or completion standards of any kind. Go ahead and take that manual and just throw it out the window ummm-kay? For the most part, you're going to have a CAAC sim check, then a company sim check (with possible additional training—you *may* pass but need to do a little more), then possibly 25 hours in the jump-seat, 25 in the right seat, 50 hours of line training (left seat), 50-100 hours of new captain experience, and one last sim check just for good measure. There's several written tests in there as well.

It won't take 6 months to go through this process *but then again it might*. You can be sure that at the end of it all you will be dumber than when you began. Oh, I promise that much. And stop asking me about training pay; you'll get what you get. That's what I got at any rate, and most of the other guys here too. It is what it is and will last for as long as it lasts, who cares what is written in the agreement. Sometimes you go to full pay after you're released to new captain experience, sometimes when you are finished with the final sim check... it's like I say about most things around here, a mixed bag.

For any kind of ground school, expect a few weeks of someone talking to you in Chinese for 8 hours a day with slideshows translated from Chinese to English using Google Translate. Make sure you have a strong hangover and it'll go twice as slow. Choice phrases I've written down for prosperity include stuff like, "If event of flight delay meal to the ground could be arranged." You'll cover the usual gamut of topics culminating in Dangerous Goose (Dangerous Goods, i.e. Hazmat–BTW, thanks Capt L for correcting that opening title slide, now we have nothing to laugh at until the second slide comes up). Most of the regulatory stuff is similar to FAA mumbo jumbo with the occasional WTF?? thrown in.

So let's talk about the sim. First, let's deal the dirt on Chinese sim instructors: they do not know how to teach and they wouldn't know what to teach if they knew what teaching was all about in the first place. They just kindof sit there (probably half-drunk), program a bunch of malfunctions into the control panel and yell at the FO a lot. Sometimes they will get adventuresome and yell at you too, but this is usually fixed with a healthy dose of the ol' evil eye over your right shoulder. That usually shuts them up. There is no egalitarian concept of never asking the student to do something the instructor couldn't do. In fact, most instructors couldn't fly the sim if his life depended on it, believe me I've seen it.



Remember how I just wrote something like, "They just kindof program in a bunch of malfunctions..."? I hope you have your A-game on because it's time for Multiple-Systems-

Failures-Hootenanny-Howdown-Checkride! You're going to have the kitchen sink thrown at ya (inoperative too by the way), so stay limber. If you happen to need to yell at the FO go for it because they all seem to like this practice. I had to have a strongly phrased man-to-man talk with my right-seater when I interviewed and I'm pretty sure this put me over the top because the guy sitting right seat was an annoying prick nobody liked, Chinese or otherwise. One of the other captains who also passed told me he smacked him on the leg hard and yelled, "What do you want from me?" Then he smiled and said calmly, "No seriously dude, what do you want from me?" I would LOVE to see a scenario like one of these happen at a United Airlines interview... or how about SouthWest? "Mmmm. Eeeeeeah, we're gonna have to say, 'Thanks but no thanks,' on this one, so kindof get out of our building right now and never come back." Aw hell, maybe they'd dig on you for being so ballsy and hire you on the spot? Maybe not so much.



ICAO Level 4???

When you go to China, I don't care if you spoke English in the womb and your great-grandfather was William Damned Shakespeare: you WILL have to pass an "ICAO" English exam. Besides the fact that this plumbs the depths of Chinese retardism, I don't think it has anything to do with official ICAO certification to be perfectly frank with you.

The exam is a series of little airplane stories that cover some regulation or situation, after which you have a number of multiple-choice questions to answer. At the end of this game of WTF they give you a 5-10 minute face-to-face interview with... wait for it... wait for it... some Chinese dude or chick who can barely stitch a sentence together. Several foreign pilots from English speaking countries have FAILED this exam! The way to pass the exam is to speak... like... you... are... speaking... to... a... baby... no... big... words... and... no... contractions... like... aren't... or... don't ("contractions" is a big word—dooooh!).

Now having said all of this, imagine the extreme retardedness of the whole situation when you consider the horrible R/T by Chinese air traffic controllers who can't fucking speak English to save your life. AND THAT'S ALL I HAVE TO SAY ABOUT THAT.

Ed. note: We're gonna have Duke beat up in the sub-level garage by a gang with lead pipes for the "...wait for it..." part of the preceding section. Carry on, nothing to see here.

Transition Training

Don't get suckered in by the promise of transitioning to a larger jet; the likelihood of it happening is pathetically slim and the training really sucks. You aint going to the factory for the course, that's for sure!

In the unlikely event that you **do** transition (as I said, a minor miracle in this 3-ring circus) you are first going to be subject to a 3-5 year training bond. Initially the company was trying to extract all the money from you up front. *Oh yeah, they be charging you fo this shit. It aint fo free dawg*. Since then it seems the convention has been a payment plan of $1/10^{th}$ of the total each month for 10 months (for the EMB190 it was essentially 2k deducted from your pay each month).

Now, the most likely transitions for foreign captains (which is not saying a whole lot) have been from the EMB145 to the EMB190. Despite years of nagging and asking, there has been no chance of transition to the Airbus. But, it seems this has changed lately with the first round of 2 guys per year going to the 320 in the Fall of 2014. For transition to the EMB190 it makes sense if you do the numbers: Tianjin has been and will be taking mass delivery of factory EMB190s for years to come while (used) 320s are showing up one-zie-two-zie every couple of years. So yeah, if you are an EMB145 jock who wants to move over to the EMB190, this is a possibility for you. You are going to be subject to a \$20K training bond.

There was one lucky SOB who, being the first foreigner to do any kind of transition training at Tianjin, did so under the highly professional and competent auspices of *Swiss Aviation*. The ground school and simulator training were *fantastic* he told me, informative and quite adequate. The training conducted by the Chinese thereafter to fly the line... not so much.

Swiss Aviation has since been kicked off property for some reason. The Chinese, in their infinite wisdom, have decided that they've got enough knowledge, skill, talent etc. to train foreign pilots on their own. This is hubris to say the least; in a country that disdains sharing knowledge and generally treats students as whipping boys, you can imagine the results.

Of the 7 pilots who *have* transitioned from the 145 to the 190, all have "failed" at some point in a sim check and only 5 made it through. The first guy ended up a loner because the foreigner he was paired with *quit* at the last minute. The lone captain passed everything on his own up front with the Swiss and then sat at home for 2 months, got thrown back in the sim cold and popped; he insisted they give him more training (which took an enormous amount of arm-twisting) and passed a recheck. The first crew of two foreigners had some hydraulic failure that they received improper training on; when demonstrating the event during the check they did it the way they were taught and popped the ride.



The second crew of two did everything fine and passed according to the CAAC examiner; then their instructor *went to bat for them* and convinced the examiner they needed more training.

So they officially failed *and had to go back again*. There was a lot of talk that they would need to *pay* for the recheck, and I'd rather not think about it, but it's good medicine to discuss the facts. One guy was eventually allowed to retest, declined and quit.

The other guy was totally fucked in the ass, the particular brand of which consisted of withheld paychecks for the period of time he had been in transition training. The company then decided to offer him the chance to redo his training... the catch? He would have to pay to the tune of \$30k out of pocket. *Huh?!?* Shit, you can get a full EMB190 course in the USA for around \$15k. He would similarly have to pay to return to the EMB145 which he was already qualified to fly... I guess he had to do that course all over again? Frankly, I think this was a thinly veiled offer for him to quit.

Ed. note: Keep in mind if you do transition to another jet while abroad, when you come back to the US you're going to have to do the type course all over again. A CAAC type is useless outside of China and pretty much useless inside China because you can't go job hunting once you're hired. Reference FAA circular Ac61-89e for more information, but you're essentially looking at a \$15-20k bill to add the type to your home license. Hereby notified!



So there I was, on my way into work, characteristically maximizing my time away from the office down to the second. As I swiped in, Shoe noticed I was 3 minutes late. He walked up and said so, whereupon I pointed at several different clocks around the dispatch room: "Yeah, by which accounting? Two of these clocks here show me early by 2 minutes." Needless to say the next day I came in they were all synchronized, yet still not showing the correct time. Also needless to say that a week or so later they were all off from one another again. Also also needless to say that about a month later they started fining people \$300 when they signed in late. What a bunch of knobheads. Capt. Anon.

The Chinese don't understand questions. That's right, they don't understand the question formation of a sentence, especially when you use a rising tone at the end to indicate you are making an inquiry. You have to preface your sentence with "I have a question" or follow it with "That was a question." This way, you'll be sure to be pissed off every time you ask a question and still be unsure that you will get an answer without asking 5 times. Capt. Duke



Do you remember?

Do you remember *that one time* you were flying the line up and down the East Coast with your favorite FO (maybe you were new on type or newly upgraded, or maybe it was when you were an FO and you were flying with a captain) and after you landed the two of you shared one of "those" looks. You know what I'm talking about, the look that says, "What the fuck just happened?"

You were probably flying happily along, not a care in the world, when suddenly you were in the shit. I don't know, maybe it was a direct-to clearance you took without thinking that made you wicked (but not so wicked that you couldn't save it) high and fast on the approach because you had planned your descent to save the children's future using idle thrust; or maybe it was a workload intensive departure like the Canarsie out of JFK with a series of instructions that... well, you fucked one up and put in the wrong altitude or heading or something? Ya'll caught it at the last second, but you still busted the instruction by a couple hundred feet or 20-degrees of heading. Remember that? Remember how afterward you sat down with the FO and wrote up a quick NASA form detailing the event so others could learn from your mistake... and you could cover your asses? Maybe you even made a quick call the Chief pilot or union rep and they said not to worry, they'd look into it and take care of it. Maybe nothing ever came of it and you carried on with greater wisdom and experience. EXPERIENCE.

If you don't remember this, fuck you asshole, we've all done it so let your guard down for a damned minute we're at the bar/pub telling stories here. If you honestly haven't had this experience, I hope you're wise enough not to make the other mistake that you think it will *never* happen to you. If it never does then you've made it through your career with a little aviation fairie perched on your shoulder shitting good luck onto your epaulettes for 20 years and the accomplishment means sod all to anybody besides you and maybe your wife/husband if she/he's been bugging you to get her/him a new BMW...

Anyway. I hope this 'event' has happened to you, a lot, and you've worked out all the little kinks in your flying because when you get to China... you thought you were in the shit before??? Oh ho! I have news for ya kooze. 'Experience' in China is a concept that is viewed as evil, to be avoided at all costs, and a harbinger of ill inauspiciousness.

For you, in China, 'experience' is going to be:

- bring the gear up and down at precisely the correct time or suffer the consequences
- bank the aircraft at precisely the correct bank or suffer the consequences
- keep the autopilot on at all times or suffer the consequences
- start the engines without malfunction or suffer the consequences
- operate enroute at precisely the correct g-load or suffer the consequences

Read on and look at the QAR list in Appendix O if you don't get it or believe it. We cover QARs in a little bit. In fact, the chances of you NOT suffering the consequences are so slim, you better have 2 fairie-shit-laden epaulettes just to survive because 1 won't do. #thefairieshitsluck



And experience.
And knowledge.
And proper training.
And a brain.

Ouch. Come on Duke, you saying they don't have what it takes? Yes.



Disciplinary Meetings

The absolute Mao-honest worst experience you will ever have as a pilot is a disciplinary meeting with the Chinese. It will go something like this: you'll be pulled into the office by a call from Memory on your day off or before an afternoon flight. When you get there, they will sit you down in a little office probably with Dick and a translator. The conversation will take place mostly in Chinese except the part where the translator or the foreign pilot traitor... I mean backstabber... damn that spell check AGAIN! I mean, *coordinator*, uses your back as a stepping stone and converts what you say into Chinese and translates one out of every 5 words into English. Good luck defending your actions for whatever QAR balderdash it is they claim you've violated.



Falsified Records

Capt. X was doing a little house cleaning in anticipation of sending out some job applications and discovered he had misplaced his training record for transition to the EMB190. He contacted Swiss Aviation Training in Zurich directly to request a new copy if for no other reason than to have a thorough record of his time in China. You can imagine his surprise when he received the following response:



Say what???

Of course he found the syllabus, invitation to training letter and other supporting documents and promptly sent them to Swiss. The question he had remaining was exactly under what conditions his name had been changed: was it scratched out? Was it whited-out and resigned? Hmmm!!!!!

Ed. note: See page 130-ish for a news story on this kind of widespread practice.

Company Travel

I have to mention company travel to/from training. Sometimes you deadhead to an outstation too. In any event, you arrive with the crew at dispatch and take the bus from there with them. You can ride in uniform but I never did. Your name is supposed to be on the voyage report (one of the many documents you are required to take with you). So, you figure things are pretty cool, right? Not. When you get to the aircraft, the stewardesses will invariably point you to a seat. Be careful though because you're probably going to have to get up again: your seat is not ticketed so nobody knows where you're *actually* going to be sitting. I finally gave up and stood in the aft galley (away from the masses of staring Chinese eyes) and waited for an open seat. It's just easier to do it that way.

I Got Two Dead Engines and a Microphone

So it was time for a sim check. OK, let's do this. I showed up in the sim relaxed and prepared, ready to meet whatever challenges awaited. Things were going well for a while until we did the windshear demonstration on takeoff. I called, "Windshear TOGA," and started going through the procedure. As we exited the conditions I called for flaps up and **DING we had a flaps fail. Just as this was happening we entered a second windshear situation whereupon I advanced the thrust levers again and... well, what do you do in this case? You've been painted into a corner: increasing performance after exiting a windshear condition, flaps that won't retract and then a second windshear situation requiring high thrust. Yup, the flap speed was exceeded!

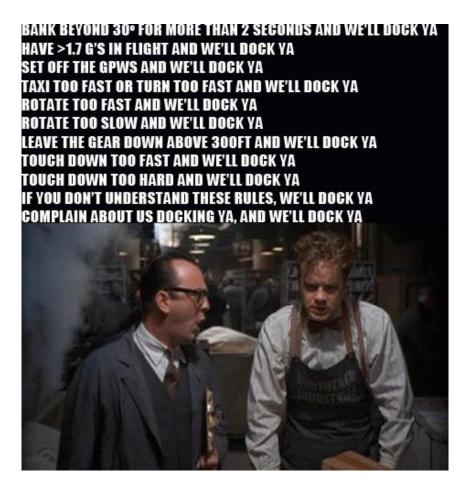
The instructor took it upon himself to start yelling at me. I told him to stop the sim. I gathered my belongings, got out of the seat and pulled an Elvis: I left the building. The hotel was just across the street. I went in the room, kicked up my feet and closed my eyes. A few minutes later there was a knock at the door. I opened it and there was the FO, "Captain, we can continue the lesson." I'd had time to clear my head so I decided, shit, why not? You only live once.

So I hopped in the sim, the instructor bumped us up to cruise altitude and *bang*, we were flying. A second or two later, both engines rolled back with a dual failure. *Sigh*. So I started calling for checklists... nothing. I looked over at the FO and asked him what was up... nothing. He was sitting there with his eyes closed. I shook his shoulder and he looked at me. "I'm dead," he whispered. WHAT?? So I rode the airplane down to the ground, ran a few checklists in my head and landed it. Again the instructor began to yell that I had not run any checklists formally. I put up my hand to stop him, gathered my belongings and walked out of the sim for a second time.

"Where it's at!"



Come home to this hotel room after a hard day at the office. It's really nice.



To all A320 pilots:

The fracture of takeoff light and landing light is frequently happened recently, and the service life of bulbs is short. According to the investigation, there are many manufacturer of takeoff light and landing light, among which Airbus approved to use the original bulbs of GE. The other bulbs are less reliable and fragile. In addition, the installation of the bulbs without the peak torque strictly required by AMM and the operation of flight crew may both influence the service life of bulbs. The operating recommendations for flight crew as follows:

To the operation of landing light, flight crew are suggested to try to reduce the time of using landing light under the condition of following SOP. On ground, the landing lights are not suggested to continue use more than 15 min. Without special requirements, flight crew are suggested to turn on the landing light after the takeoff order been received, and turn off it after landing in time.

Based on the maintenance manual and the reply of Airbus, the use of landing lights have following features and requirements: when the aircraft is in air (takeoff and landing), due to the function of airflow, the landing light will get enough cooling to prevent bulbs overheat; when the aircraft is on ground, the power of the landing light is quite big, and generate heat without in time cooling, so when the takeoff instruction has been canceled or waiting on ground, Airbus suggest to turn off the landing light to increase the service life of landing light and to prevent bulbs overheat or other faults. We strongly recommend that not to turn on the landing lights more than 15 min.

Effective date: Aug. 22 2013 Expiration date: Aug. 22 2014

Hereby notified!

Flt. Dep. of TJA Aug. 22 2013

天津航空有限责任公司飞行部

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拟稿:潘利鑫 核稿:张 松

(共印0份)

Written by: Pan Lixin Reviewed by: Zhang Song

(TT:0 copy)

Checkrides

Be prepared for the most ridiculous shit you've ever had to deal with in the realm of aviation, or any other damned realm for that matter. It's kindof like you are Michaelangelo making an honest attempt to paint the Sistine Chapel with finger paints and Big Chief paper... while doing an handstand in an earthquake, buck naked and with 100 toothless women trying to give you a blowjob. It's some fucked up shit.

Among the more ridiculous criticisms I've received was administered by Xu. During a checkride with him he actually told me it's dangerous to turn off the rotating beacon before the engines are below 8% N₁. His reasoning had something to with some retarded bullshit about the safety of ramp personnel and how they could get sucked into the engines without this visual prompt telling them the engines are running. Let's forget for a moment that if someone needs a flashy red light to tell them an aircraft engine was running a second ago less than 5ft away... yadda yadda... Xu, if you are reading this, you are a dipshit of the highest caliber. Do you need medicine to be that stupid, or are you naturally a fucktard?

Anyhow, just to prove my point that this fuckwad had no clue what he was talking about, I timed the beacon to see just what the real-world application of Safety Mao-ism was giving us. I timed 10 flashes of the beacon which came to 12.9 seconds... let's round it off to 13. So, that's 1.3 seconds per flash. Now, for the engines to spool down from idle (~22%) to 8% takes about 10 seconds with CF34s (what we got slung under the EMB190 wing); but you never turn off the beacon at exactly the same time you shut down the engines. My shutdown flow from engine shutoff to the beacon switch usually takes me at about 8 seconds, which means that from the time I normally turn off the beacon to this Chinese-retard mandated safe N₁ speed there elapses maybe 2 flashes of the beacon (more likely just 1). If someone's safety actually depends on 2 extra flashes of the red beacon, I'm a steaming pile of Xian prostitute feces in a fucked up Chinese toilet bowl at the China Eastern Hotel. Please, China, go fuck yourself with a ginormous fuck-stick and make it hurt.



So there I was on the last leg to my home in the US: DONE with China for good. I was getting on a SouthWest flight and the lead FA smiled and welcomed me aboard. I mentioned I was very happy to be home and that I'd been in China for the last couple of years. She asked, "What on earth for?" I responded, "I guess I needed my head examined and I heard it was really cheap over there. Mission accomplished!" Capt. Anon.

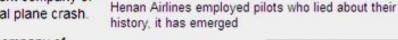
6 September 2010 Last updated at 12:55

Chinese pilots lied about flying records

China is checking the qualifications of all its commercial pilots, after it emerged that more than 200 of them lied about their experience.

The revelation follows an investigation last year by the Civil Aviation Administration of China (CAAC).

Half the pilots worked for the parent company of an airline involved in a recent fatal plane crash.



Shenzhen Airlines is the parent company of Henan Airlines, whose aircraft crashed last month killing 42 people.

Fifty-four passengers and crew survived the crash, in which the plane missed the runway.

Between 2008 and 2009, the employment histories of more than 200 Chinese commercial pilots were found to have been falsified, with some of them embellishing their flying histories.

The report said that some of those involved were former military pilots who became civil pilots.

After being discovered, pilots were grounded and had to go through re-examinations and re-assessment.

A further investigation into qualifications has now been launched by the CAAC, the country's aviation regulator, which says it cannot guarantee it has got rid of all the underqualified pilots.

This new investigation will also look at others involved in China's aviation industry, including flight trainers, airline investigators, repair crews and air traffic controllers.

Separately, investigators looking into the Henan Airlines crash were focusing on the qualifications of the pilot.

China's aviation industry is among the fastest-growing in the world, creating strong demand for experienced aviation professionals.

In 2006, it had 11,000 commercial air pilots and hundreds more have been added since then.

Related Stories

China plane 'overshot' runway Three dead in China plane crash

Air disasters timeline

LOL China

CA Squadron Leader

Not everybody makes it through training at Tianjin Airlines. Somehow, somewhere they do have standards (applied only to foreigners of course). What those standards are, who knows and who cares because they are random and flippin' crazy. The following gut wrenching email was sent out by a foreign captain who didn't quite make it. Some didn't like him, others thought he was just uptight but otherwise OK; nevertheless he was a human being trying to do his best for his family.

Hello Dear Friends:

Let me say Goodbye and Thanks from the bottom of my heart for your friendship. Unfortunately I could not accomplish the dream and goal that we all shared, when almost one year ago I decided to apply and work for TJA. I am really thankful to TJA for the opportunity. I almost made it.

After approving all the checks and process, up to New Captain, I could not make it in the very last step, the Solo Captain Line Check.

I recognized it was my fault because I had to communicate better and on time about the very critical family situation I had to deal with, when my family were threaten by delinquency. That affected me a lot. On my anxiety to finish the training and go ASAP to help my family,I wasted all the opportunities TJA gave me and in none of them I was psicologically prepared for the checks and I should have said so and take the appropriate and definite solutions before taking the checks.

I respectfully suggest to all of you, if you have a critical situation like the one I had, do not try to hide it and solve it before flying, otherwise there might be even more critical consequences. Each of us should recognize our personal limit and not take chances like I did.

I will be leaving China in the next few days and after solving completely my problem with the appropriate help, I would be applying to fly in another airline. I wish I would have solved completely my situation before, to acquire the appropriate emotional and psicological state we all need to fly, to accomplish the dream we all shared, I wish that would have been possible.

Just a final contribution and suggestion: please, don't let this happen again to anybody, try to give support to any of your colleagues that might be in a critical situation, it hurts so much to have reached up to New Captain and would not make it.

Best wishes for all of you and God bless you all and your loved ones.

Your friend	d from		

Apparently this guy was chided by someone in the office after sending this heartfelt letter because we all received a follow-up shortly after:

Sorry it was a mistake to send my message to all of you. I apologyze.

I had this one kid sitting on the right-seat with about 800 hours total; the kid in the jump-seat had 250. The right-seat kid was schooling the 250 hour student and giving him a hard time... yet he himself couldn't even talk on the radio: his R/T was atrocious. At one point the controller asked our DME to a fix which happened to be 90 miles and he read back 19... I schooled him that these kinds of communication errors are why we read back "Niner-Zero" or "One-Niner"... and then he had the audacity to make a comment about my English! And I'm a friggin' native speaker! Can you believe this arrogance? Capt. Anon.



Billy, have you ever been in a Chinese massage parlor locker room before? [Stop smiling you sexist racists.]

A day off in China is not like a day off in the West. They're going to have you doing shit. Lots and lots of shit. The following is a non-exhaustive list of activities that get planned during your days off: medical checks, foreign pilot meetings, visa renewal, other company meetings, training... Don't like it? Tough shit. These are not considered duty! Capt. Anon.



QAR Country

I've been threatening to have this conversation with you for a while; now it's time to sit down and have a frank little man-to-man chat. If you skipped ahead to find this section, welcome to the show. If you've cruised up to this page, bumping along at FL340, well then howdy.



For those of you not in the know, here's some general concept 411 smack-down action for ya: the QAR (Quick Access Recorder) is a "black box" that records a plethora of aircraft conditions between brake release to brake set.

Many of these parameters can be related back to the pilots being that they monitor the flight controls. Typically, in the West, this data is used by maintenance to see what the aircraft has been going through etc. Alternatively, when processed by the flight standards department the data is stored under lock-and-key, de-identified and compiled to improve the training department. In any case, the QAR data can be quite useful in regards to many aspects of airline organization and the development and implementation of policy.

In China the QAR is used as a little snitch and the data from your flight gets egregiously mishandled. The companies over there have set up a host of parameters that typically fly right in the face of the (Western) manufacturer's recommendations and limitations, erring on the side of inhumanly conservative. They then tabulate who has been violating these parameters, when, and the kicker: how much to punish the pilots who bust them.

To put this retarded plan for improving safety into effect, the aircraft digital records are downloaded from each flight by a company maintenance tech and spirited away to the flight department. There, a team of non-pilot analysts pours over the data of every flight from every day looking for infractions based on their little set of parameters. (Of course we all know this is a fool's errand for *improving* safety.)

Now, should the safety department find a busted parameter, they take note of it and



determine if the pilot needs talking to and punishing. In most cases the answer is... maybe. Probably. But definitely maybe. Some infractions, being worse than others, carry commensurate penalties of more rather than less. The pilot's attitude is also taken into consideration during these investigations and in the case he feels he is being treated unfairly he may carry an additional fine. In other words, you are being called out and you ULLSHIT GOTTA STOP have to like it. Big Brother is alive and well in China, and he is policing

your heart as well as your job performance.

The way QARs are treated (punishment if you bust one) is direct proof that China is the punitive and obedience centric culture I have been talking about all along and will continue pointing out and commenting on as we bump right along through my memory dump herein. Big mystery uncovered! There's no chance this bell will/can ever be un-rung, so get it out of your head that maybe you could go over to China and be a positive influence for change. There is no way you will ever make a real difference in China (thus the inception for Captain H's Rule #1 above that I scorn). You are there to fly an airplane, dodge bullets and get out when the time for gettin' has arrived; you'll know when that time has come. There is too much inertia behind this cultural MO being that it's rooted in just over 5000 years of "That's the way things are done in China."

To add insult to injury, if you are a person of status, the QAR's don't apply to you. These select persons can additionally pay a line tech to erase the data when they mess up. Lastly, there's a standing policy that all the instructors' data is scrubbed. Having said that, *YOU*, Mr. Westerner, will *NEVER* be an instructor, so cut yer whining and shut up.

Let's take a look at a case in point about how dangerous this QAR policy really is. Airbus pilots who are up on their *systems snuff* should find the QAR timer for gear down after takeoff particularly amusing (we should all find it fairly *alarming* actually). The company QAR limit is set for XXX-seconds; however, taking note of the MEL procedure for **brake lock-out** you will find that 60 seconds are required for wheel spin-down before initiating the retraction sequence. This is to prevent damage to the gear bay in case of a blowout: ya don't want spinning debris in close proximity to hydraulics lines etc after all. A QAR was issued to one of the Airbus pilots for this; they didn't dare fine him though because he probably would have bashed someone's head in. Can you imagine the pressure that is put on Chinese pilots to comply with this rule under normal situations and then break it when flying with a foreigner? It's insane, and it's developing a bipolar pilot group among the domestic employees. How would you like to be locked in an argument with the FO during 2nd segment about leaving the gear down? It's HAPPENED.

https://www.hnagroup.net/prx/000/http/opcnet.hnair.net/PreparationUl/FlyWebUl/Pilot/l						
毎航集团运行 ▼0	Hard Warnings	Soft Warnings				
212	0	0				
704	1	5				
710	1	2				
701	0	1				
709	0	2				

This is part of the login process; yes, you are reminded of your QAR count every time you do the flight prep.

Please see Appendix M for a discussion of QAR's for the foreign pilot fleet in 2012. No data was ever divulged of the Chinese pilots' QAR records because you'd probably see fucking carnage.

You can find a sample QAR list in Appendix O (Yes, there is an Appendix "O" tssssss...)

https://www.hnagroup.net/prx/000/http/opcnet.hnair.net/PreparationUI/FlyWebUI/Pilot/ICMSPreparationEN/IcmsE

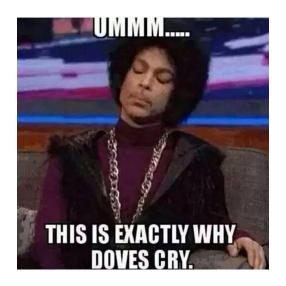
(1)Voice message: TOOLOW GEAR indicates:

A. too low, obstacle
B. too low, landing gear
C. too low, terrain
D.
E.
F.

Answer you chose: B Correct answer: B

Holy mackerel, I GOT 1 RIGHT FINALLY!

So there I was, dear reader, flying right seat for the infamous Le Gong (China Southern career FO turned Tianjin 320 "captain"). It has since been termed the 3-QAR day among the foreign pilot mafia. Of the 4 sectors we flew that day, 3 had massive QAR violations. In Foo-joe he got a GPWS "Glideslope" aural; in Ching-dao he had a 1400fpm descent rate at 500 feet; and in Tianjin he landed with excessive touchdown speed and had to roll it to the end... After we pulled into the gate he jumped on his phone and made some calls. A few minutes later he smiled at me broadly and said, "No more QARs!" Whoever it was he spoke with on the other end of the phone had assured him the QAR data would be vacated. Wonderful! Capt Anon



We were on approach for ILS and descended to intercept alt. According to the FO we were too low. I told him we weren't, according to the chart, and continued on without incident. He didn't like being corrected so he made a complaint about it to a company leader. He asked not want to fly with me anymore, and as a result I ended up with 2 days of line checks. At the end the instructor said I had no problems and agreed that the FO was uncooperative.

Fast forward to a later date: the FO had become a new CA and wanted to fly with me. Smelling an obvious rat I said, "No way," and insisted the scheduler re-crew the flight. It was foolishness to be honest, but best in my opinion not to tango with crew members who have bad attitudes. So, I continued to fly another day.

Capt Anon

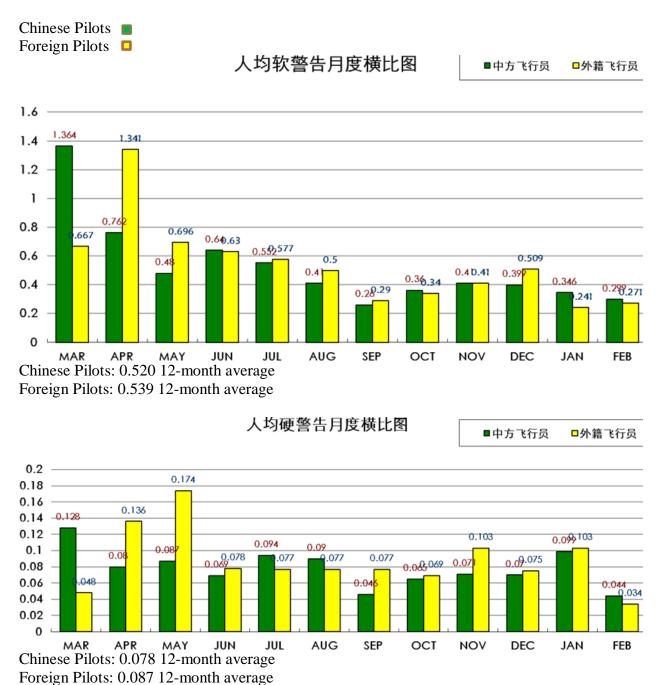
Captain B was struck by lightning 20 times on approach into one of the coastal airports during training with an instructor. He was probably lucky to have a job in China when all was said and done, though he was removed from flight status for a couple of months. Capt Anon

I was letting the FO land... I know, I know. Anyhow, I looked over and his feet were on the floor, not the rudder pedals. I didn't let any of them fly again after I noticed that little gem.

Capt Anon

QAR Comparisons

A glance at the charts below should give you an idea not only about the importance the Chinese put on QAR tally but that they are very concerned with comparing Chinese pilots to Foreigners. This is a month-by-month comparison between the two pilot groups at Tianjin Airlines for 2012 and 2013. Take from it what you will, and bear in mind there is nothing to verify if these numbers are accurate. Apparently, these are the number of QARs per pilot per month. I have no idea why the averages are all over the map. I have no idea what they are actually trying to see with these statistics. I have no idea of anything here beyond the fact they are tallying these numbers and keeping track. [Also reference Appendix M for more QAR info.]





We're pretty sure the FO suffered a brain hemorrhage here.

Update: And You Ain't Gonna Believe This One

Fuck. OK. So, there they were, a Chinese 'captain' in the right seat, an instructor in the left seat and a SO student in the bucket. They were flying into that mountainous coastal city halfway down I can't remember the name of. Anyhow, in cruise the instructor decided to swap seats with the SO and let him have a chance flying the airplane from the big boy's seat... the REALLY big boy's seat, the LEFT one... with a regular captain sitting in the right seat. You know, just for shits.

They finished descending and started getting vectored onto the ILS and everything was going fine until they were suddenly way high on the glideslope with the instructor screaming and yelling at the (unqualified) SO. The captain in the right seat was mute and petrified. The instructor leaned over the SO's shoulder, disconnected the autopilot and pushed forward on the yoke. Down they went, up went the glideslope indicator, and suddenly they were wicked low. With the instructor screaming for blood behind his seat, the SO pitched up hard, over corrected and suddenly they were wicked high (again). An oscillation or two later, they TOGA-ed it to go around.

As the thrust advanced, the tower issued a right turn... and the SO dutifully turned left. With another barrage of screaming, a right turn was finally accomplished with an over-bank situation... **BANK ANGLE**, **BANK ANGLE** from the GIPWIZ...

Afterward, Tianjin Airlines fined these guys \$10,000 each which is a little on the lenient side in my opinion considering the lives of passengers were in danger. Do you remember the Pinnacle crash? That was a ferry flight, though peoples' homes were at risk when the plane came to rest in a neighborhood. These guys should lose their licenses, but that will never happen because China is desperate for pilots. **SAFETY FIRST!** Morons.

Ed. note: Keep in mind the impression that China tends to sweat the small stuff and let's the big stuff go by without batting an eye. "Masters of the insignificant" is the saying if we remember correctly.

SOP, Safety Nazis and the Flight Deck Jumble Jungle

Being the punitive, obedience centric culture that China is, the SOPs are used as an opportunity to enforce <u>flight technique</u> on the pilot group. In the same way that rules written down have little bearing on every day behavior and conduct, the SOPs are not as much a book as they are an oral tradition. This nebulous oral knowledge bank gets altered every time a company leader (Xu or HNIC for example) or instructor (like Ahn) comes up with a halfwit idea or makes a mistake flying and tries to cover it by telling the student something inane and insane. This practice of oral dissemination has resulted in a confused, mishmash of procedure and knowledge that will take forever to unravel. You will hear the craziest shit from FOs who will bet their mother's life that what instructor so-and-so said is God's awful truth.

So, you end up with a cornucopia of little FO tips and tricks that make your job way more difficult and irritating than it needs to be. Some of the choicer bits include 2 that will forever remain chiseled on the stone tablet that records eternal and deeply felt, pilot induced WTF:

- 1. Whenever you use the WX radar it's irradiating your nutsack and you're going sterile and catching cancer, so don't use it unless you *absolutely have to* (I have no clue how to reconcile this with their casual attitude toward the massive doses of radiation one receives during every medical check);
- 2. You should not fly too fast because the noise generated by the windshield wipers will damage your heart (again, how this airspeed consciousness resolves with their otherwise chokingly rapid rate of smoking, I don't know).

I shit you not about either one of these pearls. The FOs I heard them from swore up and down on their ancestors' graves that they are true, proven and latent dangers to flight. One FO who was a pilot in the PR of C air force tried to sell me the story that this one time in band camp when he was walking in front of a military bird that was testing its radar he suddenly felt hot. I fell out of my 5-point harness. Poor kid, he actually believed it too, got all pissy at me for laughing.

Here are some more great FO tips and tricks I've picked up along the way to keep you going:

- If the WX radar isn't pointed straight down you aren't *really* seeing the weather; to really see what mother nature is throwing your way, point that bitch straight down into the mud like the dirty whore she is!
- With the WX radar now properly pointed straight down, any red areas represent extreme danger and should be avoided *at any cost*, with prior ATC permission that is, like a little puppy dog wetting itself with excitement.
- If your airspeed is anywhere in the vicinity of "green-dot" (this is EMB190 talk) you're going to flip over and burst into fucking flames.
- Similarly, if your airspeed is anywhere near the vicinity of V_{mo}/M_{mo} , a deathray from space will strike you down on the tarmac and your family will forever live in great shame.
- You should follow the glide-slope beam down to 10 feet on visual approach.
- You should confirm ATC instructions every time all the time at least once and maybe twice just for good measure, then confirm them a couple of times with the Captain too.
- Just confirm everything with ATC even if (especially if) you did understand it.
- "But, the instructor (who is a *very* nice man) told me ."

- Never EVER turn off the autopilot, and if you do, never ever EVER turn off the autothrusts too or you will go straight to Chinese Hell and freeze (brrrr!)
- If ATC tells you, "Fly heading 123" you can kind of just sorta point in that direction, and if you're really shit hot, *track* 123 instead because we all know that's what the controller *really* wants.
- The same philosophy above applies to airspeed.
- If you don't have some fix programmed direct-to in the FMS while on radar vectors you're going to Chinese Hell to keep company with the assholes who turned off the autothrusts.
- Turbulence = Hands on the Control Wheel *NOW* and pray to your pagan god the autopilot doesn't disconnect.
- Hey "Jim," ask ATC for right turn heading **170**... "...Control, China Dragon 7123 requesting right turn heading **190**."
- "Jim," can you ask ATC for course offset 5 miles right side due to weather... "... Control, China Dragon 7123 request 3 miles right offset due to weather."
- I'm sorry, we don't do (insert fundamental rule of flight) that way in China.

So, yeah. That list pretty much pissed me off writing it and to be perfectly honest I hope it pissed you off reading it.

+1 for Safety

There is a common trend at least in modern Chinese culture to eliminate unsafe conditions from life as though they were evil spirits to be shunned and cast into the mighty fires of hell, never to return to the light of day. This very odd behavior *must* be the twisted, maligned result of intense international pressures and criticisms in the news. Whatever the genesis, the way this cultural index card manifests itself on the flight deck is a nebulous concept they call *safety margin*. In this way, the Chinese have conceived that the ignorant foreigners who designed the transport category airplane, CRM, SOP and cockpit management forgot to set the safety margins high enough. The way Westerners perceive this situation is that there is an intrinsic element of danger to the real world, a fundamental unpredictability to the future that becomes greater the farther forward you plan, a general state of entropy to things in which you do your best to seek and establish order in the midst of chaos, and one "treads water" or "improvises" whenever necessary to make ends meet. This is *rationalism* aka *pilot judgment*, the operative concepts at the heart of *risk management*.

Having completely missed the finer points of how reality works and mistakenly judged that the CAAC can regulate these features when they are blindly stumbled across, the Chinese have come up with an elegant answer to the shortsightedness of Westerners who forgot to make the operating envelope large enough to compensate for inept Chinese people who want to be pilots and a fearsome public opinion at large that is ready to blow up at any minute. This is the concept of +1 for safety, and here is how it has been implemented (you stupid foreigners):

V₁-5: when taking off, you have to call V₁ early by 5 knots because... well, just because it's safer to call it 5 knots earlier, obviously. It'd probably be even safer to call it 10 knots early, but let's not get ahead of ourselves; Chinese fire-drill training is tomorrow. Now, it doesn't matter that you have an 11,000ft runway in front of you, just keep on calling V₁ early. It also doesn't matter that the extra time it takes to accelerate to the real V₁ (milliseconds to be sure) is now a missed

opportunity to abort the takeoff *on the runway* as opposed to having to go fly with (insert dire aircraft malfunction here). It also doesn't matter that you just accepted an intersection takeoff.

- MAX Thrust: if you *ever* need MAX thrust for anything, firewall that bitch. It doesn't matter if FADEC scheduled it automatically, or ATTCS, or whatever crazy shit you Westerners are talking about, *FIREWALL* that bitch. This is the one instance it's OK to have auto-thrust disconnect. Don't forget to bring the thrust back later (much *much* later due to safety margin) so you don't overspeed the flaps... *oops*.
- **Flap Speeds**: if you aren't 1000knots above flap maneuvering speed and 1000knots below V_{FE} you are a fucking Western pilot idiot. Now let me show you how we do things in China...
- **Turbulence Speed**: the second you encounter a little blip, jump on the speed and get that sucker slowed down to MAX Turbulence penetrating speed. Then, no matter how severe the turbulence gets, *keep it at MAX Turb*.
- Offset/deviate: need to deviate due to a thunderstorm and lightning ahead? OK, let's turn around and go back to our departure airport. Seriously??!? Yes, seriously. Everyone does it.

So, there you have the concept of +1 for safety. Follow it or face the consequences, *hereby notified*.



"...and pull the trigger until that motherfucker goes 'click'..."

Dear all, Pls read the latest notice from Flight Safety Notice , Flight Neto Ivv

Safety Notice

[2014]38号

Notice on Strictly Perform Approach and Landing Criteria

To all pilots,

Recently complex weather conditions and sudden hazard weather increase, the typhoon and thunderstorm weather in southern coastal cities cause short time heavy precipitation; strong wind in northern cities causes tailwind, crosswind, and wet and slippery runway; lightning strike, low visibility and hot weather have influence on central and northern part of North China, and the Yangtze River Basin and its southern region, these weather conditions mainly impact on the cities of our company flights are: Shanghai, Nanning, Nanjing, Hangzhou, Fuzhou, Xiamen, Chongqing, Guiyang and etc. North China airport such as Shijiazhuang, Hohhot and etc. should pay attention to strong wind, and strengthen prediction and coordination on windshear and go-around.

Meanwhile, according to statistics by Flight Quality Center, flight issues caused by aircraft malfunctions has been increased, there are 35 unsafety events caused by mechanical malfunction in first half year, which accounting for 21% unsafe events.

The safety risk index increase on August, which is civil operation peak season, and easily get serious unsafety events.

On August 2010 there was the 8.24 ultra-serious transport accident, seven serious incidents, and 23 ordinary incidents. The number of serious incidents accounted for 25% of the year, the number of serious events occurred within those two months reached a quarter of the total number of serious events.

On August 2011 there were 29 ordinary incidents.

On August 2012 there were 31 serious unsafety events in total, including 26 ordinary incidents.

On August 2013 there were 33serious unsafety events in total, including 30 ordinary incidents.

August is operation peak season, while the thunderstorm, typhoon and other bad weather frequently happened in this month. According to the history, the typical safety risk index events including, runway overshoot/ excursion, CFIT, bird strike, lightning strike, air turbulence, tail/ engine/ wing lip/ belly strike, engine shutdown, runway invasion. FOD hit and etc.

These factors just mentioned increase the safety pressure, we remind all pilots of avoiding fatigue operation, and flight by rules. It is not allowed approach and landing exceeding the meteorological standard. Hereby notice!

Flight Quality Center Aug. 8th 2014

适用机型:所有 有效截止日期:2014年9月8日 Applicable mode: all aircraft Expiration date: Sep. 8th, 2014 天津航空有限责任公司飞行部 2014年8月8日印发 Flt. Dep. of TJA Issued on Aug. 8th. 2014 拟稿:刘律律 核稿:尹枘 (共印0份)

Written by: Liu Lvlv Checked by: Yin Rui (TT: 0 copy)

发件人: 刘律律(Lvlv)

发送时间: 2014年8月8日 16:50主题: 关于严格进近落地标准的安全提示阅读及监控

各机队及外籍:

附件提示已上传运行网,请各机队及外籍提醒全体飞行员于8月13日前完成网上提示阅读学习,并做好阅读提示的监控,谢谢。**收件人:** 张静3(Nancy); 杨静1(Yolanda); 蔡佳(Betty); 高倩(Ivy)



Wow. I wonder if they're shipping chemical oxygen generators too? The lesson here I guess is that you better start inspecting the cargo hold... every leg... every day.

Alcohol Consumption

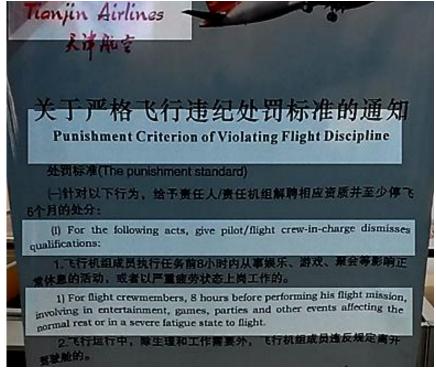
There's been some confusion about the length of time prior to perfuming flight duties that a pilot can consume alcohol. As a general rule the company's policy is 24 hours prior with no consumption. 12 hours is the CAAC's regulation. One can think of it as 24 hours being the soft limit and the 12 hours as the hard limit, just like the OARs.

ARE YOU FUCKING KIDDING ME???????? [Excerpted from foreign pilot meeting minutes]



Punishment Criteria for Violating Flight Discipline

Ok sports fans, it's time to get all DJ Jazzy Jeff... or rather, not. The Chinese, in their infinite wisdom, have decided to micromanage your life outside of work as well as at work. Here is a big portable floor poster that has been placed all around the crew rooms in all of the bases:



You heard it here first icing fans: don't blow out the candles on your birthday cake within 8 hours of flight on pain of certificate action by the company.

Can't miss this big ol' floor-to-head poster in the dispatch room... *Hereby notified!*

Ed. note: For those of you who blow this off and don't believe Capt Nukem, please read the following SMS message that was blasted to the pilot group.

To all pilots, one employee of HNA went out after dinner and caused a serious accident. Given this, company will launch inspection on execution situation of daily schedule and disciplines. Hereby notified that everyone should follow daily schedule system strictly and follow all disciplines and requirements of company.

Of course this concern has nothing to do with flying 15 or 17-hour duty days. In this special case that transcends the principle of the rules they themselves have established, you are on the hook to go flying a full schedule of these brutal work periods back-to-back over the period of 4 weeks skewered across the demarcation line between the *last-of* and *first-of*. One Captain complained he had consistently flown 147 hours in 4-week shifts in 2013, and this is perhaps exceptional only in that others have averaged higher. (It's also the case that you can be tasked to do a medical check the next day after a grueling duty.) So, hereby notified.



Dear all,

Foreign Pilots Center made a random check to see if you finished reading Flight Safety Notice. We found there are several pilots who didn't read all the notices. We hope all of you could read the notices which were issued from July 1st to Sep 30th. We will have another check after Oct 8th. For the ones who didn't read the notices, they will be punished more heavily.

You can read the notices from Flight Safety Page. There are two operations to find the page(see attachment):

- 1) This page may be accessed by going to SiteMap on FlightNet and clicking on the "Flight Safety Notice" link on the second section of the page, left hand side.
 - 2) You can read the notice from Flight Safety Page on FlightNet.

Each time there is a latest notice, I will send it and remind you to read it by email. Once you got my email, you have to read it in 7days. For some important

Notices, you have to read it in 3 days.

Regards!

Ivy

A friendly reminder. [Random... LOL!]



Rolling TO with no intersection data? Wow... I guess!

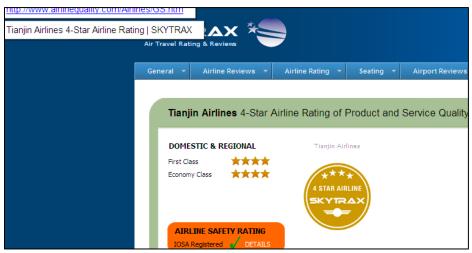
So there I was in Shento, waiting for takeoff at the approach end of the runway. We had a slight delay, maybe 5 or 6 minutes. As we were stopped at the hold bars on a little delay, another Bohai jet came sauntering up to an intersection a couple of hundred feet upwind. They lit up like a gay dragon Christmas tree and entered the runway, pointed their shiny nose so bright down at the departure end, spooled up and went rambling on their way.

Huh. I sat there for a minute chewing on what I'd just seen. Something was bothering me about it... something was bother.. ing... me. *Huh*.

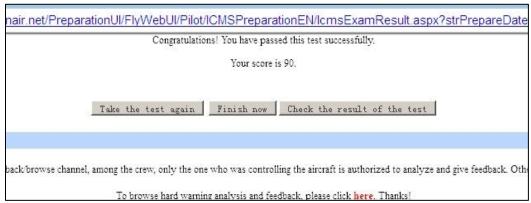
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"Hey, hand me that performance binder for a minute would you?"
The SO handed it to me. It's all in Chinese of course...
"Hey, open it to the pages for Shento would ya?"
He did.
"Hey, I don't see any takeoff data for that intersection."
"We don't have takeoff data for that intersection, Captain."
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"There is no takeoff data for that intersection, Captain."

Well, isn't that nice? I could've seen it if he *at least* made a half-assed attempt to taxi back a little on the runway... but no such effort. Damned rolling takeoff too... So, the next time you're a passenger in a Chinese jet with a Chinese captain you can be sure that your safety *will be compromised* in the interest of being totally retarded. I hope you're Chinese so it doesn't bother ya too much.



Yeah, I'm just going to have to... disagree with you for a little bit on the principle of this one.



SOMEBODY is getting a visit from the I-need-a-beer fairy.

A QAR Case Study, Innocuous

Here's a case study a friend told me happened to him. This is such a typical story and almost a daily occurrence over there; similar things have happened to me. It's enough to drive you mad.

So there we were, cleared for takeoff. I advanced the thrusts, and off we trundled down the runway. I had noticed that the FO was a little weak (as almost all of them are), but his callouts were OK and we hadn't had any big issues yet. Just as long as I didn't die we were fine. He called V_1 and rotate so I pitched us up off the deck. As we began climbing, everything was pretty much normal: the gear came up and I called for NAV mode. Everything seemed to be going according to the rhythm and pattern I'm familiar with in the airplane.

At about 12,000ft The FO turned to me and said, "I'm sorry captain." His statement and somber look took me completely by surprise. I asked him what the heck he meant. "I'm sorry. When you asked for NAV mode I accidentally selected FLCH." Now, at 400ft on takeoff most of the time you're calling for heading mode in China so when I asked for NAV (so the FMS would navigate) his brain engine must've thrown a friggin' rod; I'll say it again, these people are literally slaves of habit (punished for breaking from it) and incapable of dealing with curveballs. So when I called for NAV it just confused the shit out of him. He jumped to select *something* (quick! anything!) and ended up hitting FLCH. In the EMB190 this is a climb mode that takes you out of TOGA and pitches the nose down to accelerate and capture a pre-selected speed while simultaneously throwing your lateral mode into ROLL if you don't have HDG/NAV already selected. I had noticed ROLL when we were at 1000ft, but didn't really process it as the result of something amiss. At the time I thought he'd accidentally hit HDG twice (a different way to select ROLL).



"No captain, I'm really sorry. I also started to bring up the flaps early, and we might have a hard warning QAR." Now things were starting to get a little serious. "You did what?" So, we discussed it a bit. Apparently, he was really flustered when he accidentally selected FLCH. He hurriedly communicated with the tower who was shipping us to departure and without thinking

started retracting the flaps on schedule. Being that this chain of retardism began around 400ft, and being that the rank and file over here are mostly incapable of doing any analytical thinking (mostly), his mindset was that we had an impending a shitstorm.

I considered this for a while and then started analyzing for myself whether or not we had a problem. So, I asked at what altitude he hit FLCH: shortly above 400ft. I asked what he did next: he said he made several radio communications. "When did you retract the flaps?" "After I talked to tower." I asked how many seconds it was to climb between 400ft and 800ft. He had *no clue*. By this point in my mind I pretty much knew we were safe, no problem; it's a matter of at most 3 or 4 seconds to climb through those altitudes and there's no way he could have done what he was telling me he said he did. I wasn't letting on though, I let him squirm a while longer...



The big questions we should all be asking with this scenario are #1. why the FO didn't apprise the captain of the mistake *when it was made* with a quick comment to that fact; and, #2. why he didn't then *offer* to select FPA (PITCH) to fix what he perceived to be a problem. Lastly, the biggest question is the root of this conduct which I attribute to a fundamental flaw in Chinese behavior which rears its ugly head on the flight deck all the time, and *it's* not being addressed: snap reactions. Rather, it's being compounded by *fear* induced by punishment for transgressing the QARs. I think a call is in order for the FAA to put pressure on the CAAC to fix these glaring problems in Chinese aviation. They are flying in our airspace and at our airports after all, and as their economy grows so San Francisco *will* be repeated. It's a matter of time. Just wait until these knob-heads start to flex their muscle internationally. Oh boy.

A QAR Study, Maybe Not So Innocuous

What happens when you have a viciously punitive system for pilots (and other employees) who make mistakes? What happens when you fine pilots money for operating outside of an arbitrarily tight set of parameters? What happens when you have a widely publicized department tasked with constantly monitoring and reviewing said parameters with a team of non-pilots who pride themselves on finding said mistakes and consider tallying the numbers and publishing them with the names of the guilty an act of safety? What happens when everyone has this sword of Damocles emphasized, constantly referred to and reminded of in their daily lives? What happens when this sword is unyieldingly referred to as a safety measure? We all know the answer:



On your marks... get set...

2013年X月, E190飞机执行航班在平飞巡航阶段时, 右发N1值86左右时, 其低压振动值逐渐开始增大, 最大达到3.875, 后在3.5左右波动。

Year 2013, A EMB-190 when cruise in level flight, it's right engine N1 is about 86, the low pressure vibration value started increased at maximum 3.875 then fluctuated around 3.5.

在振动指数达到3.8持续6秒钟以后机组超控油门收到 N1值55左右,在此过程中2发振动值从3.81增加到最到最大4.0625持续9秒超限,后减小到3.25左右,后继续减小到最小1.6左右。

Flight crew override the auto-throttle to set N1 approximately 55 when the vibrate value reach 3.8 for 6 seconds meanwhile the right engine vibrate value increased from 3,81 to maximum 4.0625 for 9 seconds, then continued to decrease to minimum 1.6 around.

Go!

Uh-huh... uh-huh... I see... and??? Aw jeeze. OK, fine, let's do this. So what were the weather conditions? Icing? No mention... so we don't know. I guess we have to assume it was clear and a million (pfft, yeah right, China clear?) and the vibrations were the indication of a mechanical problem. Fine.

终休持在接週状念, 说明机组在振动指数超限以后没有执行检查平进行处置。

The flight crew did not follow the checklist to disconnect autothrottle which kept in connected status which indicate the flight crew did not perform the checklist.

振动指数恢复到正常区域以后,机组松开自动油门N1值到86 左右,在加油门过程中振动值开始增加到最大4持续超限6秒后减小到3.2左右波动,在这次振动值超标的情况下机组没有采取任何处置动作

The flight crew released the auto-throttle to N1=86 after the vibrate value recovered to normal range, the vibrate began to increase to maximum 4 for 6 seconds then decreased to and fluctuated approximately 3.2 while increasing throttle. In this case, the flight crew did not carry on any actions.

OK, great theory. They didn't run a checklist... *yet* at least. How many of us, at the first indications of a problem, escalate to defcon 1 and run a checklist? No, of course not; we trouble shoot for a minute, see what's going on and *then* do something about it. God forbid you run the wrong checklist after all.

But, it *is* interesting that they didn't disengage the auto-throttle, and worrisome they did nothing when the indications returned outside of the limitation. I think most of us would have disengaged the auto-throttle almost without thinking. Isn't it one of the lessons we learned from Alaska 261: you should disconnect the automation when you think you've got a problem? This crew thought they had a problem initially but they didn't stick with it. *Huh*. I wonder why?

开始下降后,在自动油门收油门过程中2发低压振动值再次增大,达到4-4.0625持续6秒,油门收至慢车位后振动指数减小稳定在2.5 左右,在振动指数恢复到正常区域后(推力手柄在慢车位)机组断开自动油门,并在而后双发N1值44时,机组又接通自动油门。

After begin to descend, the low pressure's vibrate value of right engine increased again while decreasing the auto-throttle at 4-4.0625 for 6 seconds, the vibrate value decreased and maintained at approximately 2.5 when throttle idle, after the vibrate value recovered to normal range(throttle at idle position) the flight crew disconnect the auto-throttle, but when both engine N1=44 the flight crew reconnect auto-throttle.

Hmm. Now things are getting a little interesting: they finally disconnected the autothrottle, and *then* reconnected it. Did they run the checklist at this point? I'm inclined to say *maybe* because the checklist calls for the pilots to reduce thrust until the vibrations for that engine show green, and then advance as necessary. If the vibrations increase again, then reduce it to return to the green and leave it there. So, maybe... But it is a bit troubling that they *reconnected* the auto-throttle; it would seem that having the auto-throttles disengaged was a configuration they were not comfortable with (which harkens right back to Asiana at SFO).

飞机在15700FT改平飞,油门逐渐增加N1到73后1秒,,2发低压振动值随着N1增加而逐渐增大到4,机组再次断开自动油门后收回到N1值64,振动值在4-4.125持续8秒后减小到1.5左右波动。

The throttle increased to N1=73 for 1 second when level off at 15700ft, the right engine vibrate value increased to 4 with the increasing of N1, the flight crew disconnected the auto-throttle again to reduce N1 to 65 meanwhile engine vibrate is between 4-4.125 for 8 seconds then decreased to and fluctuated at approximately 1.5.

机组保持2发在慢车位,低压振动值在2左右波动,后2发油门 小幅度增加,振动值保持在正常范围内到落地关车。

The flight crew maintained right engine at idle position, low pressure vibrate value fluctuated at 2, after right engine increased in small range, the vibrate value maintained in normal range until shut down after landing.

OK, finally. They disconnected the automation and left it off. Good.

根据E-190飞机QRH中关于"发动机震动异常"检查单,机组应该在发现震动异常后,首先应该脱开自动油门,其目的就是减小推力,缓解震动异常的现象,然后再根据后续项目来判断。

With accordance to the EMB-190's QRH, "Engine Abnormal Vibration" checklist, the flight crew should disconnected the auto-throttle first with the purpose of reduce thrust relieve the abnormal vibration and then follow the procedures to judge the condition of the engine.

With all of this discussion about not running a checklist you have to wonder if the crew divulged this fact during their de-briefing. Perhaps, and if it *was* the case that they didn't pull the QRH then yes, they *should* have run it.

But, there is a really important question not being asked here: does Tianjin Airlines have any theory as to *why* they didn't run a checklist and *why* they were so quick to re-engaged the automation after having released it? No, and the answer has nothing to do with CRM or checklist use and everything to do with a hostile work environment, in my opinion. If you are afraid of dealing with a situation because of the possible repercussions for your actions, the impulse is to sweep the problem under the rug and not deal with it properly. It becomes a self-fulfilling prophesy.

超控目动油门后,振动值减小到止吊泡围,但没有按检查单要求断开自动油门,产生了第二次和第三次振动值超标。 而后虽在第三次振动值超标后断开自动油门,但是后续又接通,造成了第四次振动值超标。

In conclusion with this event and data, after the flight crew override the auto-throttle when the first vibrate value over limits, vibrate value decreased to normal range, however, the flight crew did not disconnect auto-throttle according to the checklist, consequently brought to 2nd and 3rd vibrate value over limits. Although the flight crew disconnected the auto-throttle after the 3rd value over limit, the flight crew connected auto-throttle once again which gave rise to the 4th vibrate value over limit.

OK, this was not entirely explained in the facts above. Regardless, the question here again is *why*. My theory, which may or may not hold water, is that when you have a brow-beaten group of individuals operating in an environment that requires a certain degree of extemporaneousness and freedom of thinking, there will be shortcomings. One tends to engage in CYA activities instead of engaging with the issues. This is a sign of weak leadership on deck which has been modeled on the examples of weak leadership throughout the organization; and having a big hammer (that falls unfairly and therefore arbitrarily) waiting at the end of this escape chute only compounds the situation.

In this case, the flight crew did not follow the checklist to handle the malfunction, however no further damage for the engine. The checklist is an importance document to apply in different condition for the flight crew on the basis of the factors such as aircraft design, test flight etc by the manufacturer.

我们在实践中, 首先:

In practice, first of all, we should:

1、要熟悉检查单。Familiar with the checklist

就E190机型而言,要清楚和知道,无信息显示中都有哪些应急程序和非正常程序的项目,例如:

As far as be concerned EMB-190, we should clearly which emergency procedures and abnormal procedures to be included in NAP (QRH).

"Familiarity" can really be equated to rote knowledge. The problem is that, while you can have all the rote familiarity possible with such documents, when you have a group of people not used to thinking on their own or taking the initiative to deal with situations happening in a live environment, *familiarity* fails quickly. It gives way to the far more pressing need of higher forms of mental activity like experience and correlation, application and synthesis. These higher levels of cognition are edited out of the Chinese experience, i.e. have been *brow beaten* out of them.

This whole analysis I'm engaging in is pretty vanilla when you boil it down; I mean, these are all issues we've dealt with scores of decades ago in the West. So, while we're in the thick of wading the bullshit here, the next issue I'd like to bring to your attention is the gap, the vast divide between the power-holders in the Chinese Tianjin Airlines hierarchy and foreign pilots. We foreign pilots eat these kinds of situations for breakfast with a glass of OJ and side of hash browns. The Chinese, on the other hand, are incapable of dealing with them rationally. In exactly this way, as a foreign pilot operating in China you WILL NEVER be able to relate to their body of policy; and I'm not talking about the policy in the SOPM. I'm talking about the word-of-mouth policy that the airline runs on. As a decision maker, you WILL eventually run into a situation where you will be manhandled and punished for using your judgment. You cannot change this situation. Some foreign pilots have opted to just follow along, but that's ultimately untenable and unsafe. At least one foreign pilot has been weaving his little web and encouraging the Chinese to keep doing what they're doing... So, good luck with all of that.

In the interests of brow beating, let's continue on with a related kind of beating: the kind that involves a dead horse. Shall we? Nega?

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"前轮转弯失控"、"发动机振动异常"、"发动机尾喷失火"、"增压指示丧失"、
"空速不可靠"等等。只有清楚了解了有哪些项目,在遇到相应状况时,才能有的放矢,找对,做对检查单。
其他机型也应按照相应程序执行。
"SREERING RUNAWAY"、"Engine Abnormal Vibrate"、"Engine
Tailpipe Fire"、"Loss of Pressurization Indication"、"Unreliable
Airspeed" etc. No other than Familiar with the detailed items we can
solve the problems when encountered the corresponding conditions
correctly. EMB-145, A-320 should follow the corresponding procedures
in the same way.
2、严格执行检查单。Perform the checklist strictly
飞行中,大部分飞机故障,在机组控制好飞机状态后,都应该首先想到
是否有检查单可以遵循。包括记忆项目或非记忆项目。不能因为故障"简
单"或者"自认为"应该这样做,而不做检查单。这是不允许的。
Most of the aircraft malfunctions in flight, the flight crew should
control the aircraft first and then consider whether there is a checklist
item to follow and perform including the memory items and non-memory
items. It is forbidden to deem a "simple" problem or "flatter ourselves" to
do so without follow the checklist.
```

Again, the essence of what they are talking about here (if we can make sense of the crappy translation) is true in the case of malfunctions like STEERING RUNAWAY: you have no time to run a checklist, you have to react and save the day. On the other hand, as it seems this crew was initially doing, you need to troubleshoot when the situation calls for it. After you have deemed a situation is abnormal, then you run the checklist and apply the relevant items. Despite their reluctance to disengage the auto-thrust, the crew eventually acted appropriately. So why is this being made into a federal case?

The thing that would be going through my mind as a potential candidate is, "What situation will I end up in where I make a decision (there is no "we" on a Chinese flight deck), the defense of which I will have to mount and ultimately fail and then suffer humiliation and public criticism along with a monetary punishment that could potentially be upwards of \$10,000." To take this a step farther, "What situation have I been in recently as a western pilot flying for a western company that was a non-event; how would it be blown totally out of proportion in China and expose me to a number of unsatisfactory company procedures and arbitrary punishments?"



Now we see a complete reversal of the policy they have been hammering away at with these wild exceptions that confuse the rules. In the West, this stuff has all been settled a long time ago; in China it's fresh and dangerous. Do not expose yourself to this, the money is not worth it.

But really, the subtext here is that IF the PIC is a company leader, instructor or good friend of a leader or instructor, yes these rules don't apply to you and we'll get you out of it with the help of good ol' Mr. Delete Button. He sure is a good friend.

审件点表	EBT机组八大能力						
事件启示	能力要求	能力描述	行为指标				
	程序应用	结合适当知识,按	查明操作说明来源 除非更高的安全程度的规 定要求适当的偏差,其它 遵照SOP和检查单执行 及时查明并执行所有操作				
机组对于法规	,程序,	检查单的执行	宁,在飞行中				
应该思考并学习CRM管理的知识,杜绝安全隐患。							
The flight crew's perform of regulations,							
procedures and checklist, we should cogitate							
and learn the knowledge of CRM in the flight to							
nut an and to hidden denger for an cofe flight							

Here we go with *the CRM* again. Yes, the CRM concept is exceedingly important in airline operations and key to successful resolution of emergency situations (which this scenario was not); yet, it is not flight-crew CRM that is necessarily at fault here. This is a misapplication of the concept and shows how little they know what CRM is really about.

安全一直是民航工作的首要任务。国际民航发生有人员死亡的飞行事故,有68%是飞行员原因,主要也是由于机组的操作和处置失误。由此可见,机组的在保证飞行安全完成生产任务中,处于重中之重的地位。

Safety is the most important task in civil aviation. 68% of flight accidents with injuries and deaths through the world is in virtue of the pilots, primarily due to the flight crew's operation and handle mistake. Hence once can see that, flight crew take the priority among the priorities in guarantee the safe flight.

希望此案例分析能够帮助机组识别运行风险,通过良好的CRM去管控风险,打造一支高素质、职业化的飞行队伍。

Hope to assist flight crew to identify the operation risks and enhance CRM to mange risk by this case analyses to make a high quality and professional fleet.

Again, yes safety is very important. What is completely being missed by the people who wrote this document is that safety cannot be brow-beaten into the pilot group or halo of support staff. This event is being treated as an extremely important incident by the company; they spent a lot of energy interviewing the participants, generating the document and disseminating it at large. Accepting that, it's the stuff that's missing or just patently wrong which causes the most concern.

And so, in conclusion:

安全是生命线 SAFE IS LIFEBLLOD

天航飞行部质量中心 Flight Quality Center TJA 2013年8月

Yes China, great spelling and a very good concept: safety is safe. Very very good. Now, go play with your bouncy ball and leave these things to real professionals who know what they're doing.



Let's see you not get some kind of foot fungus, I mean, this shower curtain is totally clean right? So, the floor should be just fine...

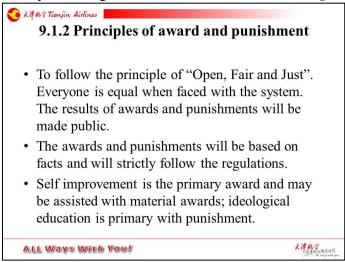
The written went well; there are several questions not in the bank. Make sure you study the bank and the book. If you do not, you will not pass.

The sim is squirrely. Don't jump on the rudders or you will end up in a 'Dutch Roll' on your V-1 cut. The CAAC guys are douchebags; don't let them rattle you. Wear a button up and tie, nice shoes; one in our group got hammered for wearing sneakers to the sim. My ride began short of the runway with low viz and freezing conditions. You ought to mention de-icing; for sure taxi and takeoff in the icing configuration. There will be a start malfunction. Call for the checklist.

My first roll was an aborted takeoff from compressor stall; then a normal TO to FL200 where we did the rapid depressurization with an emergency descent. After level at 10k we lost ESS bus 1; ILS with 20kt crosswinds (everything is flown with 20kt or more). Then a VI cut to a single engine ILS without an FD, handflown to minims and a missed approach. Single engine pattern to a VOR approach. I messed up and went missed; they didn't really care. Single engine visual. Then a 2 engine visual with max crosswinds. I should have done a flaps-22 landing. Done. Capt. Anon.

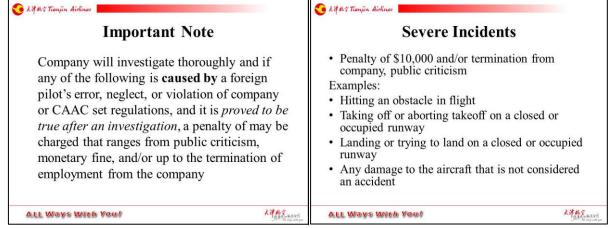
Here's Your Healthy Slice of Chinese Bullshit Pie in Full: Punishment (and reward)

You remember how I mentioned this policy in both the Terrorism and Birthday Cake paragraphs earlier? Well, here we go. Full tard. In line with China's policy of double-speak, here is a collection of slides just chock-full of double-speak taken from a 2013 foreign pilot meeting. Take note that the section on rewards is 2 slides (not included here); the section on punishment is 8. Please allow me to walk you through all of the various kinds of *wrong* we can derive herewith:



- Taking the first bullet point first; I wonder if it is an example of "Open, Fair and Just" when the foreign Captain assistant had a hard landing warning (he was letting the FO fly) of 2.6g's and he was never publicly criticized and never fined. [AND WHAT ABOUT CH CAPTAINS TOO]
- The second bullet point is wrong in the fact that the company attempts to pit the foreign Captain against Chinese FO and get the two to tattle-tale on each other. The Chinese FO's story will be the one that prevails in any case.
- Self-improvement has nothing to do with punishment or rewards. Instead, this system has
 established a hostile work environment that does nothing but undermine safety and create a body
 of employees who are too browbeaten to be effective.

The footer of this PowerPoint slide should read, "We shall have all ways with you!" Still... moving right along let's look at some more choice material disseminated at large:



Yup, here's your fair treatment. I mean, the fact they mention *foreign pilots* is of course in no way meant to single out the group or anything, so it's totally fair. <u>YES TOTALLY FAIR</u>. *Hereby notified, assholes*.



General Incidents

- Penalty of \$10,000 and/or termination from company, public criticism Examples:
- Stall warning occurs in flight (except for false signal)
- Approach to the wrong runway (or wrong runway direction) and go around below DA (DH) or MDA (MDH)
- The aircraft is hit or scraped by other aircraft, vehicles or other obstacles on the ground, resulting in damage to the aircraft or minor injury of personnel.
- The aircraft is struck by (caused by pilot neglect) lightning, ice, birds or other obstacles; resulting in damage to the aircraft or important equipment failures
- Wrong weight and balance, which affects the normal operation of the aircraft.

ALL Ways With You!



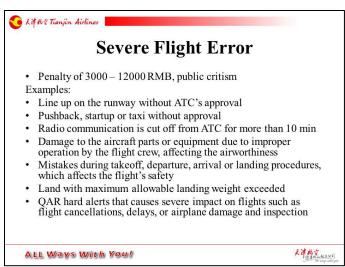
Okay, so, for those of you who didn't believe me when I told you about the consequences for making some kind of mistake: here's your proof. If you are hit by lightning... it's your fault. If you hit a bird... it's your fault. If a passenger throws their softdrink at the plane and ice cubes strike the fuselage, you are going to hell (you're lucky that the Chinese don't put ice in *ANYTHING* liquid which seems to be a quintessentially *American* thing anyhow).

If the weight and balance is wrong... it's your fault.

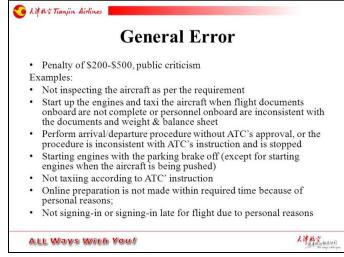
I wanted to set this one apart from the rest: you don't do any weight/balance calculations at Tianjin Airlines. There is a loadmaster who does this for you (or something—not sure I want to call anyone over there a *master* at anything). So, when those ground staff monkeys were improperly loading the A320 a while back resulting in a spate of hard landings because they were out of trim (story below in the Performance section), it was the (foreign) Captains' faults.

\$10,000!

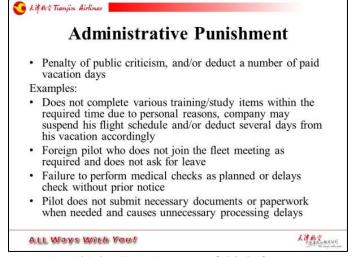
Now, what's going to happen here when you start asking around about all of this is that the foreign pilot coordinator will to tell you this is all just for company policy and they rarely enforce it. That's what we were told when the previous contract introduced language that if you fail a sim check (related story below) you have to pay for it... *Now, what are you going to believe?* The words of someone who is clearly a mouthpiece for the company and out for himself, or the words of the company written down in black-and-white and sporting a vicious track record?



OK, nothing to take note of here...



Yup... this is all normal shit.



So wait, you mean they didn't tell ya about *any* of this before you came to interview?

4. On Sep. 17, when ATC of an airport commanded two aircraft to approach using one runway, the ATC misspoke and the flight crew misheard the instruction, and the ATC didn't correct and monitor it timely, as a result, the aircrafts separation was shorter than the radar separation, and TCAS RA alerts was triggered by these two aircrafts successively. After that, pilot of one aircraft triggered the stick shaker warning when controlling the aircraft to give way according to RA order.

And here's your monetary fine scenario!

Faking the Safety Numbers Like Martha's Boobs?

Several pilots report either diverting from or not being able to dispatch to Tianjin on – November 2013. It turns out that a Tianjin EMB145 had made an emergency landing earlier that day followed by an emergency evacuation on the runway (remember that of the two runways at TSN 16L/34R is reserved solely for the Airbus factory and no revenue flights are allowed to use it under any circumstances). No details of this event were issued by the company and no reports were made through official channels. Inquiring about the event through various first officers yielded little useful information beyond confirming that lips were pursed and persons found disseminating information would probably go to jail.



China is not a *kinder gentler* nation. Do not give in to the propaganda and pressure. The Chinese are cutthroat thieves hell-bent on destroying the West and ruling the world. To this aim they will do anything to cover up and preserve the nasty, filth-ridden underbelly of their country and culture. Their safety record, in line with this program of theirs, is a book cooked by Martha Stuart; any chance they get to put a foreign face on their monstrousness is an opportunity seized after all... not you though Martha, you're still safe you slimy, tax-evading wench.

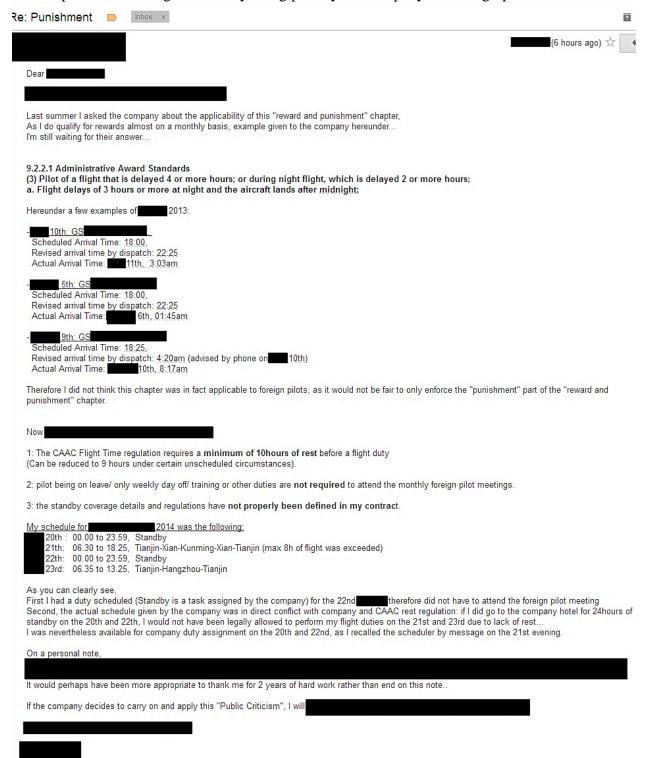
Ed. note: Think of it, an inexperienced, fucked up nation like China with tons of money building a huge armed force to exert its power and dictate terms of peace to the globe? I hope you like this coming reality.

Oxygen

I may be wrong because I'm suffering from a bad case of what I call "Chinese drift" (a gradual erosion of your knowledge and skill due to the influence of a lackadaisical and downright moronic theatre of operations over prolonged exposure), but isn't there a regulation governing the use of oxygen above FL250 when a crew member leaves the flight deck? In other words, you have to have the mask on in the case thereof? I mean, it's addressing the whole "useful consciousness" issue in the "unlikely event" of a cabin depressurization, right? Well, they don't follow that over there despite (alleged) provisions for it in the regulations (which of course I never had the occasion to read because they are not translated into English). I tried my best to follow this one in the rare event we climbed up above FL250 (oops, sorry, FL246... err, FL7500meters), but then you end up with a bunch of pissy FOs (we don't do it that way in China) and Chinese drift sets in. There is a limit to how hard and how long you can swim upstream against the current. SO SAFE!

Indiscriminate Application of Rules with a Practical Example

This email was delivered in 2014, almost a year after the 3 flights he cites toward the top of the communiqué. This pilot lasted less than a year at Tianjin airlines before punching out, and this in spite of the outrageous money being paid by the company for foreign pilots.



There was a follow-on email to the one above:

Following my email , I did further research on my 17th to 23rd of 2014, 7 day schedule.

The main problem seems to be that I did not check in at the company hotel for my back up on the 20th and 22nd of?

First of all what is back up according to TJA FOM:

TJA FLIGHT OPERATION MANUAL chapter 9, "Flight Operation"

- (4) The back up flight crew at the airport shall wear uniform and signing in same time with the flight crew of the first flight of the day, and waiting at the appointed sleeping zone for possible assignment.
- (5) The back up flight crew on telephone (Secondary back up crew) shall signing in through telephone to the Production Control Office at the beginning of back backup duty, and inform the his/her phone number (or other way of communication). The crew member shall be contacted though this number.

The definition of back up in the TJA Flight Operation Manual is open to interpretation, it is not clear on my schedule (at least for my poor Chinese reading skills...please see the last 2 lines of the photo hereunder) if it was a phone back up or a base back up.

Either way **this back up is a duty** as you are requested to be fully available for the company for the mentioned period of time.

Now this brings a new problem....

Chinese Civil Aviation Regulation CCAR 121-489/495 states:

At least 36 consecutive hours of rest time must be arranged for the flight crew members for whom the duty period arranged for once or more than once in any successive 7 calendar days.

In any 7 day period, flight crew should get at least 36 consecutive hours of rest, My schedule for the 17th to 23rd of was as follow:

DAY 1: OFF

DAY 2: Tianjin-Sanya, check in 7.05am,

positioning back to Tianjin as passenger, landing 17.22, check out 17.55

DAY 3: OFF

DAY 4: Standby 00.00 to 23.59

DAY 5: Tianjin-Xian-Kunming-Xian-Tianjin, check in 06.30am, check out 19.04

DAY 6: Standby 00.00 to 23.59

DAY 7: Tianjin-Hangzhou-Tianjin, checkin 06.35am, check out 13.45

As you can see, the legal requirement for a MINIMUM of 36 consecutive hours of rest per 7 calendar days was not fulfilled, **making this schedule illegal already at the planning stage!**

I would like to point out TJA's own Flight Operation Manual, chapter 5 "flight time limitation":

- 5.5 Collect and control of crewmember flight time Flight time statistics and control for flight crew resource management division takes charge of flight time statistics and control for the flight crew members.
- 1) Flight crew resource management division should arrange the flight task reasonably. Do not arrange the planning task which exceeds the scope of the regulation and limitation specified in this Handbook. Based on:
- (1) The requirement of the limitation on the duty period, flight time and the rest for pilots;
 - (2) The requirement on the duty period and rest for the flight crew;
 - 5.4 Appendix (CCAR-121.489/495)
- 3) The flight crew members who are assigned for the flight task for the time being must meet the requirement for the time of rest time specified in this chapter.
- 4) In the specified rest time, the flight crew members cannot be assigned for any working task and the flight crew member cannot accept any working task either.
- 5) Having arranged the other jobs before accepting the flight task, the duty time shall be counted from the time the working begins.

Therefore no matter how you look at it,

Not only didn't I get the 36 hours of rest in the 7 calendar day.

But I also did not get the required amount of rest:

- -before my flight on DAY 5
- -after my flight on DAY 5
- -before my flight on DAY 7

It is quite clear that TJA on regular basis are in opposition with their own regulations as well as CCAR and other international regulations.

I would be interested to see what the CAAC has to say about this...

What are your suggestions?

Best regards,

So, as we can clearly see, recently and with much ado, Tianjin Airlines has chosen to completely disregard the rules as set forth by the controlling government authority. This kind of behavior is typical of airlines in China. As I have pointed out before, it is common to hear a local say, "There are provisions for XYZ in the regulations, but nobody really follows it." Francis said this often in the early days of the foreign pilot contingent I am told. And as I observed earlier:

They love Rules. They love the rule making process. They love learning the rules. They love quoting the rules. They love pointing out when someone breaks the rules. But nobody follows the rules and nobody enforces the rules.

But it's really worse than this. It's not that people just *don't follow the rules* in China, it's a deeper cultural disconnect between the whole concept of <u>having</u> a body of rules and the concept that one <u>practices</u> and <u>applies</u> those rules in real world situations. You see it happening all over the place in this book, where knowledge of the rules is treated separately to application of the rules. To the Chinese, these are two separate concepts, unrelated in their minds.

It's difficult to really crystalize this concept because it's not as black-and-white as I am putting it here. I also don't want to confuse it with their level of inexperience, which is certainly also a huge factor; but those who have been in China will get what I'm trying to say and identify it in their own experiences at work and in everyday life. It's odd and a little spooky, and completely unmitigated at Tianjin Airlines if not other carriers as well.

There you have it. Come to China and fly! Risk your ass, have the company abuse you and violate regulations, punish you monetarily and give you public criticism. You will be punished for trying to follow the rules, or for flying normally and getting a QAR because the strict standards do not account for the variability of nature. When you finally leave the company to go home you'll be thrown under the bus for the douchebags to run over you a few more times. The money they take from your final paycheck will surely be spent on baijo and prostitutes by Xu and Qi and then they'll come in to work the next morning drunk as skunks, have some poor newhire blow in the breathalyzer and then go fly...

Don't believe me? Think I'm being dramatic? Read on, we're barely halfway through this masterpiece of a book.



Yup, the Chinese are obviously sooo pluralistic and open; clearly the act of integrated society right there.

Transition, Instructor Status

If you're attracted to Tianjin Airlines for the potential to transition to another aircraft, be super careful with that. As of the writing of this book, in 4 years of operating with foreign pilots on property, only 3 have transitioned from the EMB145 to the EMB190, and those have been described to me as tenuous at best. Despite a ton of inquiry into the matter, nobody has transitioned to the 320 and in the last contract the 330 was removed from the language, so it looks like that potential is gone. Furthermore, regarding the EMB190 and 320, it looks like if you have a QAR situation or have pissed someone off, you aren't going to be selected to transition from the plane you're flying now. It's really easy to piss people off here, and it's super easy to get pissed off at the ridiculous shenanigans they pull on a regular basis. I don't care how good you think you are, you're *going* to have a situation eventually, the cards are stacked against you. So, there's that. I've seen a ton of great pilots get hit.

Now, numerous pilots have passed the interview and started training under the promise that they'd fly a month or so in their current airplane and then transition. This is typical Chinese bullshit and the company slobs who offered the deal know it. They issued a fakey offer to get people to bite at what resulted in a seemingly more savory apple that was essentially fake. They don't realize it makes them look really bad, undermines any trust anyone could have in what they say and pisses everyone off in general. The CAAC rules are quite clear in this regard: you must have at least 700 hours of experience flying in China before you can legally transition to a new airframe.

This fake transition offer is a similar situation to international jump-seating. International jump-seating is a farce since the CAAC rules state that if you are going to participate you *personally* have to be authorized *at your company* to operate internationally; in short, it was a false deal that pissed everyone off. Some of the guys have been patient with all of this, others simply walked off the job. In fact, one guy quit on the spot during a foreign pilot meeting and strolled off the property laughing. I don't blame him.

Another twist in this transition training affair is that *if* you can officially verify your flight time through the FAA (a body which will *not* verify your hours as a general practice since it's not in their mission statement) you can satisfy this prerequisite with the CAAC. One guy here was actually able to have a portion of his hours verified (he had millions of hours in the EMB145 and was apparently able to do so because he was a line check airman part of that time); still, he sits on the EMB145 waiting for transition. It's also come to my attention that a class was offered to several of the EMB145 guys in June of 2013 but it was canceled without warning or explanation. They all actually traveled down to Sanya and went to the classroom before they were told no joy. One of the pilots in that



group was rumored to be quitting over it as of the writing of this paragraph.

The next issue to chew on here is the provisions in the contract for becoming an instructor. *Forget about it*. I was talking to one of the old-school guys here and he said they've been offering that since day 1 of bringing the foreigners on property. Several of the guys have tried to bite that carrot, but it gets snatched away at the last second. Besides it being a complete

error in judgment to think that a Chinese pilot at Tianjin Airlines would ever suffer a foreigner to have that status/power over him (let alone even consider the thought of foreigners moving up through the company ranks), the Beijing office will never allow it anyhow. This has been confirmed over and over again.

So, there you have it. Wanna transition to a bigger airplane? Wanna be an instructor? It's tenuous at best and a lie at its very heart. Make sure you keep that in mind whenever the company offers you something too good to be true: it probably is. Don't disrespect yourself by jumping for a carrot that you will never taste. And don't trust *River* any farther than you could throw him; he is a lying sack of fecal matter fish food. *And with your bad knee Ed, you shouldn't be throwing anybody*...

So, there we were in ground school for the 190. Swiss Aviation had long since been kicked off the property so we had a monkey teaching us in Chinese... Well, we naturally had some questions going along and asked a fair number of them without any good answer until the instructor got pissed off and said our questions were too hard, stop asking. Great, real great China.

Capt. Anon.

So, there I was in the sim doing the EMB145 to EMB190 transition. We were doing GPWS escape maneuvers during this particular lesson, and it was the FOs turn to go first. We launched and the instructor put us on a collision course with a mountain range. The FO sat there oblivious of the amber and red blobs of terrain marching down his MFD. "Ahem..." I muttered. The instructor leaned forward and asked the FO if he could continue flying straight. "Oh yes, yes! Yes, I can do that!" he emphasized. "Ahem!" I cleared my throat again, "Are you sure?" "Oh yes, I can go straight!" As I asked him if he was absolutely, positively sure we could keep going straight, I felt the instructors hand on my shoulder: I was tapped out. So I busied myself with my charts and syllabus as the terrain got closer and closer... seconds ripe with anticipation crept by until an urgent computerized voice broke the silence... "Terrain... Terrain," the GPWS announced. There was nothing, not even a flinch from the FO. "Terrain... Terrain... PULL UP! PULL UP!" Still nothing from the FO: he was just sitting there. CRASH!!!! He looked over with a blank expression on his face wondering what had happened... Capt. Anon.

Ed. note: Here is a nail that had been hammered down one too many times, now engaged as a candidate for flight crew at an airline job. Sad, inconceivable, brutal; you chose the adjective to describe it. Against the recommendations of the Swiss Aviation instructor and managers this student (eventually) <u>PASSED</u> his training and was online flying a couple of months later. Guess who was on his no-fly list?



Here is some REALLY good advice for ya.

I think this will all pretty much speak for itself. Enjoy the light reading.

Hello Everyone,

Here is your summary for last Saturday's Foreign Pilot Meeting along with a report about the Christmas/Holiday party:

NOTICES

First the previous NOTICEs were quickly reviewed, here are a few highlights.

- The company would like to remind everyone to review the minimum visibility and and ceiling requirements along with the maximum crosswinds for your respective aircraft. As a reminder E145 pilots are limited to 5 m/s crosswind component whenever landing in wet runways. New captains (less than 100 hrs after new captain check) must add 100 ft to your DA, MDA, or DDA. New captains must also add 800m to the visibility requirement and if RVR is reported the pilot must follow the RVR limitations for new captains stated in the Supplementary Materials document in your aircraft. This limitations are not applied when planning on an alternate airport but must be followed if the pilot flies to this alternate.
- E145 pilots are again reminded to review the standard recovery technique incase of an
 overspeed event. The procedure is also true for the other aircrafts and in most cases when
 an overspeed occurs the pilot should keep the auto pilot engaged, retard the thrust levers
 to idle, change the pitch attitude by controlling the descent/climb rate, and consider using
 the flight spoilers.
- Recently the stick shaker has been triggered on the E145 due to turbulence during takeoff climb and at low altitude during approach. Part of the aircraft's stall protection is the activation of the stick-pusher if no actions are taken after the stick shaker is triggered. Please be aware that this stick pusher is not actuated when the speed is greater than 200 knots. During approach and at low altitudes stick pusher activation may result in an unsafe event therefore pilots should immediately perform the stall recovery once the stick shaker is encountered. Everyone should acquire the most recent weather at their departure/arrival airport and anticipate this scenario when there is moderate or greater turbulence present. Crews are also reminded that the most effective way to recover from a stall (including in the sim and altitude permitting), should be to reduce the angle of attack initially (pushing controls forward).
- Everyone should follow the SOPM at all times and practice good CRM specially when changing the Flight Control panels in your aircraft. Always check and cross check any

settings including altitude, speed, and heading. Pay attention to the FMA whenever the aircraft is changing status (leveling, capturing, etc.) and make the necessary call outs. Flying could be very monotonous and we are subject to repetitive actions that may cause us to lose focus on our actions. Please remain mentally alert at all times and confirm with ATC their instructions whenever in doubt.

- Whenever operating for 30 or more minutes on the ground and in icing or freezing condition E190 pilots should run up the engines for a minimum of 70% N1 for 30 seconds to avoid high vibrations due to engine fan ice accumulation according to a TA from Embraer. Although the SOP suggests 54% N1 this latest TA (70%) should be followed until further notice.
- TJA Policy is to tune <u>both active and stand by</u> of VHF 1 (comm 1) to the current ATC frequency. It is recommended to make sure you have established connection with ATC before tuning the stand by to the same frequency. VHF 2, unless calling a different frequency, should be tuned to 121.5 (both active and stand by).
- There has been a lot of incidents lately in China that involves dangerous close proximity
 with other aircrafts causing an RA to be triggered by TCAS. The company requests
 everyone to remain vigilant whenever other aircrafts are present in flight and follow the
 SOP strictly with recovery. Control the aircraft softly but rapidly to follow the RA and
 advice ATC immediately. Practice good CRM and utilize all your instruments to help you
 make assessments and decisions. A report to the company should also be made upon
 landing.
- Crews are reminded to always sign a second copy of the Flight Release and submit it to
 the company a the end of the day. This document is a CAAC required document that
 verifies that the captain has accepted the flight as legal and all the documents and aircraft
 are in order. Although FOs are allowed to sign the release on the captain's behalf the
 captain are still responsible for checking the documents and making sure they are signed.
 FOs should also make sure they are logging the trip fuel during the flight and submit it to
 the company at the end of the day.

- The company would like to encourage everyone to submit any suggestions they have or
 feedback regarding the company. This could be regarding anything from training or
 operational issues. We realize that there are many areas we can improve on and anyone
 may email myself and/or captain Xu with their feedback. We will make sure and submit
 them to the relevant departments for reviewal and hopefully company approval.
- The company would like everyone to pay special close attention to the Notice from HNA
 Group titled "Punishment Criterion of Violating Flight Discipline". This document
 outlines some of the commonly overlooked polices or offenses the Group take very
 seriously. Some of the items includes:
 - Flying below DA/H MDA/H
 - Consuming alcohol, marijuana, narcotics, or other drugs that may influence the operational capability during the flight or within 12 hours before the flight.
 - Continuing approach and landing when a stabilized approach standards are not met, or go-around is not performed according to the "one-vote veto for missed approach" rule
 - During flight leaving the cockpit for reasons other than for physiological or work requirements
 - Participating in entertainment such as parties or games within 8 hours prior to flight causing fatigue or exhaustion
 - Not turning off their phones during flight
 - Crews should record flight time beginning from the moment the aircraft moves under its own power.

Punishments for violating these regulations can vary from Public Criticism to monetary penalties and up to termination from the company and loss of license.

Case Analysis

I attached to Case Analysis studies of two recent incidents in the company. One involves "Analysis on Exceeding Altitude Commanded by Controller" on the E145 where the crew climbed past the ATC assigned altitude due to pilot controlling the FCP erroneously. The company concluded that "During operation, the crew adjusted the vertical mode mistakenly and then tuned speed knob quickly without confirmation which resulted in deviation from the target altitude".

The other analysis breaks down an incident involving the "Operational Principle of Pressurization for E190". This incident caused the crew to perform an unnecessary pressurization checklist and actions including pressing the "Pressurization Dump" button. The company's recommendation is to increase the system knowledge for the aircraft and understand why it performs the way it does at different times. Please take the time to review these two scenarios and use it to help you make the right assessments and actions whenever you are faced with similar situations.

CA Stop it

So, there I was taking a recurrent check in Sanya. The "examiner" had set up a windshear event, so we went through the paces: asked tower for a minute on the runway, lined up and got the radar going. Yup, there it was, a nice big cell at the 5 mile ring.

OK, cleared for takeoff!

Shit. Really?

Yes.

OK... check thrust... etc.

We rotated and straight away hit the turbulence. I knew this program from my days as an instructor so I knew what to expect. At about 300' we were in it, rocking back and forth like one of those bucking-bronco rides you see at cowboy bars. As we came out of it we cleaned up the aircraft, I had the FO declare an emergency and I turned left.

The "examiner" froze the sim.

After a flurry of Chinese I finally got a translation from the FO that the "examiner" did not want me to turn. I asked why not? He butted in and in his broken English tried to explain something along the lines of, "Slow, act slowly." As he repositioned us on the runway I started mounting my counter argument to this bullshit: I'd had enough. I told him that in no way, under no circumstances short of running into another airplane would I continue straight into a cell that had assumedly just put us in a life-threatening windshear event.



Another flurry of Chinese broke out and I got the translation that I was to fly straight. "NO WAY," was my emphatic response, now at the end of my patience. "There is no way I will put the lives of myself, passengers or crew in danger like that! Why do you want me to continue straight?" There was no satisfactory answer. I then told them I would do the exact same thing given the same scenario. This led to an outburst of what could only have been a tirade of insults and badgering.

I undid my lap belt, got out of the chair and approached the door. "You better have that bridge down in 3 seconds or I'm opening the door and setting off the automatic deploy." The sim went off motion, the bridge came down, and I departed the deck.

I wandered around an empty bathroom for a few minutes collecting my thoughts. I'd just done something totally unprecedented; in fact, something I'd never even heard rumors or stories of others doing: I'd stopped the sim! Well, this surely was it for me, my time in China was over. I ran into the FO in the break room who, in his most humble tone possible, asked if I would please accompany him in his portion of the sim check. Shit, why not?

After an hour of visual circuits, we went upstairs. The "examiner" asked me again, through the FO, why I had chosen to turn during my portion of the ride. I felt the anger in the back of my neck, but resisted the urge. I explained:

- 1. We had almost died and there is no way I was going to tempt fate a second time
- 2. We had declared an emergency which grants the Captain full authority to do whatever it takes to solve the issue at hand
- 3. Company policy in the SOPM prohibited us from operating into areas of known severe turbulence

- 4. I turned in the direction of the SID
- 5. There was no traffic on TCAS in the direction I chose to turn.
- 6. Every G.D. Examiner in the West would have asked me why I went straight if I hadn't turned and I'd have no good reason with which to explain my inaction; I'd probably have failed the ride for it as a Captain!

PERIOD. End of discussion.

He asked for my logbook and license, signed them both, and I left the building as quickly as my feet would take me. Back at the hotel, I gathered my belongings and caught a cab to the airport. I didn't wait for the crew bus. There was no way. I checked in for the return flight to Tianjin with embers drifting out of my ears. Here I was checking in for a flight manned by a bunch of monkeys taught to fly straight into thunderstorms after windshear events. I was ready to quit and go home... but the money bid me to stay. This was my first mistake of many.



Ribbit you motherfuckers!

The company is heading towards a world of hurt. In mid-April they announced that no foreign captains would be upgraded to the 320, and subsequently the majority of the 190 pilots made plans to quit—many by the end of July. The office recently discovered that this was going on, and went into panic mode. They have started swearing up and down that they will move all the 190 guys to the 320, but dont know when. They decided to hold the pilot meeting on a weekend, and make it some kind of outdoor picnic—I think to try and improve the tanking morale.

Capt. Anon.

Ed. note: A status eMail from 2nd quarter 2014.

CA Fuckedd*

(*the second "d" is for hell yeah I was fucked but good!)

URL ← Portal Logout ເ 天津航空有限责任公 天津航空有限责任公司(飞行部)文件 〔2013〕287号 关于给予 处分的通报 部内各单位: A320机型外籍飞行员 在本次A320机型模拟机技术排查 中,因个人原因未能达到现有技术级别标准,给公司航班生产造成损失;同时因其在飞 行过程中存在CRM管理不当的问题,导致飞行运行存在安全隐患。 为确保飞行安全,根据《飞行部管理手册》及《A320机型技术排查方案》相关规 定, 经研究, 决定: 通报批评,并扣罚2000美金处分;同时安排2小时 模拟机训练和2小时模拟机检查, 待检查合格后方可恢复飞行。 特此通报 天津航空飞行部 2013年11月15日 Notice of punishment for To all Flight Department units: An A320 captain, , has failed to meet the standards of the company's simulator technical check resulting in stoppage of his flight duties. This has caused some loss to the company due to less flight duty hours. Along with failing the technical flight test, he has also failed to practice proper CRM with some flight crews which could be important in maintaining safety during flight operation. In order to uphold the company's high standards and ensure safety, and according to the Flight Department Management Manual, Foreign Pilot Manual, and A320 Technical Check policies, Captain shall be disciplined through Public Criticism and be handed a USD 2000 salary deduction. Additionally he must complete 2 hours of simulator training and must pass a 2 hour proficiency check. Normal flight duties shall resume after passing the said training and check. Hereby notified! Flt. Dep. of TJA 15th Nov.2013 抄送:人资行政部。 2013年11月15日印发 天津航空有限责任公司飞行部 拟稿:王飞 核稿:徐克君 (共印0份)

\$2000 is just the tip of the iceberg. It does not account for the loss of income he could have gotten flying during this period, the loss of overtime he would have made during the block of days he sold back that just disappeared due to this shit, and the tremendous amount of emotional stress it induced.

I don't really know where to start with on this one. CRM? *China?* What a joke. Standards? *China?* A real joke. The back story here is that the company pulled a "random" sim check on this Captain the day after he come back from holiday. They failed him in the first 5 minutes of the ride. That's when they took him off line and made him do a recheck. This all happened during a stretch of days off (adjacent to the end of his holiday proper) that he had sold back for overtime. Instead of flying for extra cash, he was railroaded like a beeotch. I guess I have to wonder whose Cheerios he pissed in? Some party member no doubt. *Good luck with that, sports fans.*

Ed. note: Perhaps this book serves as **China's** public criticism n'est pas? Hereby notified you uncle-fucking monkeys.



This one didn't go so well. We mentioned instances of this before and here it is again:

Concerns over reimbursement of tickets: Several people have raised questions about applicants getting reimbursed for travel for the interview. Please let me assure you that everyone that has gone for their interview has been reimbursed in full for their 1st round trip ticket to China. Some other airlines in China has specifically mentioned that applicants who have to return to China to redo a portion of the interview will only be reimbursed if they successfully complete the interview. It became apparent this past week that Tianjin Airlines has taken a similar approach for those applicants that did not pass on the first try. There was an instance during this last set of interviews of one applicant not getting reimbursed on his second try for the interview. We are still working with Tianjin Airlines and the pilot to resolve the issue.

Hey, wanna redo on your last interview checkride? Or the medical where they said you have a heart condition? Oh wait... we haven't chatted about the physical or the "doctors" in China yet. Read on... read on...



Apply directly to the China...

CA New Candidate Failures

Here is a blast email sent out by a desperate Captain in training who had no idea what the hell was going on. You are either this guy, or you are not. If you aren't this guy now, that could always change in a heartbeat.

* * *

Due to the fact that I nevet had an oficial answer from TJA about the results of my Line Check evaluations for Solo Captain and I had been relying on what was said back during debriefings where apparently there were absolutely no considerable deviations at all and now, only by the comments recently mentioned by Capt.

I respectfully request the following:

- 1.- What were the deviations I have suppossely made on the Non Precision Approaches acomplished during the Line Check of the 11th of January 2.013 that made the instructor consider "not confident" those approaches or it was just a subjective appreciation, because that was never mentioned during debriefing?
- 2.- Or maybe because of some strange reason, as I reported, after being cleared for an ILS approach at Wenzhou at about 2 DME from IAF, with everything prepared, briefing included, the instructor told me to request and change to an NDB DME approach and I did it fine, with no deviations at all. I had to rush it to prepare it all over but, is that why the instructor judges as "not confident"? because that wrong decision of the instructor of changing the approach when about to start the ILS, was actually looking for making me look as "not confident" with that lack of anticipation? And it was a surprise that I did it just fine no matter that strange situation but the subjective appreciation of a "not confident" is maintained, based on what "deviation"?
- 3.- Why those so important Line Checks were scheduled right after six weeks without continuous flying, not even one single flight of practice, when EVERYBODY has that opportunity?
- 4.- Why those very important Line Checks where scheduled from Xi'an and even the instructors had to travel to Xi'an when normally all the checks are scheduled in Tianjin? What was the rush if the results were given only unoficially about 20 days later, because oficilly I have not received anything until now from TJA?
- 5.- What were the deviations of my flying without AP and without FD that are "not confident" when, even though I never did that during training, all of my approaches were very stable, otherwise, what do the QAR say in all of my approaches and landings?

But the real QARs please, because after I noticed some manipulation or wrong information on my personal QARs that one day would appeared some amount and the next day some strange different one, double or half of the day before, the explanation I received was that "...it had not been mine or it was failing...."

Based on this facts and on the opinion of the instructors mainly from Xi'an with whom I flew the most, (they are not that many) who had a different opinion, especially one of them who often would say during debriefings that "...you _______, are the best pilot I have flown with...." Yes, a chinese instructor, one of the best instructors of TJA. As I was saying, based on this facts, I respectfully request to reconsider my situation and have a completely fair opportunity to finish the last step of my training.

I would really appreciate to have an answer to this communication this time and please, not just saying "not confident" but the REAL REASONS based on facts or standards, not just saying some general things to justify a wrong decision that affects the interest of TJA, and mine, after so much time, effort and investments, time of the process where I have approved all the evaluations I had to take up to New Captain without any problem. I think we are still on time to act wisely and change what would be an unjustified failure of TJA, and I, in a SUCCESS for everybody. I have been a distinguished pilot my whole life and I would really like to stay and give my best to TJA and TJA could have the pilot they need in just a few days. I invite everybody involved in this matter to open our perspective. I think it will be worth it and I would accept all the non anunciated evaluations TJA would consider necessary to confirm my professionalism Or, Is it for some personal reason? I hope not and I don't think so.

Thanks,

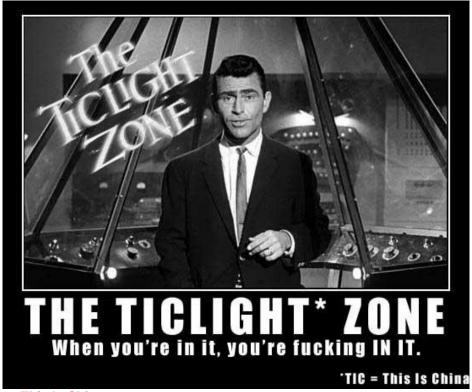
Capt. TJA New Captain



We're coming to get you, America.

		_			
(5)INCREASE DE	SCENT means:	V			
A. decrease sp	peed				
B. increase cl					
C. increase de	escend				
D _s					
E. F.					
F.					
			An	swer you chose:C	Correct answer:C

Meanwhile... at Tianjin Airlines... [Excerpted from the flight preparation exam]



This Is China, an expression you are going to absolutely love the shit out of

CA STOP IT. NO REALLY, WE'RE STOPPING THIS.

Ed. note: Do not adjust your set, you are not experiencing déjà vu. Or maybe you are, we don't know anymore.

So, there I was doing a checkride in the sim. These idiots DO NOT know what they're doing. Anyhow, wind-shear recovery was the next subject and I was all ready to go. We started the takeoff roll, rotated and ploughed right into severe turbulence. After going through the motions I ordered flap retraction: *DING!*

Master Caution, FLAPS FAIL

Two seconds later we were right back in a second wind-shear; I fire-walled it again and exceeded V_{FE} right off the bat of course.

The "examiner" stopped the sim and proceeded to yell and scream at me. I unbuckled the harness, gathered my flight kit and walked out of the sim for the first time ever in my career. I went back to the hotel. Shortly after the door to my room closed, there was a knock. The FO was standing in the hallway; he had followed me over, "Captain, it's OK, you can come back to the sim now and finish the lesson." I thought about it for a minute and decided *why the hell not*.

We both climbed back into our seats and the "examiner" popped us up to 10,000ft. As he cut us loose the panel lit up like a Christmas tree: dual engine failure. OK fine. I started calling for checklists and got no response from the FO. I called again... nothing. I looked over and he was slumped down in his chair. He whispered, "I'm dead." WTF?!?! OK, so I pointed us toward low terrain (there was no nearby airport) and landed it in a field without crashing. Again the "examiner" started yelling some shit about not running any checklists... I unbuckled by harness, gathered my flight kit and exited the sim for the second time ever in my career.

Airspace, Air	planes, Airpor	ts and Air T	raffic Control
	Oh boy Ya got me st	arted di'ncha	

Chinese Airspace

All airspace everywhere above China is owned by the military, period. You push back for departure at the PLA's pleasure. You will never deviate from your route to take a shortcut. In fact, some routes actually *double back* on themselves in a desperately obedient display of compliance with avoiding deemed *sensitive* military airspace. Most routes have a 90-degree turn somewhere that you *will not cut across*. You're lucky if they let you fly around a thunderstorm (oh, how many times have I been flying in China and wanted to divert around a cell only to have my request denied). You will fly at the airspeed they command and the altitude they grant you. So, have fun with that. Oh, turbulence? Fuck you lawai, maintain altitude. Oh, thunderstorm? Fuck you lawai, maintain your flight-plan route. Oh, divert to your alternate airport because a TS is parked above your destination? Fuck you lawai, denied. Sigh, no China, *fuck YOU!* There's a reason you can't keep foreign pilots from quitting the *highest paid* EMB145 and EMB190 job on the planet, you stupid fuckwits. Your system sucks, it's unsafe and Hainan is a horrible company to work for. *THERE*.

I love it when deadheading, while you're waiting in the passenger area at the gate, you hear the dire (automated robot voice) announcements about some other, less fortunate flight (sometimes your flight):

"Dear passengers, Flight 1234 to... Wuhan... has been... delayed... due to the... aircraft... delay... please wait patiently."

After you hear that one a few times you're ready to fucking blow someone away with a shotgun loaded with deer slugs.



Naw, on second thought, leave it off.

Military Activity

```
"China Dragon 12345, request higher due to moderate turbulence."

"Negative due to military activity."

"Bohai 12345, request heading 225 due to weather."

"Negative, due to military activity."

"Bohai 12345, how about right offset 15 miles?"

"Negative, due to military activity."

"You realize there is a thunderstorm ahead of us?"

"Roger."

"And it's very dan-ger-ous..."

"..."

***

"Bohai 12345, descend and maintain 6600meters, 3000fpm due to military activity."

Uhhh... does he really mean for us to descend 1000 feet at 3000fpm?

Yes Captain...

***

"Hello Clearance, Bohai 12345, do we have a departure time?"
```

"Negative, Bohai 12345, severe flow control due to military activity."

When you fly around China, more often than not you are going to run into delays and severe flight restrictions due to *military activity*. It wasn't until I was nosing around the internet, poking at various sites that I started wondering about these things *a bit more seriously*. To be sure, conspiracy theories run amuck on the web (the moon landing was a hoax for instance); yet, when faced with constant references to military activity as the raison d'etre for substantial curtailment of commercial endeavor, it makes you wonder if there just might be a kernel of truth to even the wilder claims being made out there.



We're all aware of the Chinese penchant for reverse-engineering stuff. They copy everything, from BMWs to computer software to advanced US military hardware (when they can get their hands on it). Reports that Iran sold China the drone that went down a while back coupled with evidence they stole the plans for our JSF and other stealth technology; it's enough

to put piss in your cheerios. I mean, they're keeping you away from the military activity of testing top secret stolen and copied technology, *that's what*. It doesn't take a genius to figure *that* out. Go ahead, browse around at the info out there. Is it *really* that far-fetched?

http://en.wikipedia.org/wiki/Air Defense Identification Zone %28East China Sea%29

Next, take into account the recent muscle flexing China has done with the ADIZ they set up overnight in 2013-ish over East China Sea. Why did they do this? Potential war with Japan, that's why. There was exactly NO BRIEFING by the company on it because it's controversial and TOP SECRET.

So there I was, flying down the coast to Wenzo or Foojoe, can't remember. You know, the new ADIZ is over there that's been established by Mao's minions... anyhow, I was listening to 121.5 when all of a sudden I heard this high pitched voice in a quavering yet demanding tone, "Unknown aircraft, identify yourself!" I almost shit my pants when I heard the dead-calm response: "This is the US Airforce. We are in international territory. Have a nice day." Boo-yah.

Airport Operations and Tower Control

Here is where the rubber meets the road in aviation. So, depending on the day, this will be your indoctrination with how insane it is to operate throughout the greater China *arena*. Sometimes things go smoothly, most of the time it's a cluster-fuck. I'm just going to list a bunch of items for your edification:

-The follow-me car:

Let's lead off with this little jem. It doesn't matter if the airport has 1 runway, 1 taxiway and a simple little terminal, you *will* follow the follow-me car. You WILL follow the follow me car in VMC, daytime and your gate is less than 100ft away. In all the time I was there I taxied in maybe once and possible twice without the close, "careful" assistance of a follow-me car (often you look and the driver is on his cellphone) *for safety*. GAY and RETARDED. Welcome to China you expat fools.

The function of the follow me car in the figure to the right (NOT PHOTOSHOPPED) was to guide us from our parking spot (from which we turning), iust down were dangerously straight vellow taxi line and... that's it. Immediately to the left down at the end is the beginning of the "movement area" where the car isn't allowed to drive. We had to wait a good 4 minutes for this guy to finally show up too. Have fun letting this *not* piss you off.



Ed. note: Refer to the chart under "Landing Heads Down (and Up the Nether Region)" on page 74-ish.

-Expedite taxi:

You may have 2 airplanes in front of you and 3 on final approach, but if the tower gets a bug up their ass they're going to be telling you to hurry the F up. I've been told to expedite taxi, expedite descent, expedite climb, be quick about pushing back, hurry up and takeoff, hurry hurry hurry. It doesn't matter if it's icy or raining... you're going to be told to hurry up. Forget the fact that there is a QAR for taxiing in the straight-away more than 27kts (bumped up from the previous 25) or turning too fast (over 12kts). The tower said *Hurry and you WILL comply!* I just told them to blow me as often as I could.

-CRM? What CRM? Where? Huh?:

I'm just going to let y'all figure this one out for y'alls selves at this point, in celebratory spirit of the deeply rooted Maoist aversion to sharing information with anyone who is not *you*, the holder of said knowledge.

-Over the field:

How many times have I been radar vectored to an airport only to find out at the last second that we're doing an overhead approach to join the downwind on the other side of the field? *GRRRR!* Boy I've laid into them on this one. Another one is when they switch runways and don't tell ya. Oh, maybe it was transmitted in Chinese and the FO decided it was not salient. Sometimes he'll just start reprogramming the FMS and you get to learn about it that way.

–Jeppesen charts are almost worthless, just use the dang Chinese plates:

Just like the little subheading says above, you might just as well get used to the dang Chinese charts. They suck ass, but they're actually easier to use than the Jepps. Some airports are not published by Jeppesen because... I guess they're secret or something and I guess there's no way for the enemy to find them without charts so... whatever on that dude. Just fly and do whatever. And they think they're going to start doing RNP operations. *HA!* They're going to plant one on the side of a mountain, *guaranteed*. If you're flying international (Korea for example), revert back to the Jepps of course. And keep your head on a swivel; the fuckup fairy is ever present.

-Constant (consistent) LOC intercept foul ups:

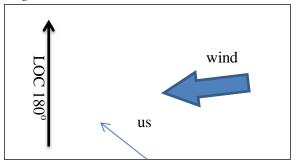
You will fly through the LOC more than once, daily at any and every airport you fly to. <u>AHEM!</u> Pardon me. Let's start this one over from the beginning...

-Constant (consistent) LOC intercept foul ups:

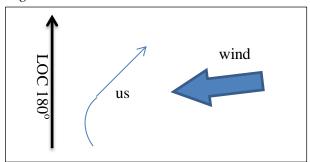
You will be *radar vectored* to base and then *forgotten* about, have to query the controller who realizes what has happened at the last second and thereby receive a desperate heading to intercept a course that is already a mile behind you. So, then you have to radar vector yourself back to the course, intercept above the glideslope, increase your descent rate to catch it and end up with a QAR hard warning for excessive descent rate below 2000ft and high airspeed. Oh hell, it's really not the controllers fault, he/she is just totally Chinese and can't seem to fucking figure out how to paint inside the god-damned lines. Controllers at major airports, minor airports, airports in the middle of BFN all seem to have this lack of trigonometric facility. Am I angry? No, never. I'm not pissed off about this at all. *It's a happy day! Enjoy your fines, foreigners!*

Ya know what, I'ma interrupt this list with a short story that should complement the tower's lack of vectoring skills at large:

So there I was, flying into XYZ sitting right seat for a new Chinese <u>Captain</u>. Well... you judge that title for yourself in a minute. We were on a modified right base (maybe 120°) with a stiff quartering tailwind about 2.5 miles from the centerline. It was a little busy. Tower saw it early and gave us a turn:



"Bohai 12345, turn right heading 210° to intercept, cleared for the approach." What did this Captain do? He promptly turned to a heading of 210°. I mean, that's what the tower said to do right?



So I spoke up: "Hey Cap, maybe a heading of 150° to intercept would be better." And he said anxiously: "Confirm that with the tower." HUH?!?

So, I confirmed it with the tower and he turned back to intercept... then we were high and fast and not configured. It was a mess. I didn't get the QARs for this one at least...

Ed. note: We interpret this a little differently, thinking that the ATC controller was inept as well. On the back side, the Chinese captain above landed fully crabbed and ended up way off the centerline. I wonder when they're going to collapse a main-gear at Tianjin Airlines?

-Weather and Flow Control in China:

If a drop of water falls to the ground, you can be sure the airspace system is being shut down and you will incur heavy delays. Metar? Inaccurate. TAF? Come now, after all you've read so far do you really think these people have the craft of forecasting the weather under their belts? I'll bet dollars to donuts that they cut open chickens and analyze their liver to determine what's going to happen next with good ol' mother nature. Good luck. That is all.



The person this is for knows who (s)he is. Hereby notified.

-Rotating Beacons

OK, this one is short and sweet. There are NO rotating airport beacons in all of China. Is it night and you're looking for the airport? FUCK YOU, they be all stealthy an' shit in Chinaland.

-Chinglish:

For the love of God. OK, I'm prefacing this again with the caveat that the Chinese are wonderful people with a beautiful culture that goes back thousands of yadda yadda. But, due to the way humans use thier vocal chords, tongue, cheeks and lips when raised from birth as a native speaker of any given language (of which Chinese has to be diametrically opposed to English in the way one uses these body parts for speaking), one will tend to have an accent to some degree when speaking a second, foreign language. I only get puzzled looks from the Chinese whenever I try to speak their language for instance, and in this way, it always sounds like the Chinese have a mouthful of rocks when they try to speak English.

This isn't really an *insurmountable* problem in every-day life (it can be cute and endearing if not frustrating); but, when you're operating an airplane in congested airspace with congested frequencies in a team environment, it's a recipe for disaster. "Five" sounds like "four" or even "seven" (*somehow* they manage this mispronunciation... that's how bad it can get), "three" sounds like "six" and on and on. Sometimes you'll get a transmission that even your local FO looks at you like the controller is from outer-space. *What did he say?* If you ever do decide to fly in China, make sure to verify anything you don't catch. You're going to be hearing a lot of verifying already; but, don't hesitate to jump in among the flurry of exchanges between the FO and ATC to break off your own piece of the action.

-Micro-managed descents/climbs (Airbus doesn't have this design philosophy yet...):

Because there is 1 way in and 1 way out of any given airport (indeed, route structure between any airport pair), you can imagine that it can get pretty congested. In this spirit, and not forgoing the fascist-like safety mentality the Chinese adore and excel at, you will be micromanaged during every descent and every climb you execute.

Here's a quick example to piss you off, courtesy of Qingdao Air Traffic:

Tower—Bohai 7123, descend and maintain 3900 meters.

FO—Tower, Bohai 7123, confirm 3900 meters.

Tower—Roger Bohai 7123, descend and maintain 3900 meters.

FO—Roger, Bohai 7123, descend and maintain 3900 meters.

FO (to CA)—Descend 3900 meters.

CA-3900 meters set.

FO—Roger, 3900 meters 12800 feet, set.

CA—...Uh OK. Flight Level Change.

FO—Checked!

The altitude alerter chimes, shortly after which the flight director/autopilot captures the pre-selected altitude and the autopilot initiates level off.

Tower—Bohai 7123, descend and maintain 3600 meters.

FO—Tower, this is Bohai 7123, please confirm 3600 meters.

Tower—Confirmed, 3900, I mean 3600 meters.

FO—Tower, confirm Three-Thousand, Six-Hundred meters?

Tower—3600 meters Bohai 7123. Expedite descent.

FO—Roger, 3600 meters, expedite descent.

FO (to CA)—3600 meters, expedite descent.

CA-3600 meters set.

FO—Checked! 11800 feet!

CA—Flight Level Change.

FO—Checked!

The altitude alerter chimes, shortly after which the flight director captures the preselected altitude and the autopilot initiates level off.

Tower—Bohai 7123, descend and maintain 3000 meters. FO—Tower, Bohai 7123, confirm 3000 meters and...

CA—SHUT THE FUCK UP!

Ed. note: It's a damned good thing the Sesame Street Count isn't working ATC in China; there'd be lightning strikes everywhere! Wait, there <u>are</u> lightning strikes everywhere.



Now, I know what you're thinking here but I am <u>NOT</u> shitting you with this little excerpt above. The FOs making these radio calls are *not inexperienced* either, which should tell you something. *THIS* is the way they are taught to do things.

Now, to add insult to injury, most of the time ATC will confirm the altitude with you yet again when shipping you to the next sector controller (Bohai 7123 maintain 3600 meters, contact Beijing control on 123.45) which initiates a whole new flurry of altitude confirmations; the next controller will also confirm... It's an altitude confirmation shit-ball free-for-all rolling downhill toward the farmhouse at full tilt.

I dare you to dare me to tell you about confirming squawk codes, taxi routes, holding short of the runway, clearance to land, clearance to takeoff, clearance to pushback, confirmation of what gate you're at (even when in plain view of the tower and you're the only airplane on the

ramp) or clearance to start engines. Fuck, make it stop. Oh wait, it did stop, I quit. Confirm you want to quit? Fuck you!

-One way in, one way out:

As I mentioned above, there is one way in and one way out of every airport. You fly in China at the pleasure of the PLA (that's the People's Liberation Army *bitchezzz!*); it's their airspace, they have all the guns, so I guess you kindof have to play along. Essentially, what they haven't really figured out yet is that what you have at your fingertips is the ultimate off-road vehicle. Why they have trouble taking an off-roader off-road... I don't know. Perhaps they have really weak military radar and keep everyone bunched up so that they can detect intruders easier? Just a guess I heard mentioned over beers at the pub one time. Or maybe they're taking cues from soccer moms in the US who drive \$100K Hummers with flawless paintjobs on paved roads, avoiding potholes at all costs. Maybe not.

-Line up and wait:

They have this really awkward clearance (no, this one is *particularly* awkward) where they clear you to *line up and wait behind landing traffic*. It's basically a clearance to die. You look out the window to find the traffic on final, wait for them to pass you by, and then you cross the hold bars all on your own cognizance. Sometimes I've waited as long as 1:45, counting the seconds ticking by the landing lights of your traffic (a beastly Chinese turboprop ripoff of the Dash-8) just little dots in the sky probably 6 or 7 miles out! Well, maybe it's all fine and good for you, the Westerner holding short, because you know you aren't a dipshit and you won't do something flippin' crazy; but, what about you, the Westerner on final watching a *confused* local line up on the runway you were cleared to land on moments earlier? This is something you have very little extra attention to watch for (IF you hear the instruction in English that is) at 500ft with all the other stupid SHIT you have to pay attention to like follow the glideslope *to the DOT* in VMC and VASI in sight... I just don't see how they haven't had more accidents over there. They *have* to be covering shit up.



You're pissing off George, dammit.

"Standby." "Confirm standing by?" "Standby." "Roger, standing by!" Roger.

If you've flown around the Atlantic Northeast you've undoubtedly experienced EDICT times and other flow control methods over the years. It's been a while since I've operated in the US so you'll have to excuse my lack of insight with current FAA and ATC mojo. I've been #80 for departure my fair share of times at airports like Dulles, Atlanta and Kennedy/La Guardia.

It's interesting that I've never seen more than 3 or 4 airplanes lined up on any given taxiway in China, rarely at that, and they tend to clear these out fairly quickly. The reason is that, instead of pushing back and getting in line, you receive a takeoff time when you declare you are "fully ready" to the tower. (doors closed, tug connected). Minimally you're going to wait 10-15 minutes for your push time, but this can spiral out of control... Sweet.

So, this is not to say that there are few delays and that the system in China is super-efficient; quite the contrary. Oh no, it's all screwed up, rest assured. Flow control is atrocious, regularly incurring 2 hour delays and sometimes as much as 4 or 5. Plenty of foreign captains complain about 16 hour duty days to cover 3 hours of flying. So, no, it's not *better* by a long shot (please refer to Appendix I for a company published record of recent pilot duty times that went past 14 hours).

There seems to be some seasonality to these delays, but I can't be too sure. Military activity is one of the big contributors (when the government is having its party meetings you're going to be sitting around a lot too). It is *their* airspace after all, and if they are on *manoeuvers*, you will wait until they're done (as the passengers get angrier and angrier). The other big contributor is weather of course. If a drop of rain falls from the sky you can be sure there will be some waitin' goin' on at the gate.

Of course, the flip side of this coin is that, seeing as how there is 1 airway serving as the backbone enroute structure between groups of airports that everyone has to share, there will be a huge backlog of flights that bottleneck the airspace. It may take days to fully recover from a well-placed thunderstorm. I've seen them cancel pages of flights because fog lingered too long somewhere. Flooding in the South may back things up in the North. It's a friggin' mess, and the paying passengers bear the brunt of course. Why the general public in China puts up with this, I don't know... oh wait, they aren't allowed to possess firearms or complain openly about the government. Maybe that's why? It's a situation of billions of desperately obedient people powerless to better their lot in life, ruled by a government of few that keeps them all oppressed. What an irony, what a pity. Too bad it seems to be the trend in the USA.

Woes Configuring the Aircraft

There is a phobia in China against configuring for a full flaps landing. I don't know why. I remember a kid I was flying with who went several shades of yellow when I suggested we land with it all hangin' out. The fear in this kid's face was palpable as I explained that we were at a high altitude airport in the desert in the depths of summer: high density altitude was working against us. As I went on explaining the effects of high landing speed on brake temperature (not to mention landing distance) there was no sign of relenting. Fear was in his eyes, "Captain," he began tentatively, "We are prohibited from landing flaps full." "Nonsense," I answered. "No captain, it is against SOP." Now I knew I had him and broke out the SOP handbook to reference landing configuration. Finding the paragraph, I read it aloud and slowly, making sure he understood. "But captain, if we have a problem, we will be in trouble with the chief pilot." This was strike 3 for the conversation. I could see the urgency of his fear still coursing through his

veins, so I did the thing I'd never done in the US: I relented and landed flaps 5 per the Chinese word of mouth SOP configuration.

Green Dot Woes

There is an irrational fear amongst the Chinese in general (Chinese FOs and captains) of the green dot feature of the speed tape in both the Airbus 320 and the EMB190. Airbus defines green dot as V_x (best climb) for two-engine and single-engine operation. Embraer defines green dot as single-engine drift down speed (we're splitting hairs on this definition; L/D_{max} is the operative concept at play) and the recommended calculated flap deployment speed.

In spite of experienced Western Captains, some of whom have been instructors, showing published information in factory manuals for both of these aircraft (like the Airbus FCOM, performance manuals etc), the Chinese's irrational fear has persisted. You see, you fear what you don't understand, and you don't understand things you don't engage with and think about. You don't think about things when your instructor browbeats you and berates you.

Take the example of "captain" Ahn who I mentioned earlier. He loves his mirrored sunglasses; he does NOT understand his aircraft or know how to teach. When another Captain was setting up the FMS box in the EMB190, punching in the takeoff speeds, Ahn lost it and started screaming about the takeoff pitch angle. It was indicating 10.7° in the box and 11° in the takeoff performance binder. He reached down and punched in a revised V_2 number to bring the pitch back up to 11° ... Great. Just great. Set an arbitrary number in V_2 just to satisfy $.3^{\circ}$ of pitch.



Seriously, is there a carbon monoxide leak in this country we're not being told about or something?

Oh wait....



The purpose of this follow-me car is to lead you down this dangerously straight line to the end... by those trees and buildings... with the sign I circled in RED on the previous page.

To all pilots of E190:

Please review this notice which released in 2012:

Recently one of E190 got another incident happened in Ningbo airport due to unfamiliar with visual docking guidance system – stop the aircraft at the wrong position. The main reason for this kind of issue is because flight crew isn't familiar with the English indication of the visual docking guidance system; the taxiing speed is too high when taxi to the parking position. All pilots are required to read this carefully, in order to prevent this kind of issue happening again. Hereby notice.

1. Meaning of visual docking guidance system indication:

A. SLOW DOWN: decrease speed

B. TOO FAR: the aircraft has already crossed the line

C. STOP: stop

Note: please be familiar with the indication, especially "TOO FAR", many pilots misunderstand this indication and thought the aircraft haven't reached the stop line.

2. Speed restriction of taxiing to parking bay on QAR:

Soft warning: > 5 knots > 1 second Hard warning: > 8 knots > 1 second

The notice is valid in long-term period.

Hereby notice!

天津航空有限责任公司飞行部 2013 年 8 月 15 日印发
Flt Dept. Tianjin Airlines Co., Ltd. Issued on 15/08/2013

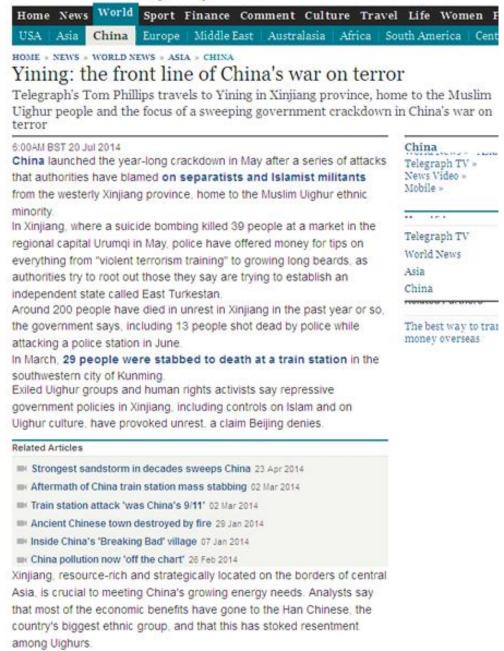
拟稿:王哲峰 核稿:齐宝艺 (共印 0 份)
Written by: Wang Zhefeng Reviewed by: Qi Baoyi (TT: 0 copy)

Wow. "Stop" means 'Stop' eh? Thanks for issuing a friggin' notice on this. Retards.

CA LEFT Rudder... LEFT.

So there I was flying right-seat for one of these retards who upgrade from time to time. We had a stiff crosswind with at least 7-degrees of crab. As we entered the flare I realized he was never going to straighten us out; for shit sake, we were staring at the grass and terminals. So, I put in some **LEFT** rudder and we touched down OK. After we landed, this so-called new "captain" asked if I had put in **RIGHT** rudder. I said, "No," which was true... I had put in **LEFT** rudder, and quite a bit of it as well. *Retards*.





Seems violence begets violence no matter where you are in the world...

Altitudes

It may have been lost in the rush, but you might have picked up on me mentioning meters in relation to altitudes. Get ready for one of the more totally retarded features of Chinese aeronautical practice: they don't use feet! You won't realize how extremely important and facilitating it has been to standardize various things aviation until you operate in a system that flies in the face of the way everyone else does it. While I'm not against the metric system in principle, meters are the gayest unit for measuring altitudes for the reason that it's not common practice. I'll bet the mentality behind it is the sino-centric belief that the rest of the world will eventually come into line with this master race and model system of aviation efficiency and safety. Pthththth...

The job of changing altitude (and every-friggin-thing else) has become an ordeal just waiting to blow up in your face. I just don't get how they accomplish fucking up a system that is otherwise beautiful and elegant in its refined simplicity. Here's an example: for setting 500 meters in the altitude preselect of the EMB145:

The PFD altitude presentation in the EMB145 is split to display meters and feet at the same time, meters in small numbers above feet in big numbers. The altitude select knob is coupled to meters unless you depress the toggle button at the top/center of the knob. By toggling to feet, the gayer meters disappear and you are left with manly Western units. So, you have the presentation coupled to these gay, wimpy meters and set 9800... the problem is that the system conversion results in FL322 instead of FL321. So, you have to toggle the selector knob to feet, set FL321 and then toggle back to meters (which will now show the incorrect value of 9750). Big deal? Well, what happens when you're in challenging weather conditions (trying to avoid little red cells on the WX radar), task saturated and trying to fly a horribly vectored route with someone who can't speak English and telling you the wrong direction to turn and you're trying to verify but some asshole is monopolizing the frequency confirming their own fucking altitude 10 fucking times. Do you see a detail falling through the cracks homeboy?

Below is a table of the standard altitudes you are going to be assigned. That's right, it's retarded like everything else in this halfwit, thrown together mess they call Chinese aviation. Read it over a bit and tell me if this causes you any possible confusion. I dare you to tell me the methodology here is safe (I friggin' *dare* you):

m 180-359 f		m 180-359 f		m 0-179 f		m 0-179 f	
600	2000	6600	21700	900	3000	6900	22600
1200	3900	7200	23600	1500	4900	7500	24600
1800	5900	7800	25600	2100	6900	8100	26600
2400	7900	8400	27600	2700	8900	8900	29100
3000	9800	9200	30100	3300	10800	9500	31100
3600	11800	9800	32100	3900	12800	10100	33100
4200	13800	10400	34100	4500	14800	10700	35100
4800	15700	11000	36100	5100	16700	11300	37100
5400	17700	11600	38100	5700	18700	11900	39100
6000	19700	12200	40100	6300	20700	12500	41100

So, do you see all the little *gatchas* hidden all over in there?

Here's another chance with some color-coded pointers in case you missed them first time around:

m 180-359 f		m 180-359 f		m 0-179 f		m 0-179 f	
600	2000	6600	21700	900	3000	6900	22600
1200	3900	7200	23600	1500	4900	7500	24600
1800	5900	7800	25600	2100	6900	8100	26600
2400	7900	8400	27600	2700	8900	8900	29100
3000	9800	9200	30100	3300	10800	9500	31100
3600	11800	9800	32100	3900	12800	10100	33100
4200	13800	10400	34100	4500	14800	10700	35100
4800	15700	11000	36100	5100	16700	11300	37100
5400	17700	11600	38100	5700	18700	11900	39100
6000	19700	12200	40100	6300	20700	12500	41100

OK, let's take a closer look at the pretty rainbow colors in this table. First, 3900 meters is their 10,000ft (transition altitude for changing your altimeter to standard 1013hp in the climb), so it's a super common altitude to be assigned. Make sure you set 3900 meters and not 3900 feet because the two are worlds apart. The same holds for 9800, 8900, 6900 and 3000. Don't be confused by what I term the dyslexic pairs like 2100/1200. There are a bunch of these in there too.

Can you see yourself setting the wrong altitude in a task-saturated situation which has been exacerbated with a) unnecessary and wordy radio calls, b) forcibly congested airspace, c) *inauspicious* weather, d) some dipshit out there who doesn't know what he's doing and fucks it up for all the other airspace users in his vicinity? I *can* see it... and it's happened to me. I was lucky and got away with it... But, add into this situation a controller and FO who can't speak English and boy you have a real hum-dinger situation on your hand, or out of your hands as the case may be. Shucks, perhaps you better start confirming those altitudes 3 or 4 times after all for yourself...



Right, let's smear as much fucking glue as we can on <u>both</u> sides and then scratch the shit out of it. THERE! Yup, that oughta do the trick! God damn, China. I say, God damn.

So, the next cute little problem with this Chinese *system* is that when you set certain altitudes in meters, the computer logic in some of these aircraft rounds the wrong direction (I mentioned this above). Well, it rounds the correct way, the Chinese rounded the wrong way when they set shit up. For example, 8900meters \rightarrow FL292 = FL291; the Chinese have mandated that 8900meters is FL291. So, as I pointed out earlier, you have to deselect meters, input the altitude in feet, then *reselect* meters. This is also true of 500meters \rightarrow 1600ft = 1700ft; but again *in China*, this one is 1700ft. So you get to have fun trying to set a "uncooperative" altitude while you're descending for an approach in the terminal area, dodging weather cells (and buildings that appear to be cells because the FOs have the radar pointed straight down and are scared of their own shadow), confirming the altitude 6 or 7 times, avoiding QARs of all shapes and descriptions, resolving communication issues and avoiding a million targets on TCAS. Does *ANYONE* besides me see a real potential for an accident here? I must be flippin' crazy.

EGPWS Fault, A Hypothetical

One of the captains was telling me about a hypothetical case he brought up with the FOs which may or may not be that hypothetical. He was just flying along, shootin' the bull and thought to ask something that would most likely strike any Western pilot as a piffling annoyance. He asked the FO if while in cruise at altitude (say, FL270... wait, FL266, I mean FL8100meters) the EGPWS wigged out and started announcing "Terrain, Terrain, Pull Up..." What would you do? The FO perked up and answered, "Captain, I'd follow SOP of course and perform the escape guidance." "No no," the foreign captain interrupted, "I mean, way up here in VFR conditions like we are, up at FL250. What would you do?" "I know, I know! I would follow SOP!"

The foreign Captain confirmed one last time that the FO would do this at high altitude and in visual conditions when it's clearly a faulty GIPWIZ annunciation. "Yes." He thought this over for a while, and over time started asking a few of the other FOs the same question. He got a significant number of confirmations that *SOP should be followed* no matter what, no matter if you may cause a TCAS alert. So, you have that going for you, which is nice. Hope the RADALT doesn't suddenly malfunction and trigger a spurious "Terrain" otherwise you may have a 757 inauspiciously sticking out of your forehead.

Communication

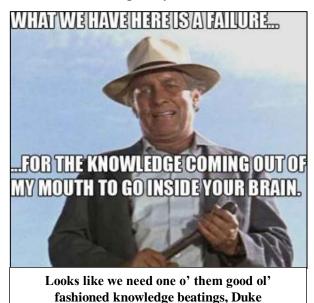
Nope, I have *not* exhausted my comments on communication in China. Consider for a moment that non-English speakers are communicating in English to other non-English speakers who are replying in English and trying to relay the content of those transmissions to you. What we have here is a failure... to communication.

What you need to understand up front is that, being the obedience-centric culture they are here, the voice in the headset is an authority and you the headset wearer are the pawn... or at least that's how *they* have it parsed out. If ATC isues a command, you are to follow it immediately *without* question. If you lose radio contact, you are in *really* deep shit. The Chinese treat lost comm. as a major incident, a violation of safety and reason to be shot and left for dead the moment you land your airplane. One of the Embraer factory pilots was unfortunate enough to get caught in a lost comm. situation for about 5 or 10 minutes and they came down hard on him. I think he had to leave TJ because of it; though I heard he was flying with China Southern after the dust settled. Being a factory pilot put him a little above the law I think, so he had that going for him, which is nice.

Revisiting barriers of communication on deck, I heard one EMB190 captain complaining about the time he had briefed a flaps full landing. Upon calling for the landing check he realized the flaps were at 4... when he called for flaps full the FO had completely failed to understand,

thinking he had said four. Compounding the incomprehensibility of this situation, flaps 4 is reserved only as a go-around or takeoff configuration in the EMB190; it is not for landing. The FO blindly followed what he thought the captain had instructed him to do, or (less likely, believe it or not) didn't know that flaps 4 was not a landing configuration.

Remember how I was saying something about how impossible it's going to be to learn Chinese? Well, you might just want to take some lessons anyhow. See, it's like they can speak with each other secretly in your face, and they take advantage of this fact often. You will hear them bla-bla-bla-ing about lawai-this and lawai-that with an occasional name you recognize thrown in... they're talking shit and



you know it. Am I glad I'm out of that freakin' 3-ring circus.



Next, we're going to be covering why flying fast causes heart disease

Incapacitation?

Just kinda interesting is all...

7.21 Flight Crew Incapacitation

IDENTIFY

- There is no reasonable reaction, after PF talk to another pilot for the second time;
- There is huge deviation from the standard flight profile, and do not take measures in time after reminding; for instance, during takeoff or landing period, do not normally rotate or flare, after remind, there still no reaction:
- When one of flight crew no response or cannot do the standard call out as the standard procedures or flight track, consider maybe he is shock or bluntness. If he doesn't answer for the second time, treat him as incapacitation.

OPERATIONAL PROCEDURES:

- The other pilot should immediately engage the autopilot or confirm that the autopilot is engaged and functioning properly.
- During manual flight, the other pilot should take over the controls immediately and stabilize the aircraft while using the automation of the aircraft to maximum extent possible, in order to minimize the cockpit workload.
- Notify the other flight crewmembers and the flight attendants immediately in order that they may assist in dealing with the incapacitated pilot through the amouncement of "XXX ATTENTION, XXX INCAPACITATION". If necessary, flight crew can ask flight attendant to read checklist and do some simple operation under their control.
- The Captain or the pilot now in command should make the proper decision according to specific scenario and land at the nearest suitable airport in addition to notifying ATC and the Company Operation Control Department about emergency and asking for medical treatment to incapacitation pilot.
- If possible, send a captain to assist through dispatch or tower frequency.

SECTION 7 EMERGENCY INFORMATION

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 If turning cannot be implement or ensure safety after landing, please stop at runway and ask for assist.

HANDLING MEASURES:

- In case of pilot incapacitation during flight, the flight crewmembers or flight attendants should secure the incapacitated pilot in his seat in order to prevent him from interfering with the flight controls and other systems.
- Lean the incapacitated pilot back against his seat and cross his arms on having them rest on both shoulders and then secure him with the seat belts and shoulder harness.
- Move the incapacitated pilot's seat to the most rearward position and recline it the most horizontal position. Try to move the incapacitated pilot's leg to rearward, set the pedal to the most front position under the healthy pilot's instruction.
- Administer Emergency Oxygen to the incapacitated pilot.
- Conditions permitting, remove the incapacitated pilot out of the cockpit in order to administer First Aid.
- The other pilot should keep flying and monitoring the airplane regardless of what is transpiring with the incapacitated pilot.

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Weak GS Signals; False LOC's All Over the Place.

Most airports in China have really weak LOC and GS signals. Often, there is a ton of interference that causes false signals. I have never encountered a false GS in all my life, but false LOCs are quite common there. For the longest time 34L at Tianjin had a huge false signal and you'd capture up to 1.2 miles from the course on the base leg (I'm not doing the maths for the degrees, you can do that on your spare time).

If you've ever actually flown an airplane before, meaning you aren't Chinese so yes you have, you've probably brought it in a little high on final before. You know what I'm talking about: 13-DME, pointer floating around 2 dots high, flight-idle, let it bleed down as you drop the laundry and pow you're established at or around the outer marker on-speed, slope and LOC. Do this in China and see what happens. Just do it, I dare you. See what happens beeotch. Besides harvesting a plethora of QAR busts in one deftly smooth move, you're performing the dreaded intercept the GS from above maneuver. I have never in my life been so frustrated as when hearing some idiot tell me this practice is unsafe and that I'm a bad pilot for doing it. Wait till I tell you about rolling takeoffs... Oh, you guessed it's not considered safe in China already? Getting into the swing of things I see. For the slow or weak of stomach out there, it's prohibited to do a rolling takeoff. Strictly. No soup for you.



Laser Tag

For whatever reason, the Chinese love them some *lay-zers*. Personally, I've been exposed to more laser light during my stint flying in China than the time I went to the Pink Floyd Laserium show at Griffith Observatory in LA and the projector went berserk. Hell, you can see 'em down there hunting for ya whenever you're flying over any given city. But then, they *generally* seem to like flashy bright lights in China. The facades of their buildings all look like



gaudy computer screensavers at night. You see spotlights and laser beams all over the rooftops of high-rises and hotels, built into fancy rap-booming pimp-mobiles on the road, just all over the place. In fact, you can see the occasional vendor with a stool, sitting on the side of the road after dark selling these flashy green laser thingys. For 150RMB you too can wield a dangerous toy suitable for blinding pilots and people of all walks all over China. (The red circle in the figure above shows one of these Chinese green lasers pointing at the face of a building a mile or two away; the bright green spots are where it's hitting the surface during the extended nighttime photo exposure; I couldn't hold the camera steady enough because I was too drunk at the time.)

One pilot was hit twice in one night operating around two different airports. A third pilot was attracted to something moving outside just after takeoff from Huhfey and looked out his side window. It was at this point that a green laser hit him square in the left eye. He was just a tad too slow clamping his lids and turning his head away, he told me; he actually saw the person down there with it and by the time he realized he was a



target it was too late. "It left a Nike swoosh at the bottom of my eyesight in my left eye. I could see the after-image for days. Who knows if the damage is permanent, but I can't tell it's there anymore, so I hope it's OK. I guess I'll know for sure if I go blind in my left eye when I'm 50."

Yet another pilot had a series of hits at Taiyuan. Short final to one end of the runway has

a large mall/apartment complex placed barely a couple hundred feet from the centerline. For several nights either a person was standing up there flashing a green laser or it was a motion detecting beam director running amuck. In any case, like clockwork they'd get hit right at about 300 feet while landing. The last straw was one night when he saw the beam dancing around the overhead panel inside the cockpit. He had the FO complain directly to the control tower. Finally, after lodging several reports to the company and ATC the laser was either removed or the person doing it was



arrested by the police (or more likely, whomever it was simply lost interest).

There was yet another significant event over Xian where a crew was exposed to a prolonged laser attack. The FO reported it to ATC who said they'd pass the info on to the local authorities. A similar exchange was heard over the radio between the tower and a departure aircraft by yet *another* foreign captain while taxiing out to the runway. He said he heard sirens a few minutes later while he was lining up for takeoff himself. The culprit must've been chased off because there was no flash when they themselves departed.

In another twist, one of the foreign captains was telling me that the Chinese use these green lasers to chase birds away from the runway area during the day. Interesting theory... The only thing I can say is be careful looking out the window at night in China; I guess your only solace during the day rests in the fact that maybe the attackers can't really see where they're aiming and your eyes are dilated down.

Hey China retards, these are not light-saber toys you dimwits.

Fireworks

The Chinese also love them some fireworks. If you have never been in China for their New Year's celebration, you have never *really* had occasion to run for your life. Unless you have been chased by a bear that is. China comes loose at the damned seams every Spring Festival—it lasts for a week or two by the way (and then there's every other calendar day opportunity they can think of throughout the year to blow off a bunch of flying explosives). Can you imagine a volley of sky-bursts going off underneath ya while trying to land? I can because it happened, often.

I've seen buildings gone ablaze because some carelessly placed firework cube has fallen over, launching its volley sideways into the façade (*Hey, that's my apartment!*). I've seen reports on TV (translated by the FOs) of trucks that have taken down bridges and killed a bunch of people because their load of fireworks went off. I've heard of significant numbers of people being injured, property being damaged... and can you imagine the cleanup after a few hundred thousand feet of crackers goes off? It's *intensely* laborious. You'd guess correctly if you figured they tend to just leave the mess to blow away or be washed down by rain.

If you do find yourself in China during Spring Festival and chose not to seek shelter, be sure to do something extremely dumb and have your driver scare you up a box of brilliantly decorated high explosives. They're a gas to light off here and there, now and then. Of course, don't try to take them back to your home country with ya!





Left: OK, that's a friggin' string of M80's. Right: 1 of about 1000 sky-bursts right outside my damned window.

Preflight Inspection

The walk-around cannot be delegated to the FO unless you want to live dangerously. They recently require you to wear a safety vest while you do your once-around per flight too; it's *pretty gay*. You'll notice that the planes go through cycles of being fairly clean to downright dirty birds. *Wait*. They were clean because they were new. Never mind. Anyhow, while you do your walkaround, one of the FO's will do one, as will the security officer. So yeah, 3 guys are going to do a walkaround each flight. It's like a little parade. Sometimes the maintenance personnel get in on it too. *Walkaround baby, wakaround!* It's the *in thing* in Chinese aviation.

Having said this, YOU are the only one who is going to find anything wrong with the airplane because YOU are the only one who will have left his cellphone on deck or kept it in your pocket. One captain I was chatting with in regards to preflight inspections related a story in which an FO entered the flight deck after both of them had done the walk. The CA asked the FO if anything was wrong with the airplane: "No captain." "Well, looks like you need to do the walk again then." So the FO came back a second time: "Did you see anything wrong this time?" "No captain." "You didn't see the friggin' NAV LIGHTS ARE OFF?!?" He flipped them on and instructed the FO to do a third walk around. Fuck *me*.

Domains and Pissing Grounds

So there we were in Hanjo ready for push. After a small-ish delay, they cleared us back and we started the *musak*. Midway through our glorious little tug ride Ground called us in a panic: "Bohai 1234, what is your gate?" We responded that we were not parking and not *at* a gate, but previously we were at 318. "Ooooh, Bohai 1234 you said you were at gate 308." (At this point the reader should be aware that the Chinese have an uncanny knack for pronouncing "one" to sound like "zero" IF you suspend disbelief and think they can count in English to begin with.) I was just about to have a ruptured spleen over this because it could mean my ass, but the controller told us no problem after the FO asserted over the radio he was sure he'd said "one."

Now, this should be an indication of how completely retarded the Chinese are in general and how bad they are at problem solving and situational awareness: gate 308 is nowhere near 318 in Hanjo. To make matters worse, Bohai NEVER parks way over there on that part of the terminal. Lastly, that entire gate complex had been empty the entire time of our turnaround. So there you have it about that one... or zero as the case may be. Yeah, let's make it a *zero* in this case.



Hainan/TJA HQ in Xi'an

Now, just in case you were thinking that I was *overreacting* and being Duke-ishly *dramatic* as usual about being punished for this scenario above, here's the example:

Various units within the Department:

June 12, Captain C execute GS6681 (Wihan-Nanning) flights in Wuhan airport the crew launched the aircraft as indicated by tompo contact 121.9 (Wuhan airport site command center frequency). 121.9 launched in obtaining permits, but did not obtain regulatory approvals (Wuhan aerodrome control frequency 121.65) in the case, indicating the ground crew launch aircraft. Aircraft into place, the unit liaison with 121.65 regulatory point out its launch aircraft without permission and instructed place to wait about 1 minute after the aircraft slide, subsequent flights normally.

Later investigation, not the unauthorized introduction of flights, but got "live" license, but the introduction of flights in Wuhan airport should be 'ground' permission before launch. Because The airport has three frequencie "131.5" "121.9" "121.65" when the first officer responsible for communications get "121.9" to open the command, resulting in a misconception that the final push to get permission indicating that the first officer on the operation of the airport in Wuhan is not familiar while the copilot during communication in Chinese, so Chinese expatriate captain unclear content of communications, loss of the flight captain checks the contents of the communication, not effectively play the cockpit resources. This event constitutes a general flight with errors.

In view of this, in order to educate himself, warning others, according to the "flight department management manual" employee incentive provisions of Section 7.3.13-1)-(24) provisions of the sectorial studies, decided:

Give Captain C criticized sanctions.

If that wasn't enough to un-curl your pubes, here is the memo sent out to (all) pilots after this *major* event to make sure everyone knew not to put their pee-pee on the line ever again (BTW you'll notice the language "...several cases..." in the first sentence which is Chenglish for "...it happened once but we're going to blow it totally out of proportion so we get our point across..."):

To all 190 pilots: Recently several cases of ground push back or taxiing route not complying with ATC's order have happened within the E190 fleet in Wuhan, Jinan and other airports. This notice is therefore produced for all 190 pilots to carefully confirm the ground taxiing route so as to ensure normal and safe ground operation:

- 1. Improve the quality of flight preparation, and enhance the study of NOTAM, especially the content about airport under construction without closing, newly added or constructed runway, change of taxiing route, new obstacles (such as construction tower crane, etc.), which should be well known by all crew members.
- 2. Pay special attention to airports in Jinan, Wuhan, Xinjiang, Guiyang, Fuzhou and so on, where flight crew should specify the taxiing route during takeoff briefing since the taxiing routes at those airports are complex. In addition, attach importance to airports in Wuhan, Fuzhou and so on where the startup, pushback and taxiing clearances are given by ATCs on different frequencies.
- 3. Whenever it is startup taxiing or vacating runway, after the controller gives the taxiing route, flight crew should crosscheck with the airport chart. In case of any doubt, stop taxiing and timely reconfirm with the controller.
- 4. During taxiing, if the order of temporarily changing taxiing route is obtained, flight crew should immediately reduce taxiing speed until the aircraft stops (if necessary). And resume taxiing after crew members crosscheck and confirm the changed route.
- 5. Enhance the recognition of external taxiing

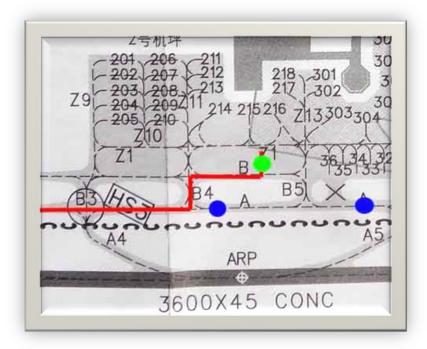
I don't know about you but my pubes are pretty straight right about now.

Even the <u>Indians</u> think the Chinese are crooked. Capt. Anon.

CA Just Shoot Me in the Head Already?

So there I was, flying in China. We had engines started, ready to taxi out of the remote stand at Xi'an. The follow-me car was waiting patiently in front of us. Ground Control chimed in, "Cleared to taxi: Bravo, Bravo 4, Arfa, Arfa 1, hold short 23Reft." I flicked the nose light on, waved to the ground crew, released the brakes and eased her forward. 2 seconds later Ground urgently told us to, "Hold short Bravo." A flurry of Chinese was going back and forth across the radios. What the fuck now?

I stopped the aircraft; we were about halfway out of the parking spot, our fuselage jackknifed across the little surface vehicle road that runs the length of the remote spots. Looking up and down Bravo there was no traffic. Finally the FO told me we were going to be #2 to follow a China Southern 737. I gazed across Bravo and the intervening grass at taxiway Alpha: there were 2 China Southern 737's; one a little to our right, another about two blocks down to the left. I was guessing we'd go after the second 737 since the first one was no factor. The follow me car was long gone at this point...



Xi'an: an exercise in making the simple as complicated as you can

So, I sat and waited for ground to clear us to continue. I waited as the second China Southern aircraft approached. I waited until they were in front of us on Alpha short of Bravo 4, and they stopped. WTF??? Then ground cleared us to taxi... "Captain, we must follow the first China Southern airplane." The first plane was already lining up for takeoff. I released the break, eased onto Bravo with a right turn; turned left at Bravo 4, turned right again at Alpha and we preceded on our way with my mind blown like a pneumatic jackhammer.

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"WTF just happened???"
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* * *

[&]quot;I don't know Captain."

[&]quot;You really don't know?"

[&]quot;No."

[&]quot;Son, China just happened, that's what."

So there I was another time flying around Xi'an, at night this time. We were taxiing in and boy howdy there was one big ol' bright friggin' light just blazing across the N/S complex connector taxiway.

"What the hell is that?"

"I don't know Captain."

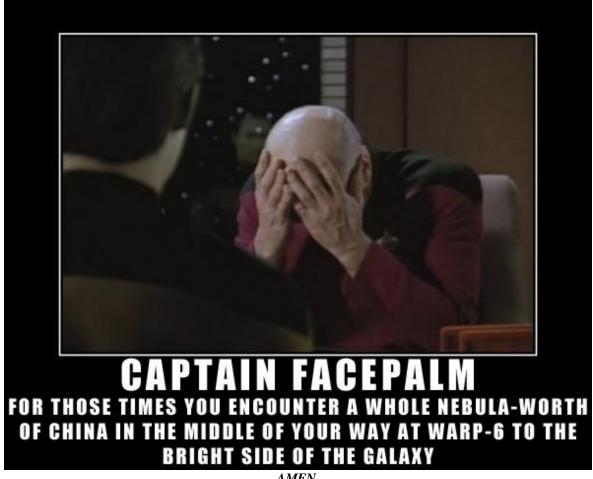
"Well, tell them to turn it off because I'm not taxiing through it."

I eased her to a stop and set the brake.

"Why not?"

"Son, it's night time right now. And I'm trying to taxi here. There's a 90-degree right turn I have to make immediately after where that light is positioned, and I'd like to be able to see when I get there. If they do not turn off that light I will have to do 1 of two things: A. shield and avert my eyes or B. just ignore it and deal with the consequences. If I do A. then I can't see where I'm going and this is not a very good idea in a 300-million dollar jet. If I do B. then my eyes will wash-out and dilate and I still won't be able to see and turn properly. I don't like either of these options so I'm asking you to tell the ground controller to tell those guys to turn off their big-ol' light before I move our sum'bitch aircraft forward another inch."

"What should I say to Ground Control, Captain?"



AMEN.

Taxiing and Passengers

OK, we've all had the occasional unruly passenger to deal with, it's a fact of life. But, you will soon learn that Chinese passengers, besides all the other shit they're not supposed to do, do not follow the seatbelt sign, period. And neither does the cabin crew enforce the rule, period. I've been taxiing and heard the lav door slam on more than one occasion, only to watch a passenger emerging to sit down on the security camera. How many times have I been riding in the back and seen groups of people get up just after we've landed to get their bags from the overhead compartments? It happens every flight and there is nothing you can do about it. Don't even try pulling that captain shit we pull in the West when someone is standing while we're taxiing and stop the airplane on the taxiway; this will cause a mushroom-cloud of confusion (the FAs won't call you anyhow so you'll probably never know if someone is standing or not).

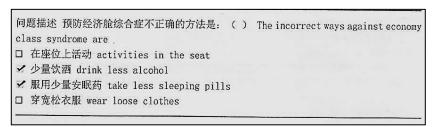
Here's a twist though. There was this one time in Sanya when I was returning from training aboard one of their 320s. The bums' rush is especially bad in China so I preferred to hang back whenever confronted with some line to be stood in. I just wait for the insanity to calm down and put my dog in the fight when it looks like things are cool. So, I waited calmly as the fire drill commenced at the gate, and made my way when the making was suitably better.

I sauntered down the sweltering jetbridge hoping to slide into some seat with a minimum of drama (there are no confirmed seats for company business if you'll remember from an earlier chapter). I entered the cabin: pandemonium. Total, utter pandemonium was taking place in the aisle of this aircraft. Passengers were practically hanging from the ceiling with carry-on baggage, trying to find seats, shouting as they tend to do over there (they have no "indoor voice" in China), just mass hysteria.

So, I waited again calmly. I had my own 2 bags that needed stowing, but I waited patiently. One of the panicked cabin crew grabbed my flight kit, so I was down to finding a spot for my roll-aboard. No such luck Charlie Brown, the overheads were *full*. So I waited some more; there were maybe 4 other passengers counting myself who hadn't yet sat down.

As I was waiting, the main doors closed and announcements started. I waited some more. The safety demonstrations began. I waited some more, still standing with my bag and a couple of other passengers doing the same. I felt the brakes release and the plane began to push back from the gate. I could see us moving out the windows. I waited still longer, feeling my patience giving way to anger smoldering in the back of my neck. The engines started and we began taxiing. I was now expressing myself earnestly to the nearest FAs who still had no clue what to do with me or my bag, or the other passengers for that matter. We were now hurriedly taxiing for takeoff.

Just in the nick of time, I pushed my way into the aft galley, threw my bag into a semiempty cart that I found luckily, and plopped down in an empty seat as the engines wound up for takeoff. Can you imagine *this* happening on SouthWest? NOT. *Maybe* on a regional like *Express* Jet...



Your guess is as good as mine here. Maybe: "Get a better job so you can afford 1st class?" Just a thought.

And: drinking more alcohol with more sleeping pills is a killer idea! Love it, China!

[Excerpt from Emergency Exam Answers]

CA WTF? Are You Kidding Me?

For those of you who thought the passenger sign ordeal above was bad, close this book now and run away. The next story is reserved for the brave.

So, there I was, flying in China when all of a sudden we had thunderstorms at our destination of Foojoe. We dialed up ATC and asked for a hold: "You want WHAT?!?" That didn't work, so we asked to just orbit around some fix. They gave us 5 minutes. But I want to wait for the storm to pass, we have a full tank of fuel... "5 minutes white boy." Sigh.

We spun a bunch of donuts in the air for 5 minutes (ATC doesn't friggin' know how to issue holding instructions) while keeping 1 eye on TCAS, another eye on WX/LX and another eye on solving where we were going to divert. It looked like Shamen was the likely candidate, being about 15 minutes away, and so Shamen it was to be. We got radar vectors to final and landed no problem.

The passengers deplaned and we come up with our strategy for lunch: there's a great restaurant just outside the airport. Great! So, we jumped on our own crew bus about 30 minutes later and went for food. It was OK, not anything to write home about. After everyone was done, we saddled back up and went back to the plane. The passengers got back on and we waited for our flow time to go to an airport about 10 minutes away.

After a while, we got clearance and blasted off. Now, mind you, we were already a significant way through our 16 hour duty period; definitely more than halfway, and probably closer to 10 hours. I could smell another storm a-brewin'.

We landed in Foojoe and the passengers got off. Then we waited... and waited... and waited. I asked what was going on a few times... no answers. We waited some more. Now a couple of hours had passed and I really had a case of ants-in-the-pants: I wanted to get going, our duty allotment was quickly reaching its end here. Finally a bus appeared. Great. People started getting on. Great. I was getting clearances, loading sheets and weather reports. Great. A pushback crew came and hooked up to the nose-wheel. Great. We closed the doors and got permission to push and start engines. Great.

As we were pushing back, commotion erupted in the back. I hear muffled shouts and yelling. What for the love of God was going on in the back of this aircraft? I queried the FO to query the Purser. The Purser came back: 3 passengers were standing in the aisle and wouldn't sit down. Shit. OK. Let's start an engine, maybe the sound of it spooling up will get them into shape and prompt them to sit down.

I engaged the starter on #1... up she spooled like a champ. After engine start I asked the FO to find out what the situation was in the back. No go GI Joe, we still have 3 in the aisle. OK, make an announcement that we are not moving the plane until everyone is seated. The FO made the announcement in Chinese. OK... wait a minute and ask what's happening again... No effect? Shit. OK, let's shut down the engine and see if the sound of silence jars them out of their frenzy. Nope, still shouting.

I was flabbergasted. I didn't know *what* to do; this was so far beyond my experience, so far beyond my thermostat for logical or even illogical behavior, I had nothing. Yes, they had been experiencing a 5-hour delay while we were in Shamen trying to figure out our shit. ATC hadn't let us hold in the air when we were trying to stall for time and let the weather pass after all. There was a big thunderstorm to which they clearly had born witness (it was quite an electrical storm). They were in a fairly well-appointed airport terminal... food, rest areas... they could

even have called relatives for a ride home or gone to a hotel. So, what's the issue? They were now on an airplane and we were going to go fly.

What should I do? What *could* I do? So, I told the FO to tell the ground crew we were going to have them pull us back into the gate. "Tell them to do it really slowly and extremely carefully: we have passengers standing up and we don't want them to fall down and be injured." So, the parking brake came off and we rolled back into the gate very, very slowly.



I asked the FO to call dispatch and cancel the flight because we were now officially past our duty time. OK, the flight was now canceled. "What do you want to do now captain?" "Well, let's get the people off, shut the plane down and go get some rest." Great. The stairs came up a while later, the door opened... and about 10 people got off.

"What's happening, why aren't the people getting off?" We waited a minute. Nothing. "Captain, the people refuse to leave." "WHAT?!?" About 40 passengers were refusing to get out of their seats. This, again, was so far beyond my experience I couldn't handle it.

Things were starting to get a little serious here. I actually *did* have my wallet with me. What we had on our hands has come to be known as a *PASSENGER REVOLT*, a new thing that had taken on as a fad in China over the last few years. One such occurrence at Shanghai resulted

[&]quot;Why won't they get off of this airplane?"

[&]quot;They want money."

[&]quot;Money? What money? I don't have any money!"

[&]quot;Yes, they want the company to give them money as compensation."

[&]quot;Wow. Compensation because there was a friggin' thunder storm? Tell them to get off the airplane and go to the gate agent; there's nothing we can do for them here. We cannot authorize giving out money. I didn't bring my wallet anyhow."

[&]quot;They still refuse to get off because they say the gate agent lied to them."

[&]quot;The gate lied to them?"

[&]quot;Yes captain, the gate agent said we had food for them on the airplane and that we would authorize refunds."

[&]quot;What?!?"

in masses of pissed-off passengers who made their way out onto the tarmac and blocked airplanes from taxiing and other Chinese continental faggetry.



I think Etihad has a different opinion about this affecting airport operations! Could you imagine JFK...?

Aw hell, could you imagine sucking a passenger into the #1 engine?

Another incident of passenger revolt involved a crew that was taken hostage... the article is referenced somewhere in this book... I can't remember where right now, a few pages down or something. Just look around a bit, or keep reading; you're bound to find *something* interesting.

Anyhow, so there we were, locked in the flight deck at about 2am with 40 berserking Chinese in the back, rock you like a hurricane. Great.

"Captain, what do you want to do now?"

"I don't know, call the police maybe? Army?"

So, the FO called the police. We waited and waited and waited. Nothing. We waited some more. Nothing. OK, I was done waiting. It was now officially time to take matters into our own hands. I reached over and cranked the temperature controller to full hot. It was already cookin' and muggy outside... *That* oughta do it. After a few minutes passed, it indeed started to get hot. It got right hot. The passengers I could see in the monitor were all fanning themselves.

But the Chinese can suffer the heat; it's the *cold* they can't handle. So, I reached over and cranked the temperature controller to full cold. It took a while, but after the wait there was frigid air streaming out of those gasper vents. I watched the TV monitor for the reaction; if this didn't do it, nothing would. The Chinese HATE the cold.



As I watched, I saw a couple of jackets come out... good, good... Then, to my compete astonishment and utter disbelief, the flight attendants started handing out blankets and hot tea. WHAT?!? I saw it in the monitor: blankets and hot tea. "We're trying to get these people OFF of this transport vehicle, not keep them ON with our good hospitality.

I had the FO ring up the Purser and ask what the hell was going on back there with the blankets and hot tea. These people were free to leave at any time they wanted to; if the cold was uncomfortable, tough shit. NOPE. "Sorry captain," the FO explained, "If the passengers complain about the service, the cabin crew will be fired." "FFWHAT?!?" I was done. I was a goner. Every last shred of sanity had exited my skull and I was left with nothing else. This was the end of the road for me.

Now, it had been about an hour and a half since we had called the cops, and they finally showed up in 3 or 4 SUVs with red/blue flashing lights. It was now going on 4ish in the AM. Great. "Now we're going to see some action. Get your cameras out boys, there's police brutality afoot."

The officers jumped out and formed a line at the bottom of the stairs. An important-looking fellow climbed officiously up the stairs to the doorway, bullhorn in hand. He stepped into the front entryway, raised the horn to his mouth and proceeded to speak. After a flurry of Chinese was processed and broadcast through the electronic circuitry of his loudspeaker, we waited. Silence. And then... a handful of passengers got off, maybe 10.

"I don't know what that guy just said, but it ain't working."

So, it was back to waiting again. The FO told me the police instructed the company to offer a monetary settlement to the remaining passengers. If there was no progress in the negotiations the police would then intervene. This was the substance of his announcement.



Again we waited... and waited. Dawn was breaking like bloody murder as the police began to move around a bit. Several officers rushed up the stairs followed by 1 with a movie camera. Yelling and shouting erupted from the cabin. We all watched out my window as the cops

dragged a couple of guys off the airplane, one screaming and crying at the top of his lungs. I had no corner of my consciousness left to be shocked or incredulous. I had already gone bye bye.

Somehow, we had the wherewithal to shut down the aircraft, close up the doors and walk through the terminal. We piled into a hotel shuttle and went to have rest. The hotel was not a shithole, thank goodness. I mulled over what I had experienced and slept a bit. Going home we did not have assigned seats, as usual, and I had a meltdown when I had to switch seats halfway through the voyage home. It was what it was.

In retrospect, I think back about the events of that night and wonder what I took away from the affair. I can honestly say nothing. There was absolutely *nothing* to learn from that night besides how entirely frikkin' messed up it is in China.

问题描述 心肺复苏,所需要的一切只是一双手,和一颗爱心 All that CPR requires is a hand and the love.

⊙ True

O False

Holy shit, I thought this was only true for wanking off!

[Excerpt from Emergency Exam Answers]

Ed. note: What you have to understand about this incident is the back end. The foreign captain had absolutely no support from the company. There was no debriefing. There was no inquiry. There was no report. He was never told his handling of the situation was good or bad. He was never briefed on how to handle situations of this type in the future. There was never any helpful information passed down at foreign pilot meetings on how to deal with these events. It was swept under the carpet and never really spoken of. THAT is what you can expect of these monkeys trying to fuck a football.



If this is not you by the time you leave China... there's something wrong with ya.

Still More Passenger Hyjinks

This one time I was jumpseating back up from Sanya from a sim session and encountered a fun little *cultural difference*. Down South it was nice and tropically warm. Up North it was friggin' cold. In the middle of the Chinese Chicken at our intermediate stop, Wuhan to be exact, it was *a bit nippely my liege*. There were a bunch of snowbird vacationers going home on said flight who realized that it *was* a tad on the chilly side when we pulled up to the gate (which to the average Chinese person = arctic-circle cold): Hawaiian shirts and flip-flops were *not* going to do, and they were not going to do *RIGHT NOW*.

So after a quick group discussion, up they jumped... mind you, we're still deplaning the passengers who were stopping in Wuhan... up they jumped, stormed their carry-on luggage in the overhead compartments for thermal underwear and started to undress. My jaw hit the floor. A couple of the cabin attendants who noticed my incredulity started tittering with that little schoolgirl laughter they are so fond of. Off came the passengers' shirts, off came their undershirts, off came their shorts and flip-flops... I wish they'd been hot bikini girl suntan oil models.



Even Still More Passenger Hijinks

So there we were, boarding up and getting ready to go when I heard a commotion going on in the galley. I had the SO open the door and was met by the frustrated voice of a foreigner in (accented) English saying something. He peered around the corner when he heard the door open and introduced himself to me as we made eye contact.

He was a nice enough fella, oldster I'd say in his late 60's, and he explained to me right away that he'd forgotten both of his cellphones at security and could I *please* help him get them back. He had *that look* in his eyes. They were his lifeline in China and he'd be lost without them. I agreed that this was essential and *of course* we'd help him; we'd make a couple of calls right away and get the phones sent over forthwith. This was what I *said*. What I was *thinking* was more along the lines of, "Crap, what can I do for this guy. I'm probably going to have to hike across the ramp and into the terminal for him because there is no freakin' way the Chinese are equipped to deal with this kind of situation."

First, I ordered the FO to call the airport operations office and see what could be arranged. He sneered. So I told him to do it again. He got on the horn and I sat back. *This is going to take a while*. I waited... and waited. A flurry of exchanges was taking place over the radio; OK, at least *something* is being done here.

A few minutes went by and I asked the FO what was up. "Sorry Captain, they cannot find the phone." "OK, first off, it's 2 phones, and I don't believe them. Ask again." Now I was pissed. I wondered in my head if this kid had even put in the request; it could have been a bunch of nonsense over the radio to make it look like he was complying with my orders. I decided to take matters into my own hand and called dispatch on my phone. I explained the situation to him and he agreed to do what he could to help us... big whooptiedoo.

Outside I saw what looked to be a gate agent walking toward our aircraft. I jumped out of the seat and hopped down the stairs to the tarmac. I confronted the lady and asked about the phones. She said she tried hard but security would not bring the phones over. OK, well *this* story does not match what that smug little FO had just told me. "Are you sure they will not bring them over?" "No Captain, I tried very hard." "OK, try again." She was holding a radio which she clicked and rambled off a bunch of Chinese. The look on her face was telling me, "No go, Captain G.I. Joe."

"OK, look, this is a waste of time; you need to walk over to security yourself to get them for me then." Her head dropped to one side as she was having trouble calculating the *does not compute* information I was slinging at her. "OK, we will go *together* and retrieve the phones. Which way?" I was walking toward the nearest jetway about 100' over. She grabbed my arm and waggled her badge for me to see. "Shit. Are you kidding me? OK, call those people up again and tell them we are not moving this aircraft until we have the foreigner's 2 cellphones <u>in our hands</u>. Do you understand?" She nodded her head and started working on her radio again.

I needed a diversion to buy us time. I slowly ambled up the stairs and back onto the plane. I poked my head into the flight deck: sneers from the FO. *OK*, *no changes there*, *he's still an asshole*. I turned and peered down the aisle to see if I could find the foreigner... bingo! Last row. OK, this was good. I started walking back as slowly as I could. My mind was racing... I needed a diversion... a diversion... think outside the box, don't get uptight. I hunched down next to his seat and started chatting.

"So, are you here on business or travel?"

"I'm here on business and I need these phones. This is my only communication in China and I'm lost without them. I have no way to do anything. I am totally lost."

"OK, don't worry, I'm trying my best." I had a brainstorm and pulled out my own phone. I called the dispatcher back.

"Hello dispatch?"

"Yes, hello Captain, the delay is very long now..."

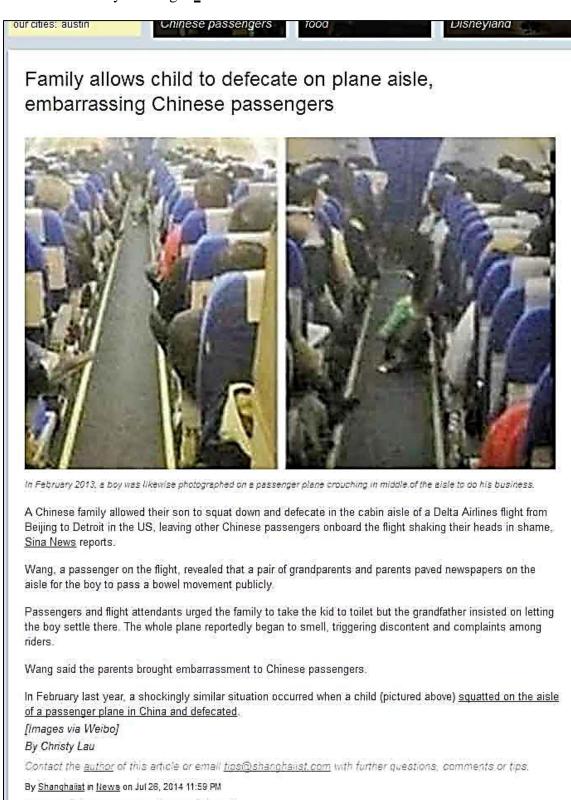
"OK great, hey hang on a minute will you?"

"Yes Captain, but..."

I turned to my man, "Here's your chance. Tell the person on the other end of this phone your dilemma OK?"

He took the phone from me and started relating his story to the dispatcher. A minute or two crept by after which I noticed some commotion at the front galley. The purser was walking toward me with something in her hands. I smiled: the phones. *Great Caesar's ghost!* The man handed me my own cellphone and I ran back up to the flight deck. So, I had scored a win *for once*. It was dicey there for a while, and ya never let this kind of thing go to your head in China because it will be taken from you 100-fold over the course of a month.

Wait, you thought I was kidding earlier? And here you thought *I* was the one full of shit...



defecate mainlanders planes shift

The *Bangening*

So there I was in China scheduled for one of these 4-day trips they have you do that take you on a grand tour of *all over the place*. It all began when we departed for XYZ China. The METAR/TAF had been calling for 3000m visibility and 4°C, no precipitation. OK great, let's launch. When we got there about an hour later the ATIS was calling visibility at 550m and the temperature was -5°C, -SN FG: freakin' great.

After a heavyweight round with George-Forman-style turbulence I planted her on the runway without busting the touchdown g-force QAR. *Go team me!* I taxied us over to the stand and shut her down. Little did I know there was a cluster fuck primed to explode Chinese shit all over the dang place.

The passengers deplaned pretty quick, and the bus for the outbound folks was warming up. The cabin cleaners did their thing and the next wave of travelers arrived at the bottom of the stairs. We called up for deicing. The FO did this in the usual Chinese because, of course, there is no English on company or other non-ATC frequencies. The FO finished up his radio conversation and began to calmly prepare for the next leg. I casually asked him if everything was OK for the deicing and how soon we could expect the truck to come over. He said, "Captain, we are #50 in line." I almost fell out of my chair, #50!!!.

Now, to add insult to injury, not only was there just one truck to service the whole airport, it had also run out of deicing fluid. So we waited. We waited and we waited. I knew it was not going to go well, and when the shouting in the cabin began, my fears were confirmed. I had the FO call for the police, but nothing happened. We waited some more, and the yelling got louder. Soon, there was a barrage of loud bangs against the flight deck door: they were throwing shit at it! I was too incredulous to be afraid of what might happen next.

Luckily the police showed up and things calmed down. They didn't do anything though; they just stood at attention outside the cabin entryway. Eventually we timed out for duty, but it sure was an eye-opening experience for me! Frakkin' animals!

http://shanghaiist.com/2012/08/31/guangzhou-official-hits-air-stewardess.php

Guangzhou official sparks public outrage after hitting air stewardess

Chinese netizens were outraged yesterday to hear of a government official who allegedly hit and threatened a China Southern Airlines flight attendant because of a simple dispute over where he should have placed his suitcase.

An air stewardess on flight CZ3874 from Hefei to Guangzhou, tweeting from her Sina Weibo account (@ 花Money买毛豆), wrote that a man beat, insulted and scratched her after being told that his luggage couldn't be put as he desired.

That man turned out to be Fang Daguo, member of the Communist Party Standing Committee of Yuexiu



Here is a party member setting a great example for others to follow... I wonder if he was ever punished?

Now for Some Really Seriously Alarming Chinese Passenger Shit

The mysterious disappearance of flight 370 has spurred a lot wild theories and speculation around the globe: were the pilots suicidal; was there a hijacking; was there a catastrophic malfunction of some kind; etc. and so forth. As of the writing of this paragraph the search planes are still hunting and people are still speculating. I myself cannot unravel the mystery any more than the so-called experts, and so I have to admit I have no clue what happened on board that plane; however, after discussing things with some friends another interesting theory materialized: what if the passengers *en-masse* attempted to take over the plane?

Now, before you crucify me here, I know that this does not fit the facts that the transponder and ACARS were switched off. OK, I get it; but still, let's take those 2 factors out of the equation for a minute and do some wild speculating. First, I'm going to present 3 articles that dovetail off the one above regarding the behavior of Chinese passengers:

#1.

The Telegraph

Home News World Sport Finance Comment Culture Travel Life Women Fashi
USA | Asia China Europe | Middle East | Australasia | Africa | South America | Central A

Jetstar crew 'held hostage' by passengers for diverted flight

An Australian pilot and crew were held hostage at Shanghai airport for more than six hours by a mob of angry passengers after their flight was diverted due to bad weather.



A Jetstar pilot and crew were held hostage at Shanghai airport by a mob of angry passengers after their flight was diverted due to bad weather. Photo: AFP/Getty Images

By Jonathan Pearlman, Sydney

12:56PM GMT 30 Oct 2012

Police and consular officials were called in to help the crew from Jetstar airlines after the passengers did not believe a promise that they would receive accommodation and onward flights to Beijing. The crew were reportedly bailed up in a section of the airport's arrivals area and prevented from leaving.

China

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The pilot then arranged for some of the crew to be released, but stayed with the passengers to try to restore calm until arrangements for their travel were made.

The passengers were reportedly **Australian** and **Chinese** nationals on a flight from Melbourne to Beijing via Singapore. They were offered a hotel and were told they could board later flights once the heavy fog had lifted and the Jetstar crew had been replaced.

According to a report in Fairfax media, the passengers did not trust the promises of the crew and refused to let the captain and crew leave.

Jetstar said the delay was due to heavy fog and the situation had been "difficult".

"Due to the unscheduled landing, there was a delay in arranging customs and immigration processing for our passengers which resulted in our crew exceeding their flying hours," a spokeswoman said.

"Our captain and crew assisted passengers in a calm and professional manner in what was a difficult situation for all involved."

Chinese police were called in and passengers and Jetstar officials contacted the Australian consulate in Shanghai for assistance.

Australia's Department of Foreign Affairs and Trade said it had been in contact with the captain, who had confirmed the crew and passengers were safe.

In China



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Chinese New Year



Call me crazy, but I don't think the Australian passengers were the ones holding the crew hostage.

So there we were, horribly delayed in Tianjin. We decided to take the passengers off and wait for China to figure their shit out before boarding up again. After the passengers deplaned, I noticed the purser was rubbing her arm and wincing in pain. I asked her what was wrong, and she told me (in very broken English) that one of the passengers had grabbed her arm in anger and hurt her. Of course I was immediately seeing red; I was also shocked being that I was very new in this land of heathens. I had no idea what to do except have her ID the passenger when they came back and then deny him boarding. I put this plan into effect when the delay was over and it caused a huge ruckus. Essentially, this passenger was flying with 2 or 3 other companions who threatened to boycott the airline if we denied the attacker boarding. Eventually the chief pilot made his way over and forced us to take the passenger. I didn't know what to do... but I was thinking of walking off the airplane myself and leaving China for good. Capt. Anon.

#2.

The Sydney Morning Herald Traveller

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attack flight crews, open plane doors



In demand ... candidates for airline attendants in Beijing. China's booming economy has led to an explosion in air travel. *Photo: STR*

Airline crews and ground staff are assaulted, passengers storm a runway, and a person yanks open an emergency exit door on a plane.

In China, angry passengers are resorting to extreme measures to protest delays as the country's restricted air corridors are becoming clogged with millions of new flyers each year – a fact attributed to the fast rise of the middle class and cheap flights.

There have been dozens of incidents involving irate travellers on both domestic and international flights this year, as airlines struggle to stick to their schedules.



Over 270 million passengers flew on domestic routes in China last year, up nearly 10 per cent from 2010 and over 70 per cent from 2003. Photo: Getty Images

"When flights get delayed, passengers make a lot of trouble. Sometimes they even beat our staff," Wang Zhenghua, founder and chairman of Shanghai-based budget carrier Spring Airlines, said in an interview earlier this year.

"Airlines are actually the weaker party. With the government calling for a 'harmonious society', the only thing we can do is to give them compensation to calm them down." With manufacturers predicting a new plane will take to China's skies every other day for the next two decades, industry officials say congestion is only going to get worse. And that means more delays.

Some 30 years ago, flying was a travel option only available to top government and company officials who needed to submit a special document from their employer to buy a plane ticket.

While most Chinese people still use trains for long-distance travel because of the lower cost, rising income and cheaper flights as a result of increased competition means more are now using planes.

Over 270 million passengers flew on domestic routes in China last year, up nearly 10 per cent from 2010 and over 70 per cent from 2003, according to government data. The International Air Transport Association projects 379 million will be flying domestically by 2014.

Airlines have been adding planes to keep pace with the increased demand. Boeing predicts China will need to add 5260 new planes worth \$670 billion over the next 20 years.

Airlines are increasing the number of flights but with China's air force controlling much of the airspace, delays are likely to become increasingly common.

The results can be over the top.

Earlier this year around 20 angry passengers dashed towards the runway at Shanghai's main international airport, coming within 200 metres of an oncoming plane from the United Arab Emirates. Their action was sparked by a 16-hour flight delay.

It was not clear why they charged on to to the tarmac, unless they were seeking to create a scene in order to boost their chances of getting compensation.

In August, two passengers furious after being refused compensation for a delay yanked open an emergency exit door on their plane – resulting in a further delay.

An Australian pilot and crew were <u>surrounded and threatened by an angry mob in October after</u> a <u>Jetstar flight</u>, which originated in Melbourne, was diverted from Beijing to Shanghai because of bad weather.

That incident echoed another involving a United Airlines flight that was delayed for three days in Shanghai. Media reported frustrated passengers started shouting and rushed at the pilots.

Last week, angry passengers came to blows with ground staff after their flight was delayed from Guiyang in south-western China, according to a witness.

"The staff's attitude was bad, so I can understand their anger but I strongly disagree with police not arresting the passengers," said the 28-year-old office worker, who only gave her last name as Tong.

There have been other equally bizarre, yet peaceful acts. A group of passengers sang songs over the public announcement system after airline staff deserted the terminal in Shanghai when all flights were grounded due to a thunderstorm this year.

The cause of these protests partly lies with the Chinese carriers themselves. It is not uncommon for passengers to have to wait for hours inside a plane or at the boarding gate without any information about how long the delay might last.

"In the past, only 'first class' people had the privilege to travel by plane so the average Chinese has very high expectations for services," said Li Yuliang, an independent civil aviation commentator who is also the chief trainer for China Eastern Airline's Shandong office.

"But when they actually fly, they find the services are not as good, especially when there is a delay, and these disappointed passengers make a lot of trouble." In the case of the runway protest in Shanghai in April, all passengers, including those who ran out to the tarmac, were given 1000 yuan (\$160) each in compensation from the carrier, Shenzhen Airlines. None of the protesters was reprimanded.

According to the Civil Aviation Administration of China, about a quarter of the 2.4 million domestic flights were delayed in 2011. The ratio is roughly comparable with delays seen in Britain but this data does not reflect delays that occur after all the passengers have boarded the plane.

China's skies are hardly crowded, but its restricted routes are. Experts and pilots say airspace allocated for commercial use is only around 20 per cent.

"The airspace is too small. It's like an eight-lane highway with just two lanes open," said Jeff Zhang, a pilot at one of the top three Chinese carries.

In addition, the lack of up-to-date equipment at airports, such as those used to navigate pilots in bad weather, relatively stricter safety standards and the scarcity of trained air controllers are also adding to flight delays, they say.

With the military unlikely to make more space available for commercial use, it is up to the airlines and aviation authorities to make the best use of the resources they have, for example, by using bigger planes or upgrading equipment.

"As a pilet. I want to fly as soon as possible too because I don't get paid when I'm on the ground Reuters."



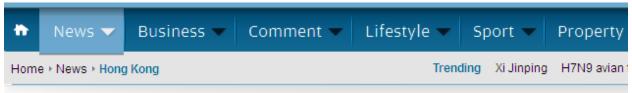
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#3.





NEWS * HONG KONG * VIOLENCE

Cheers as passenger attacks air crew

Incidents of rage on flights between the city and the mainland are on the rise, as witness tells of passenger who punches stewardess

Kate Whitehead

PUBLISHED: Tuesday, 26 March, 2013, 12:00am UPDATED: Tuesday, 26 March, 2013, 4:50am



Violent attacks on cabin crew during flights between Hong Kong and the mainland are becoming so common they often go unreported, it has emerged.

The threat posed by unruly passengers and a mob mentality was highlighted on Thursday, after a physical and verbal attack on a flight attendant was loudly cheered and applicated by others on board.

British business executive Graham Fewkes, who was on flight HX162, said the attack on the Hong Kong Airlines stewardess happened while the plane sat for six hours on the tarmac at Sanya Airport, Hainan, waiting for flight clearance

He said that four hours into the delay, an elderly mainland passenger's frustration boiled over.

"He went completely mental and stormed up the plane and into the business class. I heard a punch and looked up and he was attacking the stewardess," said Fewkes, who travels to Sanya regularly for work and was on the flight's business class.

A CHAPE

Plane will not wait you to buy cigarett says flight attendar to policewoman

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30 Ian 2013 - 12:00am

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4 Jan 2013 - 8:59pm

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27 Nov 2012 - 12:00am

The Tamar Project

"What surprised me was that passengers were applauding as the man was hitting her. It was a crescendo of noise coming down the plane," he said.

Fewkes and another Western businessman pulled the man off the stewardess and eventually the man calmed down and was allowed to return to his seat.

None of the airline staff members made any attempt to remove him from the plane.

"We were still on the tarmac, so they could have kicked him off the plane, but they didn't," said Fewkes.

The airline said it had not received a crew report on "any case involving physical assault on HX162" on Thursday.

Last August, the airline reported an average of three incidents of disruptive passengers every week.

To deal with such incidents, Hong Kong Airlines cabin crew receive compulsory training in Wing Chun, a martial art.

The airline's corporate communications department said its flight attendants have been given basic Wing Chun training since May 2011 to boost their health and strength, and to give them more confidence to deal with emergencies on planes.

Katherine Cheung, an instructor at the Wing Chun Union in Wan Chai, said recruits undergo six hours of training.

"We teach them basic self-defence movements to deal with unruly passengers.

"It basically gives them a little more confidence to deal with those passengers. I think air crew these days are facing more of these situations."

Margie Logarta, managing editor at Panacea Publishing Asia, which produces *Business Traveller*, said incidents of air rage on flights from the mainland were becoming more common, fuelled by delays caused by the military using the air space.

Describing the atmosphere on board as something of a "Wild West", she said the insufficient outlets for passengers to complain and voice their grievances compounded the problem.

Of Thursday's incident, Logarta said: "[The air hostess] knew she might have a lynch mob on her hands if she didn't restore order."

This article appeared in the South China Morning Post print edition as Cheers as passenger attacks air crew

Yikes!

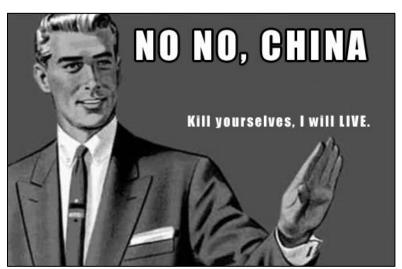
Having read these articles through or simply scanned them, do the maths: perhaps flight 370 was not taken over by a mad rush from the passengers, but then again, is it really beyond the scope of plausibility? Furthermore, do these articles lend any credence to the stories I have been telling so far? I really hope you have framed up a good idea of what it's like to fly for a Chinese carrier.

Bird strikes in China

Whenever there is a bird strike reported to the tower, they close the runway and perform a thorough check for... debris or something. It often takes about 10-20 minutes. Why they do this I have no clue; I guess the dead carcass can cause damage to the landing gear or some stupid Chinese-shit-for-brains idea like that? Several of the foreign captains here have experienced bird strikes; one guy ran into a flock in Dalian which ended his flying for the day. Another guy had bird strikes on his windshields on 4 different occasions. He knows the sound of an impact pretty well by now, and he says he no longer flinches. There were rumors about an aborted takeoff by a local captain due to a chicken on the runway; the irony here is delicious. One of the EMB190s is no longer RVSM capable due to some large dents on the captain's side air data probe sensitive area of the fuselage. I bet that's going to be cheap to fix! Just call the Dent Wizard LOL!

Ed. note: These incidents happened before it became the Captain's fault per company policy for bird strikes RE: the discussion on punishment earlier. I've been trying to get feedback on someone who was actually punished for this abhorrent infraction, but no such luck at this time. You can be sure it's going to happen eventually.

You do see a lot of bird activity in China though. They try and mitigate it with air canons (you hear 'em popping off all the time when you're at the company airport hotel), various mannequins dressed in vibrant colors and annoying sound generators all at the approach/departure ends of the runway. Chongchun has a huge net along the taxiway which is *quite* effective (you can tell by the plethora of dead birds caught hanging there for all to see)... it's not *very* humane. Another insane aspect of this is that, as with lightning, if you hit a bird it's officially the captain's fault according to the CAAC. Strengthening preflight preparation is supposed to prevent this occurrence somehow along with any other of a plethora of hazards to flight... somehow... 12-24 hours before the flight... oh God you *fucking morons*.



That's the best idea I've heard all day

CA Blood and Feathers

So there I was, taking off from good ol' runway 16R at Tianjin, China. We were heading to Quindao on a later one around sunset when all of a sudden, *POP!* We hit a bird right on the kisser. Well, the ice detector to be precise. "OK, that's number 5!" We continued to fly; there was no ICE DET FAIL message and there wasn't a cloud in the sky. Fine.

When we landed, parked and got out to have a look as the passenger bus rolled away. Yup. Blood and feathers all up in that beeotch.

"OK, it's MEL time. Oh wait, there's no maintenance to write it up is there?"

"No captain."

"Better call dispatch."

After a few minutes I got my answer:

"They want us to just fly it back anyhow."

"Without writing it up? Can we get in trouble for doing something like that?"

"Only if the company tells the CAAC."

"OK, considering all the trouble lately, that's a big nono then. I guess we're staying in Qingdao until they can get someone here to take care of business properly."

So we canceled the flight, closed up shop and went off to the hotel. Maintenance showed up the next morning and we continued on... all because a little sparrow hit the ice detector.



Remember that talk we had earlier about green lasers? Here are some automated, pole-mounted hunter/killers flashing around the approach end at Tianjin.

L'm not so sure they are there to chese away birds the birds don't really fly at night.

I'm not so sure they are there to chase away birds... birds don't really fly at night. Are they for bats then? Bats use sonar. Bug swarms maybe? BTW, anyone going blind?



But in China we...

But in China **nothing**. I'm a foreigner. This means I'm here to make money, period. I'm not here to learn your culture, I'm not here to care about what you think. The methodologies for flying in a multi-crew environment are well established. Come up to code or suffer the consequences, China. Hereby notified. Capt. Anon.

CA Airstairs

There I was, flying in China in the venerable EMB145. Not flying so much as we were walking up to the plane to get it ready for boarding. As I sat down in the left seat on deck, wondering what the heck I was doing halfway around the world in a blasted regional jet freezing my ass off at zero-dark-hundred, the FO started in with something about the air-stair door. Maintenance was flittering about. The aircraft logbook, being written up in Chinese, was worthless.

```
"Captain, the airplane has a problem."
```

"The door is dangerous and we can depressurize."

"Huh?"

So I got up and went back to take a look.

"What's the problem with it, can you have the maintenance guy show me."

"Yes, the stairs have a problem and we can depressurize."

"I know, you told me that already. Can you ask the maintenance guy..."

"We will depressurize."

"OK, can you please ask the maintenance guy to show us?"

"OK, but we will have problems with pressurization and we cannot fly."

"OK, you've already told me that, now please ask..."

A flurry of Chinese was exchanged between the FO and the line tech, undoubtedly impressing upon the man the captain's grave concerns that we would surely depressurize and that the aircraft was unsafe. I broke in:

```
"Can you please ask him to demonstrate the problem."
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"OK, did you guys write it up because I don't remember seeing anything..."

"No, but we told maintenance and it's unsafe to fly."

"Please ask the maintenance man..."

"I already did."

"Well ask again. I want to see the problem."

A second flurry of Chinese was exchanged between the two. I was getting pissed.

"Will he please show me now what the problem is. NOW."

"OK, OK captain. OK."

Finally the tech swung the door up (they have the sweet hydraulic assist on those puppies). After locking it fully shut, he promptly re-opened it and let the whole assembly swing back down. As it settled in position on the tarmac, the steps did not deploy; it was essentially a very awkward looking slide.

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"Huh. Never seen that before."
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[&]quot;OK, what's wrong?"

[&]quot;Captain, I flew this airplane yesterday and it's unsafe."

[&]quot;We're going to depressurize..."

[&]quot;Will you shut up about that. We're *not* going to depressurize just because the steps won't deploy. This <u>is</u> a safety hazard though, and you're right in that I don't feel comfortable taking this plane today on 6 legs with malfunctioning steps."



Totally MEL-able, let's board up and go...

I hadn't even looked at the MEL book yet to see if there was some sort of deferral, but what was *really* going through my head was the general traveling public in China. They're just not very polite by western standards, and where it comes to orderly behavior deplaning... well I could see 6 mini-disasters in store, one for each leg. All it took was 1 impatient and incompetent jerk to push the person in front of him, and we'd have broken bones of all kinds. This wasn't even considering the case of an emergency evacuation if we had a fire or something.

"Nope, we aren't going. There is no danger of depressurizing (you idiot), but there is every danger of grandma being thrown off the damn *plane* down the slide and being severely injured. I'm not flying this jet today unless they fix this hazard and demonstrate to me that it's fixed."

I whipped out my iPhone and snapped off a couple of pictures while the FO made impassioned phone calls to *someone*. With a glimmer in his eyes he said, "Captain, we are going to the hotel." "Fine, let's go." I was done. We took a huge delay...

What I learned later about the glimmer in the FO's eye was that he had intended to *throw me under the bus* all the while. He went and told management that I was a trouble maker and that the airplane was fine in his opinion. He told them I had said bad things about the company and that all I wanted to do was have rest and get paid. Talk about being stabbed in the back. I *still* have daggers I'm pulling outta there!

问题描述 一把匕首插入某人胸部,此时伤者清醒,应立即拔出匕首后实施包扎。 A dagger is thrust into one's chest and the wounded is sober that moment; we should take the dagger out of his chest immediately.

O True

⊙ False

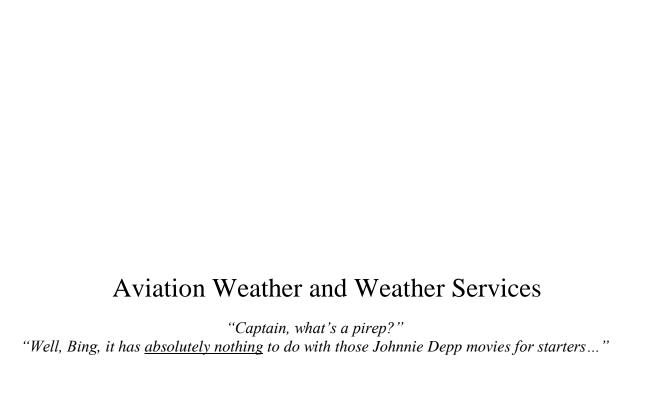
But what about daggers in the back? I wonder...
But yeah, if I were stabbed I'd probably want to get drunk too.
[Excerpt from Emergency Exam Answers]



"Say 'what' again, I dare you, I double dare you motherfucker, say 'what' one more Goddamn time!"

Crew members who fail to fulfill their duties and responsibilities in accordance with the provisions of the General Flight Rules of the People's Republic of China shall be given administrative or disciplinary sanctions by the relevant departments; if the case is serious, they shall be punished by license suspension for a period of one to six months or flight suspension for a period of one to three months; if a crime is constituted, criminal responsibilities shall be investigated according to law.

OUCH.



Intro to WX and Shit

The weather in China can get pretty crazy. You'll fly a lot of instrument approaches, often times down to minimums, due to pollution and dust. I've heard winter can be harsh though it was fairly mild during the time I was there. Summer brings titanic thunderstorms and fast-moving full frontal action. Typhoons are common in the South and either blast their way up the coast past Taiwan or thrust up through the heart of the country from around Hong Kong.

Most Western pilots are thinking to themselves, "OK, big deal Duke, so what?" Well, I already explained about the QAR's and punishment system (and will go on and on about it); so, if you decide to bore through what would otherwise be a completely harmless cell and the airplane overloads in g's from turbulence, you're going to be fucked. What I may have mentioned is the fact that if you get tagged by lightning, it's your fault and you're going to get equally fucked. That may have gone unnoticed or disbelieved by you.

We had at least 2 foreign pilots get tagged by lightning since the foreigner contingent was started at Tianjin Airlines, both in the EMB145. Why *either* of them is still flying for the company, I don't know. The first guy was apparently on vectors with Beijing which I think was the saving grace for him and his crew. A couple of antennas got blown off and the airframe ended up with your typical Thor-induced Swiss-cheese effect. Again, this guy would have been fired under different circumstances, and apparently there was talk about it anyhow between the company leaders behind the scenes.

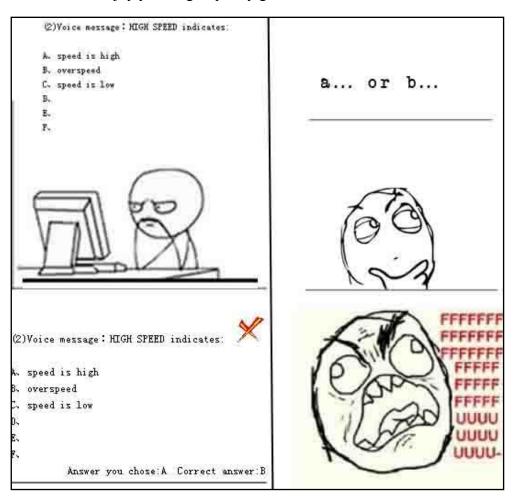
The second guy was still in training with an instructor when they got hit. The company, in typical knee-jerk fashion, removed the foreign captain from flight status for a month or two while they "investigated" (nothing happened to the instructor). Luckily enough, he didn't lose his job and was subsequently returned to duty, but he probably won't get to transition to the EMB190 as punishment and we're not sure he got paid during his little vacation.

I've talked to a bunch of FO's about these issues and have come to learn how the Chinese captains handle the situation: at the first hint of any kind of thunderstorm excitement, *they turn around and go back to their departure airport*. I shit you not, my favorite turd. They have been so brow-beaten, and ATC is so uncooperative when it comes to deviating around a cell, they'll just turn around and go back home with their tail between their legs. So, you thought it'd be no big deal coming to fly in China? Ya thought I was exaggerating with the title of this book? *Stick that in your pipe and schmok-e-time!*

Flight Preparation

Your schedule for the ensuing week is published every Saturday evening (if you're lucky). Once you're assigned flight duties you are expected to login to the company website no later than 12 hours before your scheduled flight time (and no earlier than 48 hours) in order to perform what they call flight preparation. When your schedule pops up, click on "prepare" and you'll navigate through several pages of cryptic information presented in Chinese, eventually landing on a series of pages dedicated to company notices. Unread notices are indicated in bold-face type, and you must clear them all before proceeding. Some of these notices are in Chinese/Chenglish while others have not been translated at all. Most of them download to an .aspx file to your desktop. Open it with a text reader (or if you're computer savvy rename to the proper .extension) and read to your heart's content.

The last page of the preparation is a 10-question systems/regulations quiz. You have to score an 8 to pass otherwise you get the "what a pity" message. It's probably best to score a 10 if you can, apparently they are keeping track of all the scores. No dude, it's impossible to score a 10. A lot, no I mean many... no, a significant number of the questions in the bank for each aircraft type are either A. flat out wrong; B. impossible to understand; C. impossible to answer; and, D. all of the above. Enjoy your flight quality guarantee exam...



Weather Forecasting

Among the plethora of weaknesses in the Chinese aviation system is weather reporting and forecasting. You will lose count of the times your forecast calls for 3000 and you get to where you're going with 300 on the ATIS. This unreliability eventually sets in and you will start seeing the wisdom in tankering around obnoxious amounts of fuel. It's really solving one problem by creating a list of others; but this is China, right?

So there I was on my way to Urumuji. The forecast was calling for 3000 and when we arrived it was 300. I didn't even descend from altitude; the controller had asked us to orbit. I told him to send us back to our departure airport. After landing I demanded the dispatcher give us double the fuel load we had taken before; I had enough fuel to run the flight three times by that point. Fuck 'em.

Capt. Anon.

De-icing

De-icing in China is a joke. I've witnessed firsthand airplanes pushing back for takeoff in moderate to heavy snow without proper deicing. Not 1. Not 2. A whole bunch. How did I know? They only have type I fluid in all of China, period (maybe some heavier duty stuff like type II or IV in Beijing). This one time I had refused to push because we didn't have the proper holdover time given the conditions. Now, our holdover charts were practically unintelligible and in Chinese not to mention the fact that the specific manufacturer was not listed. But by my rough calculation at the time, after deicing it'd take about 5 minutes with the tug pushing us out to start engines and another 10-15 to taxi out (I had timed several aircraft from taxi to seeing them taking off). The holdover time on our most generous chart had already been exceeded by my reckoning without even accounting for the time elapsed from the beginning of the last application of fluid to the time we were ready to push. Just forget about it.

Another foreign captain had refused to fly. His crew was sent to a hotel to wait out the storm they were stuck in. He told me afterward the hotel room was filthy, cold (the heater was inoperative) and just generally unpleasant. Nice! That's what you get for trying to stick with safety and follow the rules. (No wonder other Chinese "captains" are taking off in that shit...)

In our case, we waited for a break in the storm which luckily occurred a little while after we'd boarded up. I'm just not the kind of guy to risk it where snow is concerned. So, maybe the Chinese are a bit more *adventurous?* (What are your thoughts on all of this, SkyTrax?) Or maybe they just don't believe in big bad scary Mr. Snow, Ice and Frost on the wing; they *will believe* after a nice big bad scary accident claims the lives of a hundred passengers and the jobs of a thousand employees when the government shuts down the offending airline. It won't happen with me around to see it though, *no thanks*.

Here is a blast eMail sent out to the group a couple of years after the incident I described above:

https://www.hnagroup.net/prx/000/http/opcnet.hnair.net/OpcNetWebUl/FileWebUl/FileDisplay.aspx?ld=212000&ModuleID=

安全提示

All pilots:

We are in the winter of 2013. We are able to encounter snow, frost, fog, and storm in some places, especially as Inner Mongolia and Sinkiang. So in order to keep safety, safe notices for all pilots are as follow:

During the preparation, study the weather of line and destination carefully, aim to freezing, strong wind, and other special weather. The dispatch should be decided by both pilots and dispatchers.

During the checking for airplane, everyone has to follow the SOP. Aim to every important part of airplane, pilots must check carefully one by one. Perform the anti-ice procedure strictly, prohibit taking off with ice or frost strictly. It would be defined to a serious flight incident if pilots would control the airplane take off without deicing or take off with contamination.

During the waiting time at the ground, pilots should pay attention to the holding time of anti-ice liquid, do the anti-ice job in case of need, it is very necessary, please don't believe luck.

During flight, enhance CRM and cooperation among crewmembers, doing the anti-ice job must follow as standard anti-ice procedure of the aircraft's type.

Everyone should pay more attention to your health and safety; prevent catching a cold and slip.

By the way, everyone should get more knowledge about winter's operation, remember safety and regulation are important, keep responsibility in our hearts, and keep the safety with us.

Hereby notify.

Now, do you really, honestly think the group of foreigners who have been constantly hounding the Chinese on the issue of proper deicing are the ones who need to be reminded of

Darwin's policy for living a long, prosperous life while operating in winter conditions? No, this reminder is for shit operator Chinese captains, translated and sent to the foreigners as a way to maintain face.

So there we were on downwind in Xi'an, comin' up on mid-field. It was winter and had just finished snowing. I looked down and saw thousands of little dots all over the runway, "What... is that?" On closer look, it turned out to be an army of **people** who had come out to sweep the runway clear of snow. It felt like the Red Sea parting when we landed... Capt. Anon.

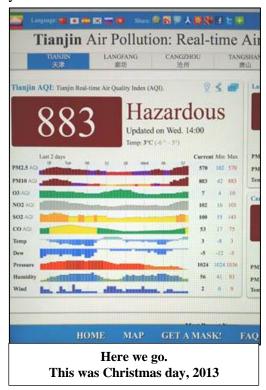
Pollution

Like I've said, many of the topics in this book will be visited more than once, and here we go yet again on pollution. Do you see a pattern emerging yet? The pollution got so bad in Urumqai on Fall that a number of flights got canceled. One foreign pilot saw his whole 5-day trip dropped and he was just sent back to Tianjin after the delays started.

Here's another story though:

So, there I was flying into Qingdao. They have this factory, or it's a foundry or something on short final... anyhow, we were downwind to runway 35 and it was fairly clear above 1500ft because this was where the winds really started blowing. Below that, it was murky and gross. And then I noticed the factory stacks belching out this thick, opaque brown smoke. A 757 was on final approach and was getting close to the plume on his descent along the ILS.

It appeared to me that he was at about 500' when he entered the billows and disappeared for several seconds. Then he reappeared on the other side. I could not believe it. We were going to be flying into that shit too and there was nothing we could do. OK, so beyond the fact that we were going to be breathing that shit (turning off the packs would simply open the ram air ports), what about not seeing the runway at minimums? A missed approach here was a significant thing to keep in mind as we trundled our way down the glideslope...



Like I imagined with the 757, we saw the runway at the last minute and landed... and when I went to do the walk around I got a sore throat. It was nasty.



China's Thick Smog Spied From Space

By Megan Gannon, News Editor | December 12, 2013 06:33pm ET



China's latest spell of severe pollution can be seen from space.

NASA's Terra satellite captured this image of the thick smog lingering over China, from Beijing to Shanghai, on Dec. 7. The haze is shown in gray, while the white areas represent clouds and fog, according to NASA's Earth Observatory. At the time, the Air Quality Index had climbed to 487 in Beijing and 404 in Shanghai. The scale goes up to 500, but levels above 300 are considered dangerous.

Smog is the result of sunlight reacting with nitrogen oxides and volatile organic compounds that are emitted from fossil fuel burning (in sources like cars, power plants and factories) and agricultural burning. These reactions create tiny airborne particles that can be hazardous to human health.

In Shanghai, the haze grounded airplanes, sidelined construction projects, kept government vehicles off the road and forced schools to close, the Associated Press reported. The conditions even caused a ban on fireworks and sporting events. In Beijing, concentrations of small particles that are harmful to human health rose to levels nearly 20 times higher than those deemed safe by the World Health Organization. [In Photos: The World's 10 Most Polluted Places]

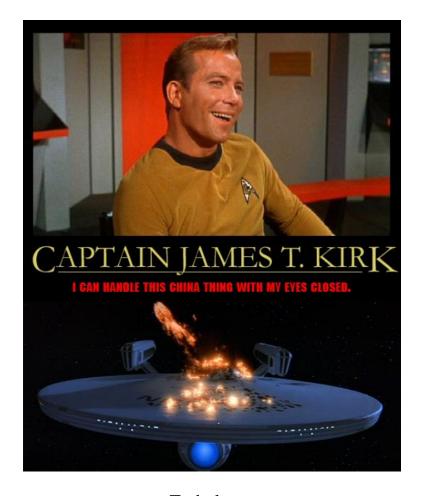
This is hardly the first time that pollution in China has been bad enough to be spied from space. An intense smog blanketed Harbin, in northeastern China, back in October, limiting visibility to less than 10 meters (about 30 feet). At the time, Terra's sister satellite Aqua captured images of the polluted air over the city of 11 million. That haze was the result of cold weather and smoke: The cold spell meant lots of people were turning up their coal-powered heating systems; meanwhile, as it was the end of harvest season, farmers were burning tons of agricultural waste and crop stubble throughout the countryside, resulting in a blanket of smog and smoke over Harbin.

In fact, smog is such a problem in some areas of China that aviation officials may soon make it mandatory for pilots flying into China's busiest airport, Beijing Capital International Airport, to master landing in low-visibility conditions, according to CBS News. The initiative aims to quell the airport's high percentage of flight delays that are worsened by heavy smog.

The Earth-watching satellites Terra and Aqua that have captured stunning images of the blankets of smog were launched into space in 1999 and 2002, respectively, with the goal of studying our planet's climate. The Dec. 7 natural-color image was taken using Terra's Moderate Resolution Imaging Spectroradiometer, or MODIS. Aqua is also equipped with its own MODIS and, together, these instruments capture images of the entirety of Earth's surface every one to two days, according to NASA.

Life on the EMB145 is great! Fantastic! Often I only fly 2 legs a day; I'm home early because the fleet has been deemed unsafe to fly at night... Oh, and I never fly in the rain because, well, that's unsafe too. Let the good times roll down a day-lit, dry runway! Capt. Anon.

Ed. note: This Captain was looking to get the hell out of Tianjin. He (and a couple of other 145 guys who were hanging in there) was offered transition to the EMB190 and smartly declined it. He's now happily back home in the US.



Turbulence

The Chinese are deathly afraid of turbulence. At the slightest hint of a bump, they grab on for dear life, white-knuckled grip on the stick/yoke. This is the result of conditioned behavior, instruction meted out by fuckwads who have no business instructing, let alone sit in a pilot's seat. You can imagine the exchange there:

We are having turbulence you nitwit! Get your hands on the controls immediately in case the autopilot turns off! Do this now and follow it strictly! Do not make me tell you again, hereby notified!

They are going to rip the empennage off one of their birds someday because of this, and the warning signs are out there.

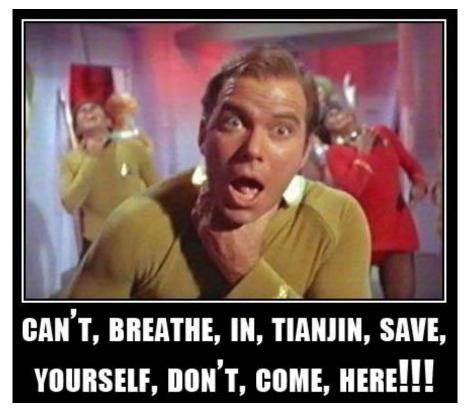
A company notice was released discussing recent problems about overstressing aircraft in flight resulting in significant g-loading. The notice was specifically aimed at crews reacting in desperation, trying to prevent the aircraft from over-speeding in a descent by removing the autopilot and pitching up violently. How *this* can be the case when company policy mandates the fastest speed you are allowed to fly enroute is 290-knots, I don't know. It was either a foreign pilot who's said *fuck that* and decided to fly (closer to) barber pole causing the FO to freak out, or it was some fuckwit FO who saw the airspeed trend vector shoot up 15-knots and went ape, or it was a Chinese captain who totally screwed the pooch trying to operate a machine that is ultimately a mystery in a puzzle in a dream to him on a fundamental level.

Some of the foreign captains have tried to reason with the FO's who look like they've seen a ghost every time there's a bump, lurching into action with cat-like reflexes. If the aircraft system clicks off the autopilot, it's probably been released for a reason, i.e. exceedance of a load tolerance; what are the chances of you overstressing the airplane if you grab onto the controls and yank it back to wings-level in? This is common fucking sense that laymen grasp. Yet, most of the time I'm met with dumbfounded looks when I explain this—they just do not understand. Maybe some of them wag their heads and say AH! But they don't really get it. I know this because the very next rough patch we run over, they spring right back into action. So yea, one of these guys is going to rip off the elevators or something and kill a bunch of people, it's just a matter of time.

WX Radar

If you've flown the EMB145 you know it's a great airframe, but the weather radar is a little weak. If you point the antenna around a little and know how to interpret what it's giving you, the results can be satisfactory. Being that you will be operating in a system that relies heavily on automation, this will be difficult to implement and even more difficult to coordinate with the FO's. Essentially, the Chinese technique is to point the radar straight down and look for any return no matter the color. Red represents extreme danger in this case, as does amber and even green.

I've flown with guys who were all over the radio asking for a deviation around a red area on their radar. I asked the FO on one particular occasion to look out the window: it was clear as a bell in cruise above a stratus layer. The returns were a mountain off in the distance. I wanted to strangle the kid, but I didn't really say anything and we diverted around the mountain. After running headlong into enough of these kinds of situations, apathy starts to set in and eventually you just go with the flow.



Lightening!

All pilots:

Recently ,our company has encountered many lightening strike incidents. In one incident which fouded 26 Lightning Strike Point and one discharger was shoot-down. There is a great risk to the Company safety.,. To avoid lightning strike happened again, hereby notified:

- 1. During preflight preparation, be aware of the weather on the route, at the destination and alternate. Dispatch the relative equipment like radar, windshield wiper and fuel quantity together with dispatchers.
- 2. Flight crew shall carefully carry out inspection when receiving the aircraft and during transit. Check weather radar and other relative equipment for normal operation.
- 3. If it is reported or known to have thunderstorm, try to avoid it as early as possible to prevent from flying into hidden cumulus congestus. The aircraft is not allowed to fly in to cumulus congestus or cumulonimbus.
- 4. If the aircraft is caught in thunderstorm, flight crew should calmly and wittedly focus on instrument flight. Don't be panic.
- 5. Bear in mind the rules on going round thunderstorm. It is strictly prohibited to go round under minima.
- 6. Precautions of going round thunderstorm
- (1) if it is necessary to go round thunderstorm during flight, captain must determine the strength, range, moving direction of the thunderstorm, as well as the ceiling and cloud top height, so as to make an early decision of going round or diversion.
- (2) Strength of the electromagnetic field can be judged by the noise in headsets. Direction of thunderstorm can be judged by ADF needle. Try to go round the thunderstorm instead of directly flying over it from the above.
- (3) Try to go round the thunderstorm in the upwind direction. Report to ATC and get clearance as soon as possible.
- (4) When flying under the cone of thunderstorm, it is likely to encounter hail strike.
- (5) When going round in landing area or in area with undesirable clearance condition, pay attention to the aircraft position and safety altitude. Comprehensively make use of ground and airborne navigation equipment. It is strictly prohibited to fly below safety altitude.
- (6) When going round thunderstorm, the margins of turning and exiting must be taken into consideration. Strictly follow the rules on going round thunderstorm:
- i. It is only allowed to go round thunderstorm when weather radar works normally, the aircraft is above safety altitude, and course deviation is within the effective radius of navaids. The separation between aircraft and thunderstorm shall be no less than:
- 5 nm for altitude 10000 feet
- 7.5 nm for altitude 20000 feet
- 10 nm for altitude 30000 feet
- ii. When the aircraft is flying through thunderclouds, the distance between two thunderclouds shall be no less than twice of the above-mentioned distance;

Note: increase the distance as necessary according to the developing trend and moving speed of the thunderstorm.

- iii. It is not allowed to go round the thunderstorm from the bottom of top of the thundercloud;
- iv. During takeoff and landing, the distance between estimated takeoff/landing/go-around track and the main part of thunderstorm shall be no less than 3 nm.

Hereby notified! Flight Quality Center September 24, 2013

More *Lightening!*

To all E190 pilots:

At 8:40am, Aug.11th, 2013, two airport staff encountered lightning strike during field operation on 626 business aircraft parking bay of capital airport. One of the staff died at 9:50am, and the other one injured.

On Jul. 28th, 2010, several lightning strike incidents happened at Shenzhen Airport. One porter stroke to dizzy under HNA airlines aircraft B-6116 and sent to hospital for emergency treatment. According to the report, another one maintenance personnel and one ground service personnel also stroke to dizzy on that day.

Lightning is a kind of large-scale electrostatic discharge phenomena with enormous destructive power. Its destructive effect is comprehensively, which include electrical property, thermal property, and mechanical property destruction. It can injure or kill people and livestock in a moment; destroy the insulation of generator and transformer, cause short circuit and lead to fire or explosion. It can transform electricity into heat in a short time, which will fire the flammable material or melting the metal.

In order to enhance the safety awareness of staff and to avoid such incidents happen again, hereby notified:

- 1. In thunderstorm weather, the telephone, interphone and mobilephone should not be used when aircraft is on ground. If there are passengers on board, flight crew should coordinate with cabin crew to broadcast the passenger that not to use the mobilephones. Use interphone to communicate with maintenance personnel is prohibited. During thunderstorm, try to avoid using radio to communicate with ATC.
- 2. According to the *safety instruction of refuel/defuel*, **refuel/defuel operation is prohibited in thunderstorm.** If refuel/defuel operation is ongoing, the operation should be stopped immediately, close the cover of tank, and shut down fuel panel. Continue the refuel/defuel operation when the thunderstorm obviously getting weak or disappear. During thunderstorm, all the flight crew are forbidden to stay on the parking bay or other open field, walk around should be stopped and go back to the aircraft.
- 3. During thunderstorm, do not hide under fuselage or the wing of aircraft, and stay away from tall and metal object.

If you are not on duty, the following aspect should be noticed as well:

- 1. During thunderstorm, you'd better stay in room and close the doors and windows. Stay away from lights, power supplies, pillars and walls, to prevent faradism.
- 2. If you are driving a car, stay inside the car. The cover of the car is made of metal, which have shielding effect, so it is an ideal place to avoid lightning strike.
- 3. In thunderstorm, use umbrella in open field, or ride bicycle and running in the rain are not appropriate. Because when the step is bigger, the voltage will be higher as well, so people will easier to get hurt.
- 4. If you have a feeling that ants is climbing on your head, neck, or hand, and the hair is standing up when there are thunder and lightning, it means the lightning strike is going to happen. At that moment, try to lower the center of gravity, reduce the proportion of the contact area, and take off the metal decorations.
- 5. You should be on alert, if you see high-tension cable breakage outdoors. Because step voltage exists at the break point of high-tension cable, the people near the cable should not run, but to jump with two feet together away from the site.

In a word, we should pay attention to the lightning protection in thunderstorm, try to avoid casualties caused by lightning strike.

Hereby notified!

Effective date: Aug. 16th, 2013 Expiration date: 6 months later

天津航空有限责任公司飞行部

2013年8月16日印发

Flt. Dep. of TJA

Issued on Aug. 16th, 2013

拟稿:王建桥 核稿:齐宝艺

(共印0份)

Written by: Wang Jianqiao Reviewed by: Qi Baoyi (TT:0 copy)

This is clearly information useful ONLY to the EMB190 fleet... but HOW AND WHY should you implement any of this is beyond me. I guess the message here is "Be Superman at ALL times." Oh, and JUMP with both feet simultaneously away from the area whenever you see a power line down. *God damn...*

CA Gimme a Break Non-Event

So, there I was, flying into Tianjin of an afternoon when all of a sudden there was a dust storm that had been hanging around for about 2 days. It was super turbulent below 3000ft, so I briefed the kids that we might encounter wind-shear and that, if we did, we'd simply go around per company policy (and personal policy, mind you), do a traffic pattern and try again.

As expected, we began to get rocked like mofos as we descended into the toxic and sickly yellow-brown murk. Visibility was still pretty good though as we rolled onto a left base leg for runway 34L. The ground was clearly in sight and we had at least a couple of miles of flight visibility. I announced my intentions to the FO's and kicked off the autopilot and autothrusts with a bunch of semi-annoyed double-clicks so I could hand fly her a little bit. The LOC captured no problem and the glideslope started marching down. I'd asked for $V_{REF} + 20$ so I could mitigate a hard QAR for REF-5 and APP+15; today would be one of those days where you bracket your approach speed.

It was all going fairly nicely, though the speed was indeed jumping around +/- 10knots or so. Then at about 900feet, BAM: *Caution Windshear*. "Dammit GIPWIZ," I mumbled, "OK, let's go around, windshear." I pressed TOGA, took note of the speed which was *yup* on a good 15 knot bump above V_{AP} , rotated the nose up through the horizon to the FD escape bars and advanced the thrust levers nice and smooth.

As I reached the TOGA TLA position, the windshear indications disappeared. We were climbing like a raped ape and the speed was healthy. So I called out for flaps 2 (didn't want to over-speed *those* fuckers), gear up and continued in that fashion as we went around. The tower controllers had their panties in a bind, urgently asking us why we went around. We told them it was windshear and to god-damned stand by a minute.

So, we did our due diligence in going around per company policy, got her into the pattern, wheeled around for a second try approach and landed without further event. It was no big deal, another day at the office. On the ground, the FO called up the flight department to ask if they wanted a report. Nope? Great, I'm outta here, going home.

Now, a few days later the foreign pilot coordinator called me up. *Hey dude, what's up.* I was shocked to hear him embarrassedly tell me that the Chinese were fucking pissed and that I was in trouble over that windshear event I had. WTF? He said the company was saying the FO told me to go around but I had refused. I was seeing red, and expressed my position to the contrary. As more details came out about this event, it was clear that there was a lot of misinformation and that the bell could not be un-rung. A meeting was in store for me with some dimwit in the "safety" department.

It all boiled down to me not advancing the thrust levers to MAX (beyond TOGA); however, they also criticized the QAR data that showed I took 3 seconds to hit the TOGA buttons and 6 seconds to advance the thrusts. I was super-hot under the collar over this shit. These retarded Chinese don't understand the system logic to this day (the SOP still reflects their error in knowledge). They think that in order to develop GA-RSV power in the EMB190 that you have to firewall it, when in reality the manufacturer clearly states in several different places in the AOM that all you need to do is press the TOGA buttons and let the thrust levers advance to TOGA to get GA-RSV (or you can do it yourself if AT is disengaged).

Now, this is all good and dandy, but a couple of weeks later I was at the pub with some of the guys and heard a story that made me want to find the nearest living Chinese thing and fucking kill it. I confirmed the story with the foreign captain to whom it happened. Apparently, in slightly different meteorological conditions (a couple of CBs in the vicinity of the field), he had also encountered a caution windshear. He was in training (a new-hire) and paired with an instructor. When they hit the bump that set off GIPWIZ, the foreign captain started to initiate a go around but found that the controls were jammed when the autopilot disconnected.

He looked over at the instructor in the right seat and saw that the man was paralyzed with fear and holding onto the yoke with a death-grip. Assuming the instructor was taking the controls (there was no callout from him), the foreign pilot released the aircraft saying, "You have the controls!" Because of the instructors asymmetric hold, the airplane promptly winged-over into a 45-degree bank, setting off GIPWIZ mode 3 in the process: *Bank Angle, Bank Angle!*

Apparently, it was complete mayhem on deck, another Chinese fire drill and another deadeye dick example of these commie dip-shits who don't know what they're doing. They are completely out of their element, the Chinese, and their *leaders* are in positions to pass on their horrific deficiencies to a whole new generation of blindly obedient students who are ready, willing and able to follow them over the chasm into oblivion. It will never get fixed, period. Greater men than you or I have tried.

To add insult to injury, a fully Chinese crew encountered windshear caution about a week after this last cluster fuck below 200feet and decided to land. Great! No. They were severely punished and sent to hell. The HNIC was in form, beat red in the face screaming on his phone about it. Witnesses chuckle, recounting his prolonged reaction to the news of this *severe lapse in judgment* by a local crew. How *mandatorily* retarded the system over there is.

To add one last insult to the whole kit and caboodle, about a month after the dust settled on all of this non-event *windshit*, the *coupe-de-gracie* happened to a foreign Captain: they had a windshear caution below 40feet. It *had* to be spurious: the wind was extraordinarily light (possibly totally calm even) and it was clear-and-a-billion. Guess what they did? The Captain dutifully went around.

Ya know, maybe it's just me, but what with all of this going around at 40ft and whatnot, aren't they exposing themselves to a potential engine failure in the most adverse of conditions: airborne, slow, extremely low, the good engine accelerating to the maximum thrust rating available... coupled with Chinese pilots who have demonstrated time and again they are shit with the stick and rudder... hmmm.

Ed. note: Could you imagine a 300-hour FO grabbing the thrust levers and forcing you to advance them or something else insane during an emergency situation... or better yet, disconnecting the autopilot and wrestling with you to override the controls? I would NOT want this in China, and the fact of the matter is that it happens. Read on, read on.



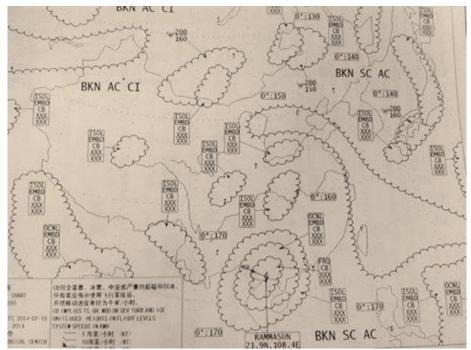
Typhoooon!

So there I was flying in China, travelling from one extreme to another. We started our day in frigid cold, fighting ice and snow; then we landed that afternoon in the advance of a tropical storm. Wait... tropical storm? No, it was a typhoon. In fact, it was the worst typhoon in recorded history: Haiyan. (Come to find out it had killed thousands in the Philippines.) Trying to figure why the company had decided to operate us as normal down to Sanya and then park the plane on the ramp to let it sit out a typhoon, let alone the worst typhoon in history, is a fool's errand. You should have realized that by this point. While most sane and competent managers would obviously be busying themselves evacuating equipment and personnel in the face of disaster, here we were happily transporting people and a beautiful aircraft into the area. Ah, China. It's only been 5000 years: will you ever learn?

It was a normally scheduled stop-over for the duty assignment, but that was the only normal thing about it. As I waded thigh-deep through ghastly smelling, oily and opaque water with my kit above my head and phone clenched between my teeth, a dead dog floated past. Nice. I was wondering *loud and clear* what the hell I was doing with my life.

Once at the hotel, I found the lobby plunged in chaos: several workers were fruitlessly engaged in mopping the flooded floors while others desperately tried to reinforce ravaged storm shutters that close off what is normally an open-air entry hall. I checked in, closed my room door, and spent a good 30 minutes trying to shower off the oily line of sludge on each leg that revealed the waterline from my wading expedition. *Dead dog... Jeezus*. Later, one of my good friends pointed out a couple of things over the phone that I hadn't even thought about:

- 1. I'm lucky I didn't step into an open storm drain or manhole while wading through that rancid muck,
- 2. I'm lucky I didn't have any open wounds below the waterline; were I any more concerned, I'd probably have gone for a tetanus shot. Where? *Fuck knows*.



That big donut thingy at bottom center of this Chinese weather observation chart is a typhoon.

Granted, the Bush administration had a huge failure responding to Katrina; but what you have to ask yourself is, under the right conditions, if you get caught in a similar storm in China do you have the survival skills to get yourself out of a tight spot? "But, Duke, that was the storm of a century. Surely..." Surely nothing. These are the kinds of questions you need to develop answers to as a contract pilot:

If you are in a broken, 3rd world country that is experiencing a disaster, do <u>you</u> have what it takes to get <u>yourself</u> and <u>your family</u> out safely? Don't expect the local government to help; they're useless; can't even save their own. Don't expect **your** government to come to your aid either; you're on your own, kid.

There are so many dangers besides mega-storms to think about too. What if a major fire broke out in the city because some idiot accidentally (on purpose) banged off a volley of fireworks into the side of a building? You think a government that advocates calling the *police* in the event of a *fire* has any clue how to contain a conflagration of that magnitude? What if there was a huge earthquake? One of the captains related a story of how he was in the middle of shaving when a quake hit in the vicinity of his high-rise apartment building down south. Try evacuating a building in your skivvies, face full of shaving cream amidst throngs of panicking Chinese folk. Then, when you reach the ground floor you find the emergency door padlocked shut...



China is NOT backwards! No, not at all! Look, they have emergency servi... aw hell.

[Not photoshopped!]

More WX Radar Stuff

It was twilight in Tianjin. Two other airplanes had taken off before us and both requested immediate left turns in Chinese. I had no idea there was an "issue" off the departure end until the FO explained what was going on. So we entered the runway and I tilted the radar up. At 5 miles and 20 miles there were 2 dinky cells; there just wasn't much returning. I decided we'd take off and fly runway heading to intercept our course. As we climbed out a couple of other cells appeared, but nothing significant. All of a sudden the FO made a desperate call to tower to make an immediate right turn. I looked outside and it was quite clear in front of us. I told the FO to look for himself. There was nothing there. My best guess is the previous departures were catching echoes off buildings or something. We'd all taken off within 6 minutes of each other...

V. Missed Approach

During low altitude approach and landing, go around or aborted landing should be performed immediately if the landing conditions cannot be met (such as: suddenly encountering heavy rain, advection fog, windshear, strong turbulence, etc.). do not trust in luck or force landing.

All of our company's aircraft can achieve "zero level go around", even if it is possible of ground contact during aborted landing, the aircraft still has the ability to go around.

A proper landing decision doesn't mean the aircraft must be landed following each approach, flight crew should be ready to make another landing decision - go around.



Yeah, this sounds really safe: a zero level go around... in heavy rain... because they don't have the talent (or permission) to land on a wet runway. Fucking *I'm THERE dude*, sign me UP for some of this shit.



Bears mean business, man.

Diverting

I've mentioned the concept of diverting and how it applies to China. Let's cover it again in more detail. Here are the options available to you as a foreign captain when the shit goes down:

1. Try to divert as per your flight plan...

BWAHAHAHA!!! Ah, that's a larff... OK, now that I'm over it, should you try to divert as per your flight plan you will most likely be DENIED. "What the hell, Duke?" you may be saying. Yes, that's right, you will most likely have this communication sequence with ATC:

- "Control, we want to divert to our alternate of //Quingdao//"
- "Standby Bohai 1234."
- ...Five minutes later...
- "Bohai 1234. denied."

2. Hold...

BWAHAHAHAAAAAA!!!!!!!!!! WOW! *You kiddin' me???* The damned Chinese controllers don't know how to issue or accept holding instructions. Yeah. No way. Maybe you can "orbit" a little bit but you will never *hold* in China.

3. Go back to your departure airport.

HAAAAAAAAAA! YEAH! *BINGO!* This is your most likely course of action... go BACK to your point of origin no matter where you are in the flight.



OPERATION CONTROL DPT., TIANJIN AIRLINES CO.LTD./天津航空有限责任公司运行控制部

- D. Dispatchers should consider overall weather trend and NOTAM to choose reliable alternate.
- 至 签派员在放行前应充分分析整体天气趋势及航行通告,充分研究备降场的可靠性。
- iii. Because the foreign crew has less available alternate, dispatchers should focus on foreign flight in order to reduce foreign flight alternate. When the foreign crew flight return or alternate, dispatchers should focus on available alternate.
- 3. 因外籍机组可用备降场较少,签派员重点关注外籍机组的航班放行,减少外籍机组的备降发生,外籍机组航班可能产生返航或备降的要重点关注备降场可用情况。
- Uhen crew return or alternate ,they should notify AOC by every possible means in advance .AOC should assist to comfirm available alternate airport, and give crew about alternate decision support.
- 4. 飞行机组在可能产生返航或备降时应通过各种可能的手段提前通报公司 AOC, AOC协助飞行机组落实备降机场可用情况,并及时给予机组备降信息的决策支持。

Oh wait... you thought I was KIDDING again? This notice is from 9/2013

- □. If the alternate of release don't receive the flight, the crew should assist to AOC and ATC to coordinate other alternate. If there is no airport to receive alternate flight, the crew should flight to alternate of release. The pilots should in strict with company fuel policy to announce minimum fuel and emergency fuel. The announcement must be in time and not in advance.
- 如果放行单所列备降场不接收,飞行机组应及时寻求公司 AOC 和空中交通管制的帮助,协调其它备降机场。在发生没有机场可接收航班备降的情况下,应按照放行单所列备降机场进行备降。最低油量和紧急油量的宣布应严格按照公司燃油政策的要求进行评估,该宣布时必须宣布,不得提前宣布。

Here the notice

特此提示

Operational Control Dept.

天津航空运行控制部

2013年09月18日

The little phrase "...return or alternate..." is not accidentally word-ordered that way. This is the actual prioritization given real operational practices. YOU WILL RETURN in China, often enough.



Monitor, You Asshole. Monitor.

So there we were in Korea. It was another Capt/Capt day (I'm being awfully generous with that second Captain designation as you will realize shortly). The P2 was a new Capt. gaining experience, but I was sitting left seat because the company would not allow him to fly internationally as P1. We were taxiing out and Ramp told us to monitor Ground. The P2 Captain selected the frequency and made a nice, long check-in. When he was done I told him that "monitor" means just to switch the frequency and DO NOT TRANSMIT until spoken to. I briefed him for several minutes about it and he was nodding his head yes the entire time. OK, great. As we approached the #2 position adjacent to the threshold, Ground shipped us to Tower with the same instruction to *monitor*. Guess what? "Tower, Bohai 1234 holding short behind traffic #2 bla blab la..."



So there I was, walking to the bank, minding my own business when all of a sudden I noticed where the brash, concentration-camp style loudspeaker broadcasts were coming from. I was walking by the track and exercise field of the area highschool and all the kids were lined up in tight columns, standing at attention. The loudspeakers were preaching something to them, probably state propaganda... and I get it now! Capt. Anon.



Another beautiful, polluted winter day in Tianjin... Santa is bringing you lung cancer this year.

It's Esleepy Time!

In one regulatory region I know of (there may be others), the controlling aviation authority has established guidelines for pilots to take quick power naps on deck. The airlines operating under this agency simply apply for permission to add the procedure to their SOPs and then cover the topic during training. Most often, the procedure involves a quick brief to the FO and purser, and then it's time for a quick eyelid inspection while the other pilot monitors... This agency with these procedures of which I speak is <u>NOT</u> the CAAC and <u>NOT</u> Tianjin Airlines.

You see, in China, *it's a little different*. There, what you do is party all night at KTV, come in to work dead on your feet, look alive for a while, and once you get on deck you konkout without telling anyone. There are endless stories of snoozing FOs/SOs from foreign Captains at numerous companies in China. It's an epidemic over there.





SLEEP! It's THE thing to do on deck of a Chinese airliner!



Intro: A Hand and the Love

The hospitals in China are fucking scary. Besides the fact that there is a heavy element of "ooga-booga" to their practice of medicine, they are also a bunch of dirty pigs. So, from dried lizards on a stick to eggs boiled in urine, you run the gamut of half-baked remedies and plain-ol' down-home crazy-ass shit. Have fun with all that.

Your first experience with the medical check in Tianjin will probably be at the Army Hospital 254. This hospital... this *hospital* is disgusting, period (the *hospital* in Beijing isn't much better). If you weren't sick before you arrived, there's a good chance they'll send you home with something by which to remember your visit. The local aviation medical *doctors* are based here on the 7th floor. As you walk through the main entrance you are greeted with an ambiance of urine, shit and other stenches wafting about. Slogging across a minefield of loogies oozing around the floor, you find the elevator which is a complete joke (as most are in China)... just take the stairs unless you have a year to kill and want to be in a confined space with a bunch of sick people hacking up phlegm.

After you hike up 7 floors past some pretty sick looking Chinese people chilling out in the slovenly stairwell, you arrive at your destination. Once you fill out some forms, it's back down to the 2nd floor for the urine/blood test. The Chinese have absolutely no concept that blood can be hazardous, let alone excrement, happily combining the two enterprises at one window/station. They hand you a tiny clear-plastic cup and direct you over to the yawning cavern of bathrooms. Hold your breath as you enter because you're gonna gag and puke with the smell, it is absolutely *rank*. And this is IN the *hospital?!* I can't believe there hasn't been some kind of Juntas feces-virus that has attacked China considering these unsanitary conditions... wait. Bird flu. Swine flu. Never mind, they got that there already.



That, sir, is a <u>bucket of urine samples at the hospital in the waiting area</u>... Care to take one home?

As you hand your urine sample through the window, they grab your arm, plunk it down on a disgustingly stained pillow (OK, so maybe it's the iodine, but it sure *looks* like blood stains), wrap a rubber tube around and insert a needle into one of your pipes. Be cautious while you stand there because sometimes they're kind enough to return the urine samples to their rightful

owners. Why?! They were doing this at the visa medical center when I was there and an old man threw his into a nearby trashcan, resulting in a spray of his bodily fluid going *everywhere*. Nice!



Clearly, the Chinese share my love of combining urine and blood



Roll up them sleeves boy, this "nurse" is going to start poking!

I'm Hot Blooded, 100° ; I'm Hot Blooded, Check it and See!

Foreigner lyrics aside, the Chinese are obsessed with heart condition. They don't give a fuck about radiation, smoking or heavy metals in the sea/river food; but, if you have any hint of a heart condition, you are going to be fucked six ways until Sunday. Captain G supposedly had what is termed "short P/R wave" when in fact the indications were most likely triggered by an electrode that kept falling off during his treadmill session. This resulted in several years' worth of scans and close scrutiny by those retards.

Captain J *also* turned out to have a dangerous pulmonary condition prompting them to insist he wear a 24-hour monitor before clearing him to fly back home as a passenger on a commercial flight. I met Captain J at the hospital who, after relating this story between gales of hearty laughter, told me his brother is a heart specialist and has monitored him ever since medical school and never noticed anything out of the ordinary with his heart. He was just playing along with the commies for fun.

Several of the foreign Captains I met over in China were avid sportsman. One in particular had quite a bit of talent and had taken himself far as a professional contender in his life prior to aviation. This being the case, and the fact that the Chinese doctors don't know how to deal with Westerners in peak physical condition, we ended up with the recipe for some kind of trouble during his medical checks. His low resting pulse on the ECG turned out to be the culprit

in this case. Combining this with spikes on the stress test thereafter, due to his finely tuned cardio-vascular system, he ended up with a bunch of retarded lab monkeys scratching their heads in confusion. They are just totally incapable of making heads or tails of the results.

With this particular candidate, they decided to conduct further tests which took the form of injecting him with loads and loads of iodine. He immediately encountered a severe cold spell. His body then went into cold sweats and he honestly thought he had shit himself. He was sick for 2 weeks thereafter: every time he went to eat or drink he felt nauseous. After tying up a couple of loose ends in China, he made a b-line to his home country and ordered a blood test from his regular doctor. The test indicated he had acute iodine poisoning. The doctor said there was not much to do except let his body work through it. He actually prescribed abundant quantities of good beer and as much sleep as possible. "Doc, that's two things I can do without any problem!" "OK, nurse? Can you please direct this patient to the nearest bar with the number for a good taxi driver..."

So, yeah. There have been several other foreign pilots with Chinese-diagnosed critical heart conditions, but I think we've heard enough. We'd be here all freakin' day...



Blood and sparks... WOW. My two favorite things together at last. And cringing faces. All good, more please.

Speaking of all freakin' day, how about some radiation for ya? Twice a year they're going to dose you with tons of radiation while they look at your heart. Why? How much is really going to change with your ticker in 6 months? I've asked for lead aprons to protect my balls and thyroid (you know, the sensitive bits...) during these tests, but most of the time they are clueless

about this request. One time a bunch of doctors/technicians even laughed at me behind the corner, "Crazy foreigners are all afraid of the scary radiation; Oooooh! Booooh! So scary! Haha! Stupid Americans!" I wonder how many of *them* are going to die early, horribly and painfully of cancer?

In the unfortunate event you *ever* have a serious *condition* develop, you're going to want to go back home to seek medical help if you can. I actually had a chipped tooth at one point but found a decent doctor to handle it at a foreigner hospital in TEDA (Tianjin Economic Development Area). Anything more serious than that, get outta town to have it looked at. *Boy, am I glad I never got sick!*

Getting Sick in China

I got sick several times in China. From heavy doses of food poisoning to out-and-out raging fevers, it's all here waiting for ya. One of the guys described an industrial-strength staff infection where alarmingly bright neon-orange nasal-fluid was alarmingly draining out of his nose at an alarming rate. Another guy had a fungus or something growing on his foot, and everyone has had a run-in with tainted-food-induced gut-wrenching barf/diarrhea-fests. There seems to be an adjustment period (it lasted about 6 months for me) where one's body reacts to the shock and awe of how brutally unclean the conditions are in general in China. It's fucking gross, and mind you I've been to some dicey countries in my travels.

So, here's a shiny nickel's worth of free advice: don't look behind the curtain at restaurants otherwise you'll never eat. Don't pay attention to the smells in bathrooms or while walking down the sidewalks or you will never have an appetite. Don't pay attention to people raking their throats and spitting it wherever they happen to be standing at the moment. In fact, it probably seems like it'd be a good policy for you to simply barricade yourself indoors except for the fact that sewer smells waft up through the pipes into your apartment and creepy crawlies too (they don't design traps into their plumbing). So, there's no escaping it.

I VAHN' TO TEST YOUR BLOOD! MUAHAHA!

Besides heart condition, the Chinese are also obsessed with blood. In fact, they are going to test the *shit* out of your blood. There must be 30-40 things they are looking for (one captain described the results he saw printed out once). You are going to donate a nice big sample every 6-months when you do your medical check. It's a lot of fun too: you put your arm on a table splattered with what one *hopes* is iodine and have some student nurse poke around looking for a pipe to tap.

In this game of life, several foreigners have been caught in what can best be described as *the blood trap*. From diabetes to hyperglycemia, pregnancy tests on men to elevated levels of steroids, the hang-ups run the gamut at the CAAC hospital in Beijing. I'm sorry, did I just type hospital? I meant circus. The only thing missing is the mini full of clowns... they probably have that too when everyone shows up to work in the morning.

One Captain was *misdiagnosed* as having a condition of hypoglycemia, or low blood sugar. While *elevated* levels of glucose in the blood could be a sign of diabetes, intermittent spikes are not out of the ordinary. Low blood sugar on the other hand is most often a complication when diabetics take too much insulin. Wikipedia has this to say of the condition:

The most common forms of hypoglycemia occur as a complication of treatment of diabetes mellitus with insulin or oral medications. Hypoglycemia is less common in non-diabetic persons, but can occur at any age. Among the causes are excessive insulin

produced in the body (hyperinsulinemia), inborn error of metabolism, medications and poisons, alcohol, hormone deficiencies, prolonged starvation, alterations of metabolism associated with infection, and organ failure.

http://en.wikipedia.org/wiki/Hypoglycemia

Now, our protagonist had been in China for a couple of years with the accompanying blood records that comes with such a prolonged ordeal. Apparently what had happened this time is that during the day before, his flight had encountered a number of delays and he didn't have a proper lunch or dinner on the plane (when is that disgusting *slop* proper anyhow?). Per the doctor's instructions he did not have dinner when arrived home late or breakfast the next morning... could this be thought of as starvation? Of course the condition had never materialized in previous medical checks but now the bell could not be un-rung and it was time for China to go full-tard YET AGAIN.

A couple of days later the foreigner was sent *back* to the hospital for a 3-hour OGTT (Oral Glucose Tolerance Test). The beginning of the test had our poor patient ingest a glass of sugar water after which blood samples were taken over and over and over, 2 to 3 times per hour (and we're not talking pin-pricks here, we're talking a collection of nice little tubes of steaming hot, red-red groovy). After the test, his arm looked like that of a heroin addict. To add insult to injury, webmd.com has *this* to say of the test:

Though not routinely used anymore... it is still commonly used for diagnosing gestational diabetes.

http://www.webmd.com/diabetes/guide/oral-glucose-tolerance-test

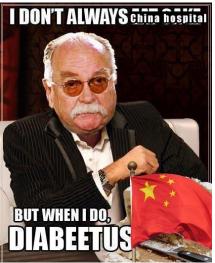
So, I hope he had a good pregnancy. Of course he passed the exam eventually, but it was one more example of how stupid the Chinese are and how much patience you need to survive over there. And, this is NOT an isolated case either (there have been several others with various blood problems). **YOU** have a very high chance of being subjected to this nonsense even if you work out regularly.

Ed. note: It has come to our attention that Asians are a high-risk ethnic group for gestational diabetes. Still, our protagonist has never been a woman before or Asian for that matter.

Misdiagnosis

Give a bunch of superstitious monkeys who cannot think for themselves an MD, put them in positions of power and authority, issue them white lab coats and stethoscopes, and you end up with a bunch of monkeys who don't know what the shit they're doing but have the arrogance to think they can figure something out as complex as the human body. *My* body happens to be particularly complex and well endowed, and this always seemed to send a wave of confusion through their ranks.

Anyhow. We've seen a lot of misdiagnosed conditions from the problems with blood and hearts described above to the latest installment of aeromedical-doctor-diagnosed *lung*



cancer. Got that? LUNG CANCER. How would you like to go in for a 6-month check and have the doctor tell you your lungs are going to rot out? The irony is juicy and ripe. Hell, I would not be surprised if I had lung cancer after breathing all the shit in their air; who knows how much exposure to industrial waste it takes for the malady to manifest.

One has to wonder about this wave of misdiagnoses: if they were serious and keeping track of these they'd realize there was an epidemic on their hands! Then again, I wonder if there *IS* an epidemic among the Chinese in China? They definitely have red fever, and bad at that.

Ed. note: The foreign captain who was diagnosed with lung cancer made a b-line back to his home city and doctor.

The results of this test were negative of course. It's just one more example of how messed up things are in China.

CA Just Make It Happen

So, there I was flying in China when all of a sudden it was time to do my 6-month medical check. A few days after the exam, I got a nasty-gram from the company telling me I had failed due to *fatty liver*, a fairly popular ailment in China. So I had to do a retest: yet another day of standing in lines and getting poked and prodded by a bunch of numpties.

I fasted like heck in preparation for the second check since I didn't want to fail again. When the time came, my efforts had paid off and my liver was right back in the black; however, my kidneys were now out of trim because I had been eating and drinking as conservatively as I could. So I failed again on that basis... which meant another check. The third time going in I failed because of the blood work.

Yeah: 3 medical checks with the Chines poking and prodding me, resulting in 3 failures. The fourth time in I decided enough was enough and I took matters into my own hands. I brought along 2000RMB and handed it to my intrepid driver. He knew enough English and was Chinese enough to understand my request: find a doctor who is willing to sign me off to the tune of the stack of money I had donated to the cause.



Remember me, round-eyes?

Ed. note: The doctor was singing "Pretty in Pink." Damn Mao is ugly and cheap: this bribe cost \$250!

Ed. note: There was yet another incident with another foreign captain who had to bribe the doctor to pass his blood check. The rate of diabetes among foreign pilots in China is stupefying.

Chinese river mysteriously turns blood red overnight



A view of the polluted waterway. (Tencent News)

A river in China has mysteriously turned blood red overnight in what is either a sign of the impending apocalypse or, as authorities suspect, illegal dumping.

Locals in China's Zhejiang province said that when they woke up the river looked normal, but within an hour it began to run a deep crimson.

Residents also noted a strange smell wafted through the air.

Although inspectors from the Wenzhou Environmental Protection Bureau have not pinpointed the cause of the colour change, they suspect illegal dumping in the river could be to blame.

Source: ABCNews
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ASIA WORLD

Forget flying, go open a restaurant over there... that sounds like an even better idea.

rorget flying, go open a restaurant over there... that sounds fixe an even better fuea.

Remember the **food** you ate last night? It wasn't fish by any chance was it? What did I tell you assholes about eating the fish? Shit, what did I tell you about eating *anything* in China? "The inspectors could not pinpoint the cause." What, are they a bunch of fucking IDIOTS? Wait... never mind. So, try going to the hospital and passing your medical check after you ingest this shit... your blood is going to blow up the analyzer-machine: PASS!!!! *NEXT!*

Breathalyzer

Every time you come to work to fly you will have to blow into a breathalyzer. If you don't blow, you'll be summarily terminated on the spot. This is yet another example of the punitive Chinese culture that will clash with you, a Western pilot. This practice does not occur in the USA, it does not occur in the UK, it does not occur in Canada (and to the best of my knowledge not in Europe). But, it is a feature of China who likes to stick it's big nose into areas that do not need a nose stuck into (go stick your nose in the damned bathrooms instead and smarten up you slobs). Unless, that is, we put any stock into the old adage that where there's smoke there's fire. I imagine the Chinese have had a huge problem with domestic pilots flying drunk in the not so distant past and so the authorities have taken these extreme measures to address it (as they ever excel at taking extreme measures). So, every morning you come to fly, you will be presented with a digital analyzer that you get to blow into. Fuckin' aye.

But wait, it gets better. They used to have a dedicated company "doctor" milling around taking everyone's breath (shoving a portable breathalyzer up in your grill); now, they have installed an ATM-like machine next to the sign-in machine which reads your magnetic badge, *takes your photo* and then takes a reading of your breath for alcohol content. Here is the SMS message that was sent out to all pilots informing everybody of the new procedure:

To all pilots, alcohol test records are being checked by HNA. All crew must perform alcohol test before flight. Anyone who does not perform the alcohol test suffer the consequences. TJ Flight Quality.

So, don't use any mouthwash in the morning and get the ol' pipes ready to blow like the crosswinds they are so dreadfully afraid of there!

Speaking of mouthwash, one of the guys actually did show up at dispatch in the morning and blew too soon after using mouthwash and set the machine off. He said it was like getting caught trying to sneak gold out of the national reserve: alarms were going off and the box did a double flash exposure photograph. I wish to hell I had a copy of *that* photo, can you imagine the look on his face? Apparently, he said it registered something like 3.0! The company immediately had him blow in the portable device which showed a similar result; so it was off to do a blood test! A blood test, can you imagine? What kind of bricks would you be shitting if you'd had a beer or two with dinner the night before? After a while it all got sorted out, but what an absolute Chinese cluster fuck.

Ed. note: Around the end of April 2014 a Chinese EMB145 instructor was suspended for blowing a 4.0 into the breathalyzer. WOW! Like Duke has been saying, "Where there's smoke, there's fire!" I hope you're Chinese captain is sober when you go flying in China on that fancy vacation you have planned for your family! Additionally, if your Chinese captain does turn out to be sober, I hope he was instructed by a sober instructor when he learned how to fly...

Drinking in China

Here are some notes on getting trashed without getting clobbered. Be careful of drinking spirits; try to stick to beer if you can. The body processes beer much easier than hard liquor and you need to remember that you're going to be blowing in a breathalyzer at dispatch the morning after. **STAY AWAY FROM BAIJO**, it's not natural and it's going to fuck you up. Also, if you *are* going to imbibe within the 24 hour period, get a personal breathalyzer. Even though there are no sick days in the contract, call it in if you have to; it's not worth it to risk blowing even .001!

CA Sneekypoo

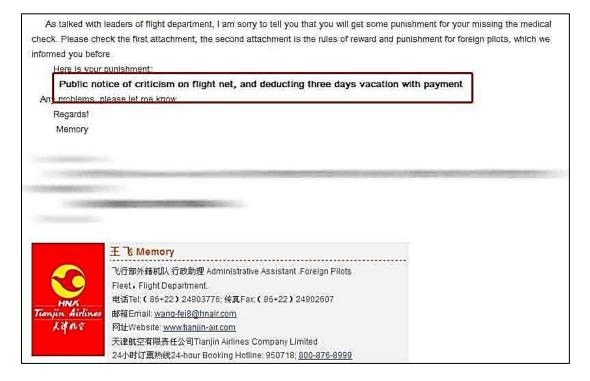
So there I was in the dispatch room, early morning. The CAAC inspector for the EMB145 had just walked in. I was on the phone minding my own business but watching him out of the corner of my eye. He walked up to an FO, mumbled something and handed the kid his badge. The kid walked over to the breathalyzer, swiped the inspector's badge and blew into the machine. I just kept to myself; I've seen other pilots lending each other a similar hand.

CA Late for the Bus

So there I was, scheduled for the 6-month medical check. Memory (the little office twat abomination) had sent out an email to come to the dispatch room at the new building at O-dark-hundred to catch the bus to Beijing. Great. So I showed up a few minutes early and waited... and waited and waited. No bus. So I tried asking the office personnel what the deal was; nobody spoke any English. OK. So I called Memory... no answer. Of course, it's O-dark-30. Finally I got in touch with someone. No dice man, I was waiting in the wrong place and the bus left without me. Great. So I went home and they rescheduled.

The night before the second go at this medical check we had a huge flight delay. I had been on duty more than 20 hours or something stupid like that, and we rolled in at 4am. The bus for the medical check was to leave in 2 hours. I checked in to the airport hotel, fell asleep and that was the end of it. I woke up later to a splitting headache and fatigue hangover. I had a dim recollection of telling the FO to call the dispatcher and tell them I would not be making it for my medical check... Still, I was in trouble.

They hauled me into the office for a chat. At the end of it I was fined 3 days of vacation which, at the time was not such a big deal because it was the end of the year and vacation at the time was not rolling over. A few months later the company decided to pay out unused vacation days... so this fine ended up costing a couple of thousand dollars. If you want to think of it in those terms.



Fatigue

China is not equipped to handle basic human needs factors of scheduling and operating aircraft, specifically a crewman's endurance and need for rest. A pilot's realistic useful work period is often totally ignored, whether this be in the regulatory language for duty periods, company policy or actual scheduling behavior. To make matters worse, at Tianjin there is no policy for calling fatigued (or sick for that matter).

In the early days of the foreign pilot contingent often there were extremely long duty days that would last well through the night for a flight that otherwise should have landed at 8pm within a 12-hour duty time. Storms tend to cut off major routes (remember, there is no off-route flying) and congestion tends to inflame chokepoints all over the PRC airspace system. This situation has not improved much over the years, but at least the World Fair that made matters unbearable in 2010 has long since passed.

For the company slobs who insist the problem is isolated and does not apply, take a look at Appendix I: List of Captains who flew long hours.



Hey, check out these sweet blackout curtains yo! I'm gettin' my sleep *ON*.

As a Barbie Jet jock applicant, River promised the EMB190 from day 1. I arrived on property and found out I had to wait to accrue 700hrs. When I finally did do the course, I got shafted, the CAAC became involved and I was barely allowed back to the EMB145. What a goat rope. Quit shortly after anyhow... Capt. Anon.

CA Go to the Company Hotel?

So I woke up at 05:30 and looked out the 18th floor window of my apartment: carnage. The visibility was 0/0. I then became aware that an acrid stink was permeating my room: today would be a pollution day. No matter; I showered, ironed a shirt, jumped into uniform and met my driver. On the way in we almost had 3 accidents. He was smart enough to drive slow, hug the shoulder and turn on his hazard lights. Good man, you're learning!

About 5 minutes after I signed in I started getting calls from the dispatcher:

[06:18]

Hello Captain, today the visibility is very poor. Please go to the company hotel for rest.

No thanks, it's really dirty and those rooms are totally unsuitable. I'm not going over there.

But Captain, it's maybe a long delay, you need rest.

I just woke up, I'm at work now, I'm not going to the hotel.

But Captain...

End of. I'm not going to the hotel, it's OK though. I'm happy! I'll just wait here in dispatch.

[06:56]

Hello Captain, this is your dispatcher.

Hi buddy! How are you?

Oh Captain, I am fine, but I think you need to go to have rest at the hotel.

No thanks bud. I'm very happy to wait here in the dispatch room. No problem!

[07:05] A crew scheduler met me in the dispatch room and urged me to go to the hotel for rest.

[07:18]

Hello Captain, this is your first officer.

Hey man, did you have a good breakfast.

Hm, yes Captain. The dispatcher called me and ask you to go to the hotel for rest.

I'm not going over there, thank you. It's dirty, smelly and unsuitable. But thanks anyhow!

Oh, but Captain maybe we will have a 2 hours of delay?

Well, that's not a big deal is it? 2 hours delay is nothing. Our duty time today is maybe 8 hours?

Yes, but Captain...

I'm not going to the hotel. Period.

Not too long after this, maybe an hour or so, the dispatchers called me and canceled the flight. *Whatever...*



You remember those sweet blackout curtains? Maybe you just might want to close them again. This photo is from the prison... I mean *hotel* in Urumuji. Totally fire safe too if the building is burning down.

CA Call the Hotel, I'm Done

So there I was, flying around China in and out of Nanning. As with Tianjin and Xi'an, you typically go out-out/back-back for a total of 4 legs each day. Great! On the way back, our last sector, a thunderstorm had conveniently parked itself over the top of the airport in Nanning. It was time to divert, and between Haiko and Gooyang I chose the latter. Upon landing we discovered pretty much everyone else had been making the same choice and all of the hotels were chock-full.

Being that our regular joint was jam-packed with passengers and crew from flights that made it in before us, we got stuck with a shitty hotel a few miles away. Let me tell ya, shitty hotels in China are *NOT* a good thing. The room they put me in was filthy, cold and the bed was hard as a rock. Shit, I hate China. That night I probably got 2 hours of sleep.

The next morning we reported for duty and had a solid 8 hours of flying scheduled. Fantastic. As we proceeded through our day it became clear to me that none of the crew was in good shape: we were all tired as hell. On our third leg, everyone was nodding off including yours truly. I looked over the fight times for the day and by my quick calculation I could see that the last leg would put us in at over 8:30 of flying and 15 hours of duty. This was just not going to work out. So I decided to call fatigued.

After we rolled into the gate and set the brakes, I told the FO to call dispatch. I could make out a little of what he was saying over the phone (he kept referring to me in an elevated tone of voice which indicated to me he was throwing me under the bus, i.e. "This is all the Captains fault, I'm good to go... it's these damn foreigners I tell you!"). He tried to pressure me into flying, "Captain, are you sure you cannot fly this last flight? It's only 1 more hour!" I don't have to explain to you, dear reader, my lengthy counter arguments of our total duty for the day and the concept of legal to start, the effects of fatigue and lastly Captain's authority. In China, these are very weak arguments, the more so for a foreign Captain.

The next day my eMail inbox was full of all kinds of messages from the flight quality center. Mostly they were coercions to make me feel guilty about calling fatigued, thinly veiled by claims they were concerned about me and questions as to whether I had some kind of health problems... Can you believe this shit? There is <u>absolutely no professionalism in China</u> and safety/human factors take a back seat to completion performance. The CAAC is a frigging joke.

Ed. note: It has come to our attention that there is absolutely no professionalism in China. Pass it on. Oh, and Duke may be wrong about completion performance... there's really none of that in China either.



One does not simply... oh, fuck it.

Donating Blood, a Good Cause

I worked a couple of other contract jobs in Southern Asia before I came to China. I met some really interesting people there and learned some interesting concepts about what I would loosely call karma in one's life. One of these ideas was that in order to fix the ills you commit and curses that may be laid on your shoulders you have to sacrifice a little of your own blood. Putting my head to work I realized that it might serve two good purposes and double my karma if I donated the blood instead. Make sure you aren't flying for a couple of days and bring your passport. They have blood mobiles scattered around and you get a little logbook documenting your donations. You're allowed 1 donation every 6 months so unless you're a complete asshole this should cover your cosmic aura with a substantial force-field of protection. One of my friends laughed and said I was really changing them from the inside. I guess this is true...

And then they bring out that little pillow they put your arm on with all the iodine stains on it that *look like blood stains* and ya opt out of the whole affair to avoid contracting AIDS.



Homo-eroticism and medical checks in China; enjoy that when you encounter it.

Psychological Health

I was chatting with another foreign captain here about this and that, and it came up in the conversation how incredibly isolated one feels in a country like China; and this coming from an experienced contract pilot who had seen much of Asia crawl down his moving map display like so many Matrix symbols. And, I mention the Matrix deliberately here: you tend to lose touch with reality in that country. Think of it as cabin fever in the midst of billions of people?

The Chinese can be tremendously cold and unfriendly. They have a horrendous case of xenophobia amongst their hordes. In my mind it comes from their overbearing sense of entitlement as the superior race on Earth. In any case, we have observed several Captains bring families over to Tianjin, even from other Aisan contract gigs; they last a few months and then all of a sudden their wives get the idea that they have to go home for a little holiday. "For how long," the husband asks. "Oh, I don't know, 3 or 4 months maybe?" It's that bad.

Then there have been a couple of foreign Captains who have been loners: this is a really stupendously bad idea in China. You don't have to be the most sociable person on the planet, but it's a really really bad idea to think you can get by while trying to stay off the radar. It will drive you mad, and the guys who tried it did become a bit erratic and odd.

So, I was sitting right seat for a new "Captain" right? We'd just taken off and around 1000ft ACT started giving instructions for us to do this and that. We had alt-capped. He was busy doodling with the heading, all the while I was watching the speed trend rocketing off the scale.

```
"Uh, Captain?"

"What?"

"How about some flaps up?"

"Oh, ok... yeah. One!"

I guessed he meant "Flaps one." The speed trend was still rocketing up and out of sight.

"Uh Captain?"

"What?"

"Would you like to reduce the thrust a bit?"

"..."
```

Yeah, and this was the first leg of day four and I was already fatigued. Great! Hope we don't have some kind of problem...

Capt. Anon.

问题描述 动脉出血的特点应该是:	()	Characteristics of artery bleeding include
✔ 鲜红; turkey red		
✔ 喷泉样:state of fountain		
✔ 危险大; dangerous		
口 暗红色;dark red		
□ 不停的流; bleeding continual	ly	

Yup, here's your blood fountain. Dangerous!
You honestly didn't think we'd get by without at least 1 redneck reference to Roy and Gil?
And I'm not totally sure why the last 2 answers don't apply...

[Excerpt from Emergency Exam Answers]

Chinese Media Following the Rules Mentioned Earlier

Do with this as you like. I decided to put it all in here. The sad thing is that this is not satire, it is not the Chinese media being ironic or sarcastic.





Home News World Sport Finance Comment Culture Travel Life Women Fash
USA Asia China Europe | Middle East | Australasia | Africa | South America | Central A

HOME » NEWS » WORLD NEWS » ASIA » CHINA

Smog makes you funnier and smarter, Chinese media claims

As eastern China chokes on toxic pollution and skyscrapers disappear into the fog, an editorial goes viral after arguing that smog is bringing "major benefits" to Chinese people



Models wearing masks present jewellery to a mask-clad audience on a smoggy day in Nanjing, Jiangsu province Fnoto: REUTERS

By Tom Phillips, Shanghai

11:11AM GMT 09 Dec 2013

Toxic air pollution may be pulverizing the alveoli of hundreds of millions of Chinese but it is also making them more equal, more humorous and even more intelligent, state media claimed on Monday.

In a controversial and widely mocked comment piece entitled, "Five unexpected gains the haze has brought", a journalist from state television channel CCTV argued that while Chinese people might "hate" the pollution, it was not a "completely useless" phenomenon.

For while filthy air was a dangerous "enemy", it was simultaneously bringing "major benefits" including making people more united, more sober, more equal, more humorous and better informed.

Smog was making Chinese people equal since it affected the lungs of both rich and poor, the article argued. It was sobering since it made Chinese reflect on the cost of their country's economic boom. It was also a boon for Chinese humour, since residents of mainland China were turning to comedy in order to keep "light hearts" in the face of what has been dubbed the "airpocalypse".

But perhaps most importantly, pollution was improving Chinese minds, CCTV's journalist argued.

Related Articles

- Chinese pilots 'must be able to land in smog' 12 Dec 2013
- Chinese civil rights activist to face trial 'within weeks' 13 Dec 2013
- Shanghai disappears in 'airpocalypse' 06 Dec 2013
- China's countrymen struggling with a 'sick' Mother Earth 23 Feb 2013
- Linfen: how China's Chemobyl turned the corner 24 Oct 2012.
- China invests £235 billion to tackle pollution 28 Aug 2012

"Our knowledge of meteorology, geography, physics, chemistry and history has grown [because of pollution] and the standard of our English

China

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In China



Superstore sleepover



In pictures: Friday prayers of Ramadan



Chinese city focus



Chinese propaganda

has improved too," the author argued. "Without this haze, would you know what PM2.5 was? Would you know that 60 years ago the haze claimed 12,000 lives in London? Would you even know the words "haze" and "smog"?"

The article was published as large swathes of eastern China continued to choke on some of the worst pollution on record with air quality levels nearly 20 times below those deemed safe by the World Health Organisation.

In Shanghai, China's financial hub, dozens of planes were grounded and some of the tallest skyscrapers on earth disappeared almost entirely from view as a foul-tasting fog enveloped the city over the weekend.

City officials urged children and the elderly to stay indoors and pharmacies sold out of facemasks as residents attempted to prevent "beyond index" levels of pollution from penetrating their lungs.

In Nanjing, another major city around 170 miles west of Shanghai, fashion models took to the catwalk sporting surgical masks.

Environmental group Greenpeace blamed much of the pollution on coal-fired power stations and factories in the eastern provinces of Jiangsu, Anhui and Shandong.

The CCTV editorial infuriated pollution-weary micro-bloggers with more than 80,000 internet-users commenting on the article within two hours of its publication.

"At first I thought this was fake news, but the article really exists," wrote one. "Then I thought it was satire, but after reading the article I found that the writer did indeed hold these views. In the end, I opened the window and inhaled a big breath of Socialist happiness."

A female user wrote: "The first benefit of haze that comes to my mind is saving money on foundation since my boyfriend can't see the defects on my face [anyway]."

Editorials in many state-controlled newspapers sought to shift



The Tiananmen Square massacre

responsibility for the pollution from the government onto the population on Monday.

However, the editor of Hong Kong's South China Morning Post berated Beijing, labelling President XI Jinping's attempts to improve the environment as "half-hearted at best."

"It is sad to note that despite the severity of the smog and its hazardous impact on people's lives, neither the central government leaders nor the officials from those affected cities have come out publicly to apologise and discuss ways to address the issue," Wang Xiangwei noted.

During the 1950s and 1960s, "smog killed thousands of people in Britain before the authorities there took decisive steps to introduce the Clean Air Act to bring pollution under control," Mr Wang added.

"It is time that the mainland leadership learnt from those lessons and takes steps to introduce China's own Clean Air Act."

Speaking at a conference on Saturday, Yang Xiong, the mayor of Shanghai, admitted his city was suffering from severe pollution.

"But it will be fine in the following days," Mr Yang said, according to the official Xinhua news agency.

Meanwhile, another government-controlled media outlet published an article claiming pollution could give China "a defensive advantage in military operations."

While smog was bad for Chinese health it could help the country on the battlefield by hindering missile strikes, the Global Times newspaper said.

You will be breathing this poison when you go to China. Keep that in mind. What are the long-term health effects? Do you really want to risk it? Do you really want to risk ANYTHING in a country that takes this kind of attitude toward a clear and present danger to the health of its citizens and the health of the world's environment at large? Does this paint any kind of picture for you of the conditions you will be facing as far as administration of aviation is concerned or the management of a company? I pray you are taking something away from this... don't get caught with your pants down if you still insist on going over there.

And if you do go, keep in mind that you will probably be quitting in 6-8 months if you last...

So, my checkride is coming up, which I am expecting them to use to fire me. Capt. Anon.



Aircraft loading is accomplished by a highly dedicated and professional ground crew on all three aircraft types at Tianjin Airlines: the 145, 190 and 320... NOT. But you will have a loadmaster and will not do W/B calculations ever. On one side this is great because you never have to worry about your load; it's all taken care of for you. Load hits are taken long before you ever get the paperwork and there's nothing like moving passengers around or offloading cargo. In fact, I don't think I ever met a captain that had a problem with loading... until they had several experienced Western Airbus pilots join the brand new Airbus 320 fleet that is.

The Western A320 pilots found 2 serious errors the ground crew was making on a regular basis. Because the airline does a significant amount of business hauling cargo (cell phone batteries and fresh seafood being the most popular), they load the aircraft to the gills. The problem is that the ground crew was putting all of the cargo in the forward hold which rendered the airplanes out of balance on landing. After several hard warnings caused by excessive gloading on touchdown (further precipitated by out-of-trim conditions, and even running out of nose-up trim in the landing flare) the airline finally addressed the issue. It took numerous meetings initiated by the foreigners to bring the company to understand the issue adequately and then comply.

But, they were still loading the planes to the gills, and still doing so incompetently. Opening the cargo doors revealed floor-to-ceiling cargo which now caused a fire hazard by blocking the extinguishers. For the uninitiated, the effectiveness of in-flight fire-fighting with halon extinguishing agent is severely hampered with the cargo compartments stuffed the way the ground handlers were loading them. The company eventually issued a notice for captains to inspect the cargo hold before departure... what a joke.

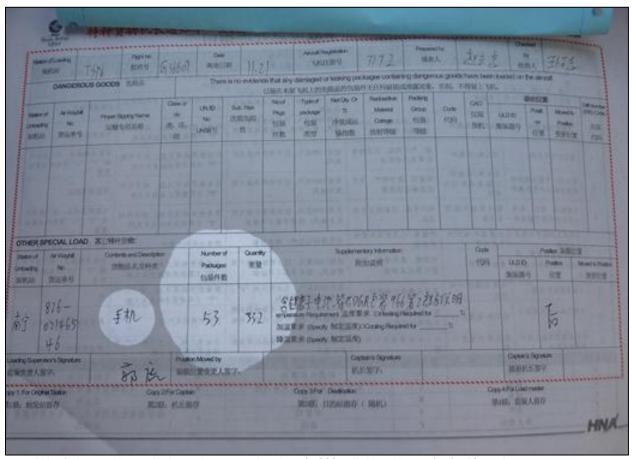
As for takeoff performance, several captains on the EMB190 complained that the company was not encouraging de-rated takeoff, i.e. FLEX. As a matter of fact, being unfamiliar with the practice, FOs considered it dangerous. This attitude was backed up by the instructors and line checkers who also considered it a hazardous method, who cares what the manufacturer recommends or the performance manuals account for. After fighting it for several months, the foreign pilots gave up; a week or so later a company notice was issued directing everyone's attention to a spate of high engine vibrations on the EMB190 fleet. You can guess the remedy: FLEX as often as possible and use full power climbs sparingly. Fuck a *wildman*.

Continuing along in this vein, there has been another couple of practices regarding performance that would get an FAA inspector up your ass faster than Peking duck comes out. The first is a concept that annoys the shit out of me personally has been confirmed by foreign pilots on all 3 fleets: +1 for safety. This practice advocates adding a knot here and there *just in case*. Setting your landing speeds? +1 for safety! How about this, fuck you and kiss my ass for safety?



The second practice is particular to the EMB190. When programming the MCDU with the takeoff speeds, the computer calculates your initial pitch angle based on what figure you input for V_2 . As we know, this V_2 figure (along with V_1 and V_R) comes from your performance handbook based on the airport/runway you're using, the outside temperature and takeoff weight. Given those parameters, you're usually getting a figure of around 10.5 to 11 degrees. If the initial pitch is above 11 degrees, instructors have been teaching students to change the V_2 speed to reduce the initial pitch angle back to 11 or less.

Then there's V_1 . The SOPs have you calling V_1 at V_1 -5. Why? Yup, you guessed it: for safety. I guess it's better to go flying with an engine on fire when you have the chance to abort on the runway... especially when you have 10,000' available and need less than half that required to rotate. *Retards*.



I don't know about all that other crap, but here's 332 cellphone batteries in 53 packages as cargo... Check out the recent Australian 737 that almost went flying with a cargo hold of LiOn batteries on fire.

So, there I was out-base stationed at Xi'an for a friggin' week. The hotel is awful. After a few days, my foot swelled up and I had a horrible rash develop. Let's see... should I go to a Chinese doctor? NOT! I had to just "power through it" until I got back to Tianjin, and then I hopped on a plane back stateside. By this time the swelling had subsided. My doctor back home gave me some liniment with anti-fungal properties and that was that. I keep it in my flight kit for when I go to out-stations for duty. Filthy pigsties. Capt. Anon.

Safety Notice

(2011) NO. 24

Notice of the Lithium Batteries and Other Dangerous Good Transportation

To all pilots:

On May 25th 2011 at Flight CA1549 (Beijing - Shanghai), the lithium battery of passengers video camera got burn in luggage compartment during its climb. Flight crew took actions rapidly, after using three extinguishers the fire was finally extinguished. After preliminary invest, the reason is lithium battery spontaneous combustion. Here are the notices for you to study:

- 1. Flight crew should carefully study regulations on the dangerous emergence and dangerous goods carried by passengers or crew, in order to make a full preparation of emergency prediction scheme according to dangerous good's type and characteristic;
- 2. On ground, captain should carefully verify the loaded dangerous good and its position based on *Special Goods Notification to Captain*, if finding any packs damaged or against regulation, it is required to unload the packs to make a preparation on ground. If any flight crew members change during flight, and the dangerous good is still on transportation, the former captain should hand and explain the *Special Goods Notification to Captain* to the next flight captain;
- 3. If flight crew found there is suspected illegal substance onboard, request ground staff to provide "non-dangerous articles" certification or description in shipping document, if related documents cannot be provided or the good cannot be proved as non-dangerous articles, flight crew have the right to refuse transporting dangerous good and report to company's AOC dispatcher;
- 4. Flight crew should co-prepare with flight attendants before flight, in order to execute dangerous good disposal procedures in time.

Note:

1. So far, Our Company does not transport neither operator goods such as dangerous spare parts and so on, nor the commercial dangerous goods except the "turbine engine aviation fuel sample".

2. Lithium batteries transportation

According to battery content, pack criterion and whether it passes the United Nations standard for performance test or not, the lithium batteries are divided into general goods transportation and dangerous goods transportation. During operation if there is permitted certification that transporting as general goods issued by CAAC in the shipping documents, with a telephone number, and there is lithium batteries operation notes for each pack, the goods can be transport as general goods, otherwise flight crew can refuse to transport.

Hereby notice!

Flight Quality Center June 28, 2011

Subject: Lithium batteries	Transportation	Notice		
Applicable aircraft: ALL	Estimated deadline: I	Long term	Flight Dept. T	ianjin
Airlines Co., Ltd. Issued on June 30,	2011			

Written by: Zhangliang Checked by: Lv Hongwei (TT: 0 copies)

Boy it's a good thing they issued this notice so that it's now safe to transport lithium batteries. Good deal!

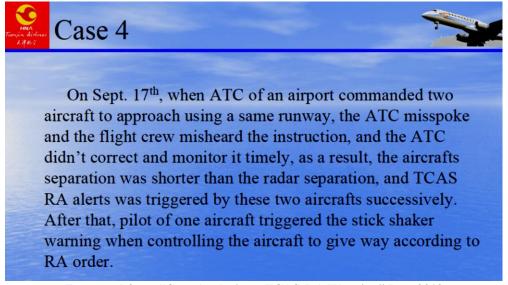


TCAS

I couldn't really decide where to put this special little nugget of 4-alarm China. I decided to stick it somewhere that needed filling out a bit and I guess it fits here if you really stretch... which the Chinese do all the time; so, here we are filling out the downhill run with some hard core WTF. For those of you crazy enough to still be considering contract work at Tianjin, count your lucky stars if you can make it through your run in China without a run-in with one of these babies:

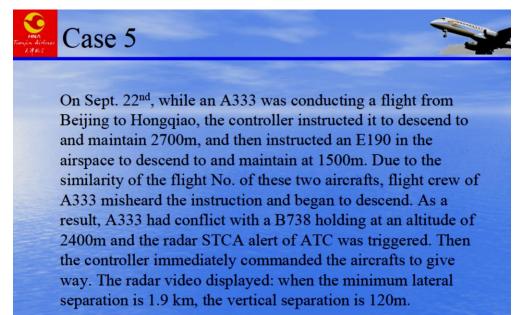
Traffic, Traffic, Adjust Vertical Climb...

The following are some examples taken from a December 2013 company blast report that was supposed to magically make us all better pilots. The Chinese love magic and the love passive training too; I <u>NEVER ONCE</u> in 4 years had a TCAS event during a sim ride of any kind *China*. I had them in the USA, but never once in China. For something so important, you'd figure they'd be training the hell out of it...



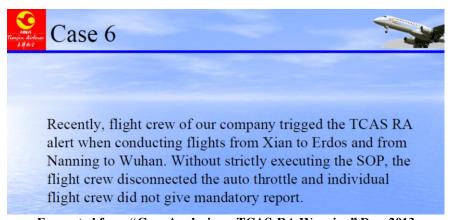
Excerpted from "Case Analysis on TCAS-RA Warning" Dec. 2013

Do you know what happened here? Probably. The "pilot" of the aircraft that triggered the stick shaker pulled back so hard and so quickly on the yoke that he induced an incipient accelerated stall. This is yet another perfect example of the kind of knee-jerk reaction Chinese pilots have had pounded into them by their so-called "instructors." Can you imagine what would happen if YOU encountered a TCAS RA in the course of a duty day? You can bet the FO is going to grab the controls from ya and rip the tail off the airplane. Think it won't happen? Remember that AA flight that crashed in New York just after 911 when they snapped off their tail in wake turbulence? Still think it's a remote possibility? China is funneling all of its air traffic into tight corridors; often I would be flying and look out the window only to see 3 or 4 other jets in fairly close proximity. TCAS is loaded with targets within a 12-mile ring at any given moment. How about now? We're not in fairytale land here; this presents a real danger.



Excerpted from "Case Analysis on TCAS-RA Warning" Dec. 2013

There is no telling whether this was a communication error due to poor English with foreign Captains or if this was all taking place in Chinese with Chinese *pilots*. Regardless, think of the punishment the crews of these aircraft were subjected to. *Can't think of any?* Try: removal from active duty for the pilots of the Boeing and Airbus, severe monetary and other punishments and probably demotion to FO for at least the captain of the A333. If there had been foreigners at the controls in these airplanes, they would probably have been terminated and sent back to their home countries. If it was company leaders they probably got away with it. That's how they roll in China: they roll heads, yours.



Excerpted from "Case Analysis on TCAS-RA Warning" Dec. 2013

These guys were in deep shit: fined, suspended and demoted. "Not strictly executing SOP" means that they did not react quickly enough i.e. haul back on the yoke just to the edge of the alpha margin without setting off the stick shaker. I'm not sure why disconnecting the auto throttle is improper in this case; if you need thrust, don't wait for the system to schedule it for you; get it out of your way and do what's necessary. Again, it's a cluster fuck that left the Tianjin crew decimated.



Establish safety awareness, strengthen CRM, standardize the communication words, monitor ATC instruction necessarily, confirm with ATC when having problem on crucial matters such as flight No., altitude, and course, understand the intention of ATC correctly, and avoid in-flight dangerous approximation due to flying at incorrect altitude.

Make full use of the ATC instruction and onboard equipment display, be aware of the activities of the surrounding aircrafts, discover the aircraft having potential influence and ascertain its altitude, position, and path, adjust the rate of climb/descent timely during the process of climb and descent so as to avoid the RA alert from being triggered. The aircraft pilots could take the following method to reduce the fault warnings introduced by airborne anti-collision system except for the requirement from ATC

Excerpted from "Case Analysis on TCAS-RA Warning" Dec. 2013

First, do you see a pattern here with this omnipresent call to "strengthen CRM"? Odd. I also like the completely ambiguous call to "Establish safety awareness..." as though we were student pilots or something; no actual measures proposed on any of it of course. Lastly, what in the hell is this "...avoid in-flight dangerous approximation due to flying at incorrect altitude"? I have an idea, how about the department that published this report spending some time writing something that makes sense so we can at least understand what they are talking about. Google translate strikes again! Still, this last little bit about incorrect altitudes assumes we actually have some kind of control over human factors and can eliminate them from the theatre of operations if we try *really hard*. Again, it's a complete misunderstanding of the human element at play in our regime and one for which you will pay dearly when *IT* inevitably happens to you.

Now take a look at the second paragraph: "Make full use... of onboard equipment..." This is for the EMB145 drivers. Here we see revealed the mentality behind keeping the TCAS map displayed on both MFDs at all times. I don't know about you, but when I used to fly the EMB145 back home, having the TCAS on one MFD was enough; otherwise it cramps the display of information on both screens and makes your job that much busier for no apparent reason except to try and avoid the boogieman who will get you when he gets you no matter how hard you try, perhaps *sooner* the *harder* and *busier* you try. It's all a joke, be careful and pray!

All it takes is all it takes, and then you're in the shit. Capt. Anon.

STANDARD OPERATING PROCEDURES

No.: TJA-T-12 Ver: 1204-0 Rev: 120330

7.14 TCAS Traffic Advisory And Resolution Advisory

TCAS TRAFIC ADVISORY AND RESOLUTION ADVISORY – ACTIONS AND CALLOUTS						
CONDITION	PF	PNF				
UPON RECEIVING TCAS TRAFFIC ADVISORY OR A POSSIBLE CONFLICT IS ADVISED BY THE PILOT	 Place hands on control column and thrust levers to be prepared to react to TCAS resolution. Scans for visual contact with the intruder. 	Turns all external lights ON. Communication with ATC. Turns FSTN BELTS ON. Scans for visual contact with the intruder.				
UPON RECEIVING TCAS RESOLUTION ADVISORY	 Disengages the Autopilot and Autothrottle. Immediately guides the FPA symbol to the FLY-TO ZONE (green rectangle).³⁴ 	 Monitors the airspeed and altitude and calls PF attention for altitude or airspeed too low or airspeed close to maximum. Maintains a scan for visual contact with the intruder. 				
CLEAR OF CONFLICT	In the absence of an amended clearance, return to the last ATC assigned altitude and course.	Advises ATC clear of conflict.				

NOTE: Callouts are shown in bold text.

³ AT is OFF and therefore proper attention must be given to thrust control:

⁻ Commanding nose down, reduce engine thrust;

⁻ Commanding nose up, increase the engine thrust.

⁴ Under certain conditions, such as pitch greater than 10°, the FLY TO ZONE may not be completely visible. In this case, accurate pilot guidance is provided by VSI RA.

CA The Turkey's Gotta Gobble!

So, there I was on <u>holiday</u>. It was Christmas day and I was up to my arms in turkey, preparing for our family dinner. In the middle of laughter and merriment with my kids and wife, I received a call on my cell from Memory. He told me I was being fined by the company because one of the 7 or so copies of the release from some flight a week prior did not bear my signature. I told him to fuck off, I signed 2 copies and that's all that is required by the CAAC. I then told him that if they dared to fine me I would quit on the spot; furthermore, I informed him that I would be extending my holiday period another day for this disturbance. In hind sight I should have taken 2... or just quit on the spot anyhow. I didn't stay much longer after this anyhow.

Second, the meeting agreed to the following

(I) each fleet

1 strict implementation of the provisions of the release of a single signature, from next week, the crew of the violation of this provision be dealt with severely;

2 strict implementation of the relevant provisions of the CFP fuel records since January, for failure to operate in accordance with the recording requirements of the crew seriously

A kinder, gentler China [2009—2013]

OK, so this one time we had started preboarding and a mom with a couple of kids had just come down the jetway. The kids were super curious so I invited them up on deck. I let one kid sit in the FO's seat since he was still monitoring the fueler making sure they didn't rip off the company or something totally crazy. Well, he came back and the second he saw the little kid in his seat he came unglued, yelling, screaming at the kid to get out of his seat. I couldn't believe it. I calmed him down and he explained to me he was upset because the kid had no right to sit in his seat... I left it at that. Capt. Anon.



You accumulate so much frustration that it will take years to get over it. Capt. Anon.

It's Time for Face-Psalm 121

- If I had a nickel every time the FO's refused to wear their headsets, I'd be a rich man;
- If I had a nickel every time the FO's refused to stop talking below 10k, I'd be a rich man;
- If I had a nickel every time the FO's insisted playing/talking on their cell phones during taxi out, I'd be a rich man;
- If I had a nickel every time the FO's cleaned up the airplane after landing with the nose-wheel still rolling down the centerline, I'd be a rich man;
- If I had a nickel every time the FO's called clear of the runway with the nose-wheel still on the centerline, I'd be a rich man;
- If I had a nickel every time the FO's asked for/accepted an ATC clearance without asking me first, I'd be a rich man;
- If I had a nickel every time the FO's slept on deck, I'd be a rich man;
- If I had a nickel every time the FO's zip-programmed the FMS while I was busy programming it myself, I'd be a rich man;
- If I had a nickel every time the FO's finger-banged the FMS, preparing for the next sector while we were *taxiing in*, I'd be a rich man;
- If I had a nickel every time the FO's went against my instructions or blatantly questioned what I said, I'd be a rich man;
- If I had a nickel every time the FO's asked to smoke on deck, I'd be a rich man;
- If I had a nickel every time the FO's just totally ripped the paperwork out of my hands, I'd be a rich man:
- If I had a nickel every time the FO's were cocksure and aloof, I'd be a rich man;
- If I had a nickel every time the FO's told me to hurry up or go-go-go, I'd be a rich man;
- If I had a nickel every time the FO's told me I was their friend and then stab me in the back later, I'd be a rich man;
- If I had a nickel every time the FO's asked me how much money I make, I'd be a rich man;
- If I had a nickel every time the FO's couldn't speak a damned word of English, yet were ICAO 4 rated, I'd be a rich man;
- If I had a nickel every time the FO's thought they were correcting me, I'd be a rich man;
- If I had a nickel every time the FO's went ape shit when I turned off the auto-pilot, I'd be a rich man;
- If I had a nickel every time the FO's couldn't fly the airplane when I let them, I'd be a rich man;
- If I had a nickel every time I instructed the FO's to use some rudder to coordinate their turns, I'd be a rich man;
- If I had a nickel every time I had to correct the FO's on the QAR standards, I'd be a rich man;
- If I had a nickel every time the FO's called *check speed* for a +/- 2-knot deviation, I'd be a rich man;
- If I had a nickel every time the FO's called *check LOC/GS* for ½ dot deviation, I'd be a rich man;
- If I had a nickel every time the FO's turned up my temperature controller behind my back, I'd be a rich man;
- If I had a nickel every time I did the walkaround *after* the FO who reported everything is ok and discovered the Nav lights were off... I'd be a rich man;
- If I had a nickel every time the FO's almost made me lose my cool, I'd be a rich man;



EIGHT. Coming soon to a career near you.

The Chinese are some of the dearest people you will ever meet. They tend to be from the younger crowd and innocent of the world; similarly, the poor who live the simple life tend to be pleasant and warm hearted. It's certainly the ones who have been through the wringer of the military who are the most poisoned and ambitious. The most ardent and militant among them cannot be broken; all attempts to dehumanize themselves and eliminate any shred of empathy have been highly successful. Capt. Anon.

Navigation Bits and Pieces

Totally <u>not</u> dicey <u>at all</u>

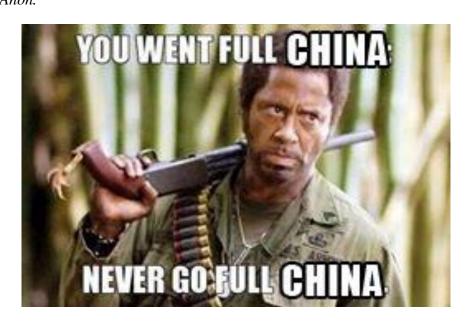
As I've mentioned a million times, the airspace in China is owned by the *military*. You are going to see the craziest things if you fly there because of this fact. It's super-messed-up: everybody gets packed into the same congested route causing massive delays and over-the-top practices like severe punishment for missing radio transmissions and having TCAS events. You will see routes that take you farther away from your destination before doubling back on themselves. It's so contrary to the Western pilot's experience that you will have the feeling that you're flying upside down.

Roll/Pitch Modes are the Work of the Devil

You are going to love watching the FO's program the FMS. After loading the route from the database, they check every fix, every course heading, every distance and even lat/lon when available. Then they find every *vector* or *intercept* entry and zap those. Why? Because if they don't, firstly they'll get yelled at by the instructors and Chinese captains; secondly, they'll be forced to *estimate* which they are totally incapable of doing.

In this fashion, I have witnessed the entire contingent of Chinese FO's set up fixes with altitudes to fly the visual traffic pattern in NAV mode via the FMS. And you've been chiding me all along to stop calling them retards? If you can't estimate a heading by looking out the window and doing pilotage, if you can't dead-reckon to within +/-1 or 2 minutes, you have no business being an airline pilot. If you need to program the FMS to calculate a ballpark fuel burn, descent rate/angle or any of a host of other factors, you ought to hang up your wings because you are a dosh pilot. Shit. THIS is the Chinese way.

Information overload? Are you kidding? The Chinese keep their TCAS at extended range UP/DN and inhibit any de-clutter functions. You have more information than you know what to do with at any point in time on a damned Chinese flight deck. It's insane! But, you know why they do it that way? For TCAS, they're deathly afraid of being in a traffic conflict because they'll be thrown in jail for it. For inhibiting declutter, your guess is as good as mine... you can be confident there's some kind of punishment action in there if they don't do what their leaders command. Capt. Anon.



Expedite *THIS*

One of the more awesome features of the Chinese airport and airspace system is the tendency for controllers to hurry you at every possible opportunity after they've had you on a delay, ordered you to stop or commanded you to standby. It's really awesome because these commands to hurry your shit up, on the ground, often come when you're about 200' from the end of the runway you're taxiing to. While we're talking about expediting on the ground, you'll also constantly get the command to expedite exiting the runway while you're still rolling out, often tacked on with a string of unnecessarily elaborate taxi instructions. This one is particularly awesome because you're FO is going to be all over the radios like Chinese on rice, multitasking while he brings up the flaps etc. all much to your pissed-off-ness.

In the air, you're going to get expedite climb pretty much every leg and have to point the nose straight up. The fucking funny thing about this is that it'll transpire in the following way:

Level in "cruise" at 3000m/9800ft:

- A "Bohai 1234, climb 3600m, expedite climb."
- FO "Control, Bohai 1234 confirm climb 3600m?"
- A "Roger Bohai, climb 3600m, expedite."
- FO "Climb 3600m Bohai 1234, roger! Captain..."
- C "SHUT THE FUCK UP."
- FO "But captain, you need to expedite."
- C "It's a 2000-foot climb dude, get your head out of your ass. Expedite? Shut up."

The altitude alerter sounds, shortly after which the aircraft levels off...

AND YOU'RE KEPT LEVEL FOR 5 MINUTES.

5 minutes later:

- A "Bohai 1234, climb 4200m, expedite."
- FO "Control, confirm 4200m..."
- C "DUDE. STOP CONFIRMING EVERY GODDAMN CLEARANCE."
- FO "But captain, were supposed to..."
- C "ROGER BOHAI 1234, CLIMB 4200M."
- A "Roger."
- FO "Roger Bohai 1234."
- C "Dude, what did I just F-ING say?"
- FO "But captain, you are supposed to expedite."
- C "You're kidding right?"
- FO "Captain?"
- C "That was a joke, right? I mean, you were just kidding by telling me to expedite climb for 2000-feet when I just told you 5 minutes ago that expediting climb for 2000-feet is retarded. So, that was totally a joke right? 2000fpm is adequate for a 2000-foot climb. That will make us level in 60 seconds. There is NO WAY 10 seconds will make a rats-ass difference.

FO "..."

The altitude alerter sounds, shortly after which the aircraft levels off...

AND YOU'RE KEPT LEVEL FOR 6 MINUTES.

6 minutes later:

- A "Bohai 1234, climb 4800m, expedite climb."
- F "Control, Bohai 1234 confirm climb 4800m..."

News reports later that night break the story of a wicked foreigner who attacked and killed an innocent and highly trained Chinese pilot whose family is currently morning over his untimely death...

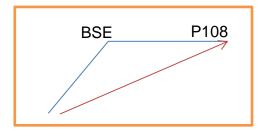
Enroute and You Want... a Shortcut? HA!

I've heard a few good Chinese jokes, and this tops the list. Actually, I've heard no good Chinese jokes, they don't really do humor over there in the same way that they don't really do shortcuts. Never mind the fact you're operating the ultimate off-road vehicle. I've mentioned elsewhere a theory was kicking around that it's because it must be easier to identify intruders in their airspace with everyone bunched up into *stoopid-groups*. Nevertheless, in the time I was there I did get a few *direct to* clearances, usually a 5-10° course change max if not something already straight-line in front. Maybe they do have a sense of humor after all?

"Hey Bob, check it out, the *lawai* wants a shortcut... listen to this teeheehee... Ahem... *Uh, Bohai (teeheehee) Bohai whan-too-free-foh, Uh, direk ABC.*

That fix is directly in front of them, teeheehee!"

Here's a classic example another captain told me about during one of many sit-downs I organized to gather stories for this here book. It's a classic bit of Chinese ATC magic that will blow you away. The crew was flying from Nanning to Chongching for a little *cha-ching* (sorry). This leg is about 1:30 on the hobbs, so it's not the *longest* flight in the system. After blastoff from RWY5 they were directed left to BSE and to climb. About 30 or 40 miles before BSE, in a flagrant, wanton (teeheehee) act of Chinese treason, the controller issued a right turn direct to P108. Great! Somebody pinch me like a beeotch!



Abeam about the halfway mark between BSE and P108 ATC made a mad scramble on the radios when Mao got drift of what was happening in his heretofore auspicious airspace with *none other than a shortcut*.



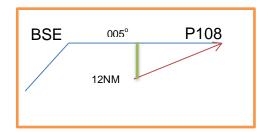
You are going to need all the fiber you can get from those fruit preserves, lawai: EEEK!

[&]quot;Oh you card!"

[&]quot;Roger... Ah... Bohai 1234... confirm direct ABC?"

[&]quot;Teeheehee!"

The controller issued a desperate plea for GS1234 to make a left turn on a perpendicular heading of 275° and rejoin the original route. At this point they were about 12NM from the original course line.



Being the consummate professionals they are, the crew dutifully decoupled the FMS, selected the assigned left heading, re-sequenced the original route in the computer and re-armed NAV. They re-intercepted at about 17miles from P108 and the controller shipped them to the next sector with a sigh of relief. As soon as they checked in (accompanied with the idiotic automatic IDENT on squawk), the controller issued 3 miles offset right of course. *Are you fucking kidding me?!? We just G.D. CAME from there!!!*

No. This level of retardedness happens all the time in China... and it just occurred to me now that the radio waves of this exchange (and all the others) are traveling at light-speed toward that alien planet out there that's hunting for us with their radio telescopes in the same way we are hunting for them... I don't think Carl Sagan and Jodie Foster foresaw this when they envisioned that epic film of zen-like transcendence and space exploration of theirs... Just wait until the little green men get a load of it though. China for sure is getting invaded first for being a bunch of fucktards and therefore an easy target. Oh please don't let there be Chinese aliens on that alien planet pah-leeeeease.

CA Comm Question

So there I was, flying around China when all of a sudden ATC told us to offset 3-miles right of course. The FO was just about to respond with his cat-like radio-readiness reflexes when I stopped him. "Dude, why. Why do we have to offset 3 miles?" "I don't know Captain." "Well that's not good enough. I'm tired of this. Ask him why." The look on his poor little face was priceless. "Oh Captain, I cannot ask." I turned to the SO, "Do you know why we have to offset?" He shook his head no. "OK, then you ask over the radio." I don't think I've ever seen a man faint, but this kid was close. "Fuck, OK I'll ask." I grabbed the mic and clicked it.

"Bohai 1234, roger, offset 3-miles right. Hey ATC, can I ask a quick question?" "Uh... go ahead."

Here it came... that whistling pitch a bomb makes just before impact; if you listened really hard you could almost hear Major Kong with his cowboy banshee scream...

"Yes, OK we are often assigned 3-miles right or left of course. Why is that exactly?"

Now, you know the sound monkeys make at the zoo when a visitor starts agitating and teasing them? It was kindof like that on the radios for the next minute or so. There was not a single aircraft within radio contact distance that didn't key their mic and lay in:

"Good question."

"Who knows???"

"I'd like to hear the answer to this..."

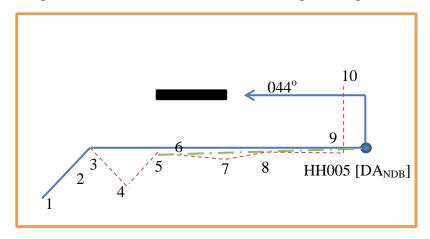
Etc.

There was also a bunch of transmissions in Chinese back and forth: China had just gone ape shit. After things settled down, another deep-throated ATC voice transmitted and said, "Because." And that was the end of the great question-and-answer-session on frequency in the middle of bum fuck get me the shit outta here China.



Flying the Traffic Pattern; a Case Study

Here is a perfect example of what you're up against, every leg of every day, flying in China: *silly crazy shit*. So there we were, dropping in on Wuhan. It's a fairly busy airport with one runway that's oriented Northeast/Southwest. The "RNAV" arrival brings you in on a 45 to the downwind, a simple base to final at about 13 DME: no big deal, right? *Shiiit*.



10 steps to hell.

To get from downwind to base leg there were no less than 13 or so instructions from ATC. The point here is that this is *NOT* exceptional. This is *THE WAY* you get vectored every day at every airport: if you aren't getting micromanaged then they just aren't earning their money. Again, in China a top tier job equates to an intense workload to justify the top tier paycheck you're getting (never mind the safety hazard of unnecessary complications).

1. "Bohai 6607, what is your airspeed?"

"Bohai 6607, we're going 250 knots."

"Roger, Bohai 6607, maintain 250 knots."

"Roger, Bohai 6607 maintain 250 knots."

Dude, maybe we'd better do 240 or something...

OK sounds good captain...

2. "Bohai 6607, maintain 210 knots."

"Roger, Bohai 6607, maintain 210 knots."

See? I told you so.

3. "Bohai 6607, turn right heading 260."

"Roger, Bohai 6607, heading 260."

(Similar sounding call-sign 6608 now on frequency, no mention of it from ATC.)

4. "Bohai 6607, turn left heading 130."

"Roger, Bohai 6607 left heading 130."

"Bohai 6607, maintain 190 knots."

Fuck. Dude...

"Roger, Bohai 6607 maintain 190 knots."

5. "Bohai 6607, direct DA_{NDB}."

OK, I'm going to kill someone now, and that someone is an ATC controller.

"Roger, Bohai 6607, direct DA."

(This put us on a course/heading of about 212°)

"Bohai 6607 fly heading 230."

"Roger, Bohai 6607 fly heading 230."

"Bohai 6607, descend and maintain 2100 meters."

"Confirm 2100 meters Bohai 6607?"

"Confirmed, descend and maintain 2100 meters Bohai 6607."

"Roger, Bohai 6607 descend and maintain 2100 meters."

"Roger."

Dude, you don't have to confirm altitudes today OK?

OK captain.

7. "Bohai 6607, fly heading 195."

Are you shitting me?

"Roger Bohai 6607 fly heading 195."

8. "Bohai 6607, fly heading 200."

No, I guess he wasn't shitting me.

"Roger, Bohai 6607 fly heading 200."

"Bohai 6607, descend and maintain 1500 meters."

"Conf... Roger, Bohai 6607 descend and maintain 1500 meters."

9. "Bohai 6607, left turn heading 130."

"Roger, Bohai 6607 left turn heading 130."

"Bohai 6607, descend and maintain 700 meters."



"Roger, Bohai 6607 descend and maintain 700 meters."

700 meters... OK, that's 2300 feet.

Roger captain.

(We're on the base leg; to myself I note that I bet the ATC controller forgets about us...)

10. And he <u>does</u> forget about us. He is so busy vectoring other traffic the way he has been vectoring us, about 1 mile from the centerline on a 90° intercept we get this clearance:

"Uh... Bohai 6607 cleared for the ILS."

Fuuuuuuck. Just as we're passing through the LOC at about ½ dot deflection, cranking hard left to re-capture, popping off any number of QARs, the controller ships us:

"Bohai 6607, contact tower."

You fucking assholes! (OH, but China is just SO AWESOME... according to the Chinese...)
Where are those Airforce B52's when you need 'em?



Facepalmus Interruptus: it will happen to you in China

Ed. note: Right around the end of the first quarter of 2014 at Tianjin 10 Chinese EMB190 captains and 5 EMB145 captains were downgraded back to FO's when the company sprang a bunch of surprise inspections. WOW, enjoy your family holiday flying around China! I'm calling my travel agent to cancel as I type this...



Flying the ILS

I know I've mentioned some of the finer points of instrument flying in China like the controllers' inability to properly vector you to the LOC. Expect all kinds of 90-degree intercepts a mile from the centerline, a mile from the GS, high and hot as hell in actual conditions. Be careful, and expect it on every approach. Plan ahead and refuse clearances accordingly.

What I haven't mentioned is how the total lack of CRM concept on deck works (doesn't work) with flying the ILS. No, I'm not lovin' it, and I'm not havin' it my way. It took a few times querying the FO whether the approach lights or runway was in sight as we approached minimums. Even after realizing what was going on and hammering the callouts during approach briefings I still regularly wouldn't get callouts for the lights or runway. It' leads me to suspect that this is not considered a feature of the CRM concept in China; rather, it is the PF's (captain's) responsibility to see these things while handling the aircraft.

As a matter of fact, the callouts per SOP regarding visual contact with the runway and approach lights are quite vague and have been over a number of revisions of the manual. It's an institutionalized weakness in their system. To go further with it, there is actually <u>no</u> procedure for calling out the approach lights, and the callout for visual contact is terribly mismanaged. Here is an excerpt from the EMB190 SOPM:

APPROACHES MINIMUMS EGPWS CALLOUT "APPROACHING MINIMUMS"	Starts looking for visual cues. "CONTINUE APPROACH"	Verifies or calls out: "APPROACHING MINIMUMS"
AT DA - IF VISUAL REFERENCE IS ESTABLISHED AND IN POSITION FOR A SAFE LANDING BY LSP.	"LANDING"	"MINIMUMS, RUNWAY IN SIGHT"
AT DA - IF VISUAL CONTACT NOT ESTABLISHED OR NOT IN POSITION	"GO - AROUND"	"MINIMUMS, NO CONTACT"

You will NEVER get these callouts from a Chinese FO...

If you think this is a problem, well, join the ranks of foreigners who are fed up with Chinese *shit* airmanship.

After you call to arm approach mode, the FOs delay selecting it to try and avoid QAR issues with bank and VS.

Capt Anon

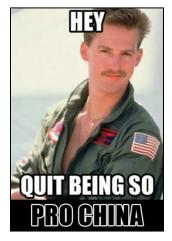
Landing

One of the many results of the Chinese emphasis on obedience I've identified as an inappropriate prioritization of communication. I've mentioned this several times and discussed it in the context of actual stories. To add another application to the situations that have already been covered consider the problems associated with dropping the airplane to land the microphone. Most FO's I've flown with jump on the microphone the second tower makes the after landing radio call to contact ground. All of the foreign captains confirm this behavior. Now, we've all seen it to some degree with newbies in the West; the difference here is that the behavior has been reinforced by Chinese captains and instructors and engrained in flight deck procedure.

I can't count the number of times the FO has declared we are clear of the runway to the tower in low visibility conditions, *our nose still on the centerline!* I can't count the times tower

has cleared traffic for immediate takeoff (NO DELAY) shortly thereafter. Yikes! Furthermore, I can't count the times the FO has emphasized the tower instruction to take a certain exit when I'm still rolling out at a high ground speed. (And, I swear to God if another FO had touched the flaps before we were clear I would have chopped his damned head off, so it's good I quit when I did to save a life.) It's all totally distracting, it's count-productive to our roles as pilots in control of the situation and it's downright dangerous, bottom line.

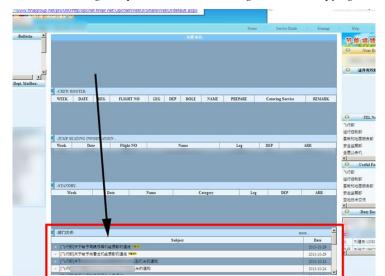
I'll take whatever exit I feel is reasonable given the circumstances; if I miss that exit, there will be another to catch down the way. They have mandatory minimum 6-mile in-trail spacing in this awful system, that's enough for someone to lay down on the tarmac and take a nap between landings, STOP telling me to expedite. It takes the time it takes, and not a second less.



I would bet good money that pressures like these were in force when that EMB145 went off the runway in Xian. Do you think the problem has been identified and is being dealt with using some kind of educational countermeasures? No, it's not. You see, every time there is an incident/accident the CAAC comes in and chops off the heads of all the senior officials including the chief pilots. So, immediately following an event that could serve to educate, instead we have a wave of new, inexperienced personnel taking the helm: China is *never* going to develop.

The situation there is hopeless and it wears on you. Getting a nice deposit in the bank account only goes so far, I know. I turned a blind eye to it thinking it's no big deal, I can handle this. The Chinese drift that sets in is insidious, and when you *do* take the bull by the

horns and start adding up all the allowances you've made (maybe because you had a close call), you start to realize you have hundreds of pages of *notes-to-self* floating around your head. I wrote the bulk of this book in the course of a month I'll have you know...



Ed. note: The memes came later. Our legal department is still sorting out all the copyright issues!

Here is the login page (again); in case you missed it first time around, the red box is where your name is displayed on a link that leads to a document detailing your 'mistake' and punishment for ALL to read, download and share with the world... Oh yeah, that's right... it'd never happen would it? WOULD IT???

Some More Browbeating for Ya

Here are 3 company notices issued in 2014. I could add more, but you have to ask yourself 'why' at some point. Anyhow, can you detect any kind of pattern here or is it just me:

JULY 2013

Notice on recent safety operation

All Pilots:

There are more thunderstorm, dangerous weather, flights, and abnormal events during busy season. In order to avoid problems arising in the course of actual operation, special notice are listed as follows:

- □.When flights have long time delay, mass disturbances may happened. It is forbidden that the crews have direct contact with passengers, and body or language conflicts should be prevented. In case of conflict, the crew must immediately report the AOC.
- . Strictly obey the procedures on flying around the thunderstorm and abide by SOP. Comply with the standard procedures of takeoff and landing.
- □. When transport Lithium battery, crew should confirm that the shipping list is consistent with the goods. If inconsistent, crew shall immediately report to AOC and according to the relevant provisions.
- □. Strictly obey information report and mandatory reporting institution. In the operation of such as in case of emergency, make sure to call to company AOC(TEL: 022-58208001) in the first time, detail report by SMS after flights.

Hereby notified Flight Quality Center July 11, 2013

FEBRUARY 2014

安全提示

[2014] 5号

关于落实近期重要工作要求的提示

Notice about carry out the important recent work requirements

All Pilots:

Relevant notices are as follows

I . Strictly alcohol test program before the flight

At present, the company has been in HaiKou, Xi 'an, Urumqi and TianJin alcohol test system to realize the network monitoring, Once found who not according to stipulations to alcohol test, will be same as the navigation before drinking, serious processing.

II . Pay attention to flight 3 certificates storage and carry

Take care of your flight three certificates carefully, be sure to carry three certificates during flight mission flight.

III. Encountering wind shear should change the correct procedure

Once encounter wind shear (CAUTION WINDSHEAR or WINDSHEAR), pilots have to keep calmness, carry out, If encountering CAUTION WINDS HEAR or WIND SHEAR warning, the flight crew should inform AOC to request safety department after landing(Contact unit dispatch the phone on the first flight), or dial the duty telephone number (15922197122) of safety department

Hereby notify

Flight Quality Center February 19th, 2014

适用机型:所有 有效截止日期:2014年4月30日

工造的办方组类在小司飞行机 2011年2月10日印象

APRIL 2014

To all E190 pilots:

With the coming of spring, there is extreme weather, such as strong wind and sand storm, appeared in Inner Mongolia area due to the weather characteristics in grassland region, which bring great pressure on safety operation. Our company has encountered many abnormal events such as go around and alternate due to strong wind, turbulence, and wind shear, etc. In order to guarantee the flight safety, all the pilots should strictly follow the content of the notice below.

- Carefully research the weather in the preflight preparation phase, make fuel plan and alternate plan in advance.
- II. Strictly follow the flight operation department regulation of flight operation. When the crosswind component exceeds

MAY 2014

工作提示 Operation Notice

〔2014〕21号

关于严禁违规操纵的工作提示

Operation Notice on Strictly Prohibiting Violation against Regulations

To all pilots:

Recently, complex weather such as strong wind, turbulence, windshear, etc. frequently occurs across the country, leading to increased abnormal flights and higher operating risk. In order to ensure flight safety, all pilots are required to strictly follow the regulations about PF having control over the aircraft. It is prohibited that first officers violate the regulations to operate the aircraft. According to relevant requirements issued by HNA group in 2014, this kind of violation, after being confirmed, will be treated seriously.

Hereby notified!

Flight Quality Center May 22th, 2014

适用机型:所有 有效截止日期:2014年6月22日 Applicable to: All types of aircraft Expiration date: Jun. 22th, 2014

天津航空有限责任公司飞行部 2014年5月22日印发

Flt. Dept. of TJA Issued on May.22th 2014 拟稿:牟 晴 核稿:尹 枘 (共印0份) Written by: Mu Qing Checked by: Yin Rui CC:(0 Copies)

Go Around

If you have to make a go around in China, you are going to be under the microscope. Despite company policy that a go around should be initiated for any reason at any time, you will be scrutinized for your decision by the safety department and your actions/maneuvering of the aircraft will be questioned, and questioned, and questioned some more. In essence, you had better go around immediately you asshole if you dare to bet your paycheck and dignity on the decision. Here is the excerpt from the latest EMB190 SOP regarding the "One-Vote-Down" retardedness that pervades the final approach mentality of these morons:

2.41 One-Vote-Down System during Approach & Landing

During approach and landing, when due to weather conditions, unstable approaches, etc. if any flight crewmember gives the go-around command, the whole crew must execute the go around procedure. This go around command is equal to a Captain's decision.

NOTE: The flight crew must follow the go-around decision. However, the person making the go around call is responsible for that decision.

Yeah, I'm not really sure what to make of this? It don't engender no safety culture that I'm familiar with, that's for sure. I mean, the message seems to read: go around at your own peril (you motherfuckers). So, if someone calls, "Go around" you have to go around; but the consequences will be severe for the person calling go around. With that in mind it's more like <u>IF</u> someone <u>ever</u> calls go around you are going to be in <u>deep shit</u>.

So, that's a 10-4 good buddy, hereby notified bitchez...



Example of a (smaller) extreme bend in Chinese airways that you WILL fly.

CA Go Around

So there I was in the EMB190 on the approach for 3-0 into Jenjoe. It was night and CAVOK, cool winds a bit from the West. They'd dropped us in early and cut us smack dab across the departure corridor onto a left downwind with a few targets dancing around TCAS. We configured to flaps 2, they extended just a tad, and rolled us onto left base. They cleared us for the approach and shipped us to tower. We dropped the gear and laundry to flaps 5, ran the before landing checklist, caught the loc/slope at about 2500ft and started down. Missed altitude was a climb to 1200 meters (3900ft).

At about 1500ft the tower, in broken English, transmitted, "Bohai 1234, maintain runway heading... buz bla buz." The FO said, "Some idiot just crossed the hold bars without a clearance." I hit altitude hold immediately and the plane captured 1400ft. I brought the speed bug up to V_{AC} and commanded flaps 2. I noticed the altitude was set at 900ft and called the tower. "Blocked." I called again, "Blocked." Third time is the charm, "Confirm 900 meters Bohai 1234???" "Confirmed" So I set it in the preselect and hit FLCH. The thrust levers advanced and up we trundled. "Positive rate, gear up." The FO grabbed the handle. We cleaned up the rest of the flaps, wheeled into a left 135-degree turn and headed back to the downwind.

"No problem?"

"No, captain, no problem."

So we put everything back together, and landed without incident. My theory was that the holding traffic was cleared to *line up behind landing traffic*, blundered across the hold-short lines and *oopsie!* I've been waiting for my first encounter with a runway incursion *ever*, and this was it in China.

After we entered the ramp, the FO said we were going to have to make a report.

"What? Why?"

"Oh captain, a go around is an unsafe event."

Suddenly in a poof of smoke a little devil appeared on my shoulder... "Oh shit."

After we pulled into the gate I explained to the FO that I didn't hit the TOGA buttons. The shit was about to hit the fucking fan. I called a few people I knew to get some input. Nobody really had anything to say except that they probably would have done the exact same thing. I was borderline livid that I faced a potential fine over this.

We put the plane back together and pushed. As we taxied out the FO and SO were having a lively conversation about something very Chinesey and the FO was poking away at his smart phone.

"Guys, I hate to break up your little fun-in, but did you know that unnecessary conversation on deck is the leading cause of runway incursions? How about we put away the cell phones too?" Boy was that a mood killer. Then, as we were approaching the runway guess what the tower cleared us to do? "Line up and wait behind landing traffic." You just can't make this shit up.



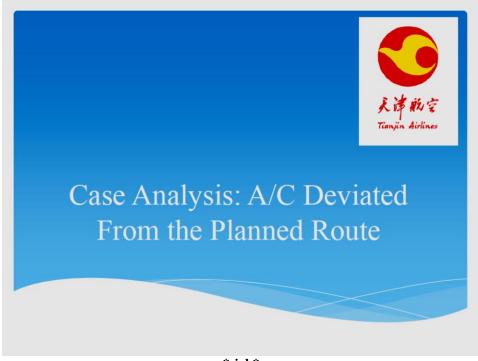
I hate China.

I was the most experienced and qualified pilot on the fleet by far and $\underline{\mathbf{I}}$ lived in fear of the system...

Capt. Anon.

ROUTE DEVIATION YOU FUCKER\$!!!

(The "\$" is for the punishment that's comin' down the pike)



sigh

Event description
 Investigation
 Analysis
 Lessons

4 bullet points? This is already so far out of control it's making Duke want to kill the nearest Chinese thing he can get his hands on. Unfortunately I've already smashed all of my wife's tourist edition 1976 Mao Zedong cultural revolution commemorative plates, incinerated the Chinese calligraphy on rice paper collection of various Confucian pearls of wisdom and thrown my "designed in California, made in China" iPad out the damn window. Actual humans are now in danger...

Here we go. Page by nauseating page as presented in the company memo/PPT.

1. Event description

* On February 1 2014, an E145, registration B-3069 performing flight GS6490 from Hefei to Shijiangzhuang was enroute at 7800 meters near TUMLO, when the controller found it on a track different from the flight plan. Affected traffic were cleared out of the path and the E145 was instructed to turn right and continued the flight without further event.

All the identifying information you need to know to figure out who it was...

2.Investigation

- * I. Crew reports
- * II. Flight experience, sign-in and preflight preparation of the flight crew
- * III. QAR data

Ah, "investigation" is it? Urge to kill rising!

- * I. Crew report (edited according to the flight crew reports)
- * We were flying from Hefei to Shijiang on Feb 1 for flight GS6490 and had been instructed to offset the route. At TUMLO_P148_HG, the F/O mistakenly inserted an offset from TUMLO_HG(ZB) instead of TUMLO_P148 which is 348 degrees while the P148_HG is 276 degrees and then the aircraft started to deviate from the planned route. The controller instructed us to make a right turn to P149 and then P148. We requested a direct to P148 which was approved by the controller.

Good lord, hide the womenz, the sky is falling. 70° off course...

* So we flew to P148 and were back to the planned route. We confirmed with the controller if there had been any collision due to our deviation and the Beijing Control said "There is no military activity around today. Be more careful." We double checked the information on TCAS and radio. No traffic was found nearby or cleared for avoidance. We continued to Shijiazhuang for a landing.

And??? I'm still looking for the smoking gun here as the crew apparently were as well.

* II. Flight experience, sign-in and preflight preparation of the flight crew

Seems the sign-in procedure was not a contributing factor for today's indiscretion.

* III.QAR DATA

Data frame	Decoded information
82018	The lateral mode is LNAV. A/C is turning from 348° to 306°.
82178	Lateral mode changes to HDG. Maintains heading 306 °.
82203	Heading changes from 306° to 012°.

At the time of data frame 82018, the aircraft must be turning from TUMLO to HG+ZB as the actual heading for P148 should be about 342°. The aircraft continued its track heading HG+ZB for about 170 seconds and changed to HDG mode. 25 seconds later, it turned right to heading 012°. The altitude had been maintained at 7800 meters.

170 seconds... If we're counting an off course deviation in seconds, WTF? I mean, really?

OK, fine. At a cruise speed of what, 290 knots that's about 12 nm off course MINUS the offset they were instructed to fly which is usually 5 to 10 nm. And this all happened at altitude? Friggin' shoot me.

3. Analysis

- * I, Management factor
- * II, Human factor
- * III, Mechanical equipment factor

-

Holy fuck.

- * I, Management factor
- * ERJ145 standard operation procedure—2.58 crosscheck
- * Flight crew should clearly understand PIC's intention and procedures in use, monitor aircraft operation is associated with procedures in use at any time. No matter it is manual fight or auto flight crosscheck the critical action is necessary, in order to confirm the accuracy of the action. Including aircraft configuration change (landing gear, flaps, speed break); heading, altimeter sub-scale setting, altitude (window) selection, required altitude is higher than minimum safety altitude and airspeed (bug) setting; control exchange; changing auto flight system/ flight management system and radio navigation equipment during takeoff or approach;

Are you fucking kidding me? What an amazing analysis. So much to be learned here...

The only thing to be learned is that if you don't end up in jail over an in-flight incident, you WILL when you kill someone in the office for browbeating you for making a human mistake in a high-workload situation.

* Weight/ quality and balance calculation and input relevant auto flight system/ flight management system; performance calculation or input, including AFS/ FMS and etc.

??? How does weight and balance have anything to do with this please???

- * II, Human factor
- * When right seat deleted same waypoint of the track, deleted one by mistake, causing the deviation.
- * Flight crew didn't do SOP strictly. After co-pilot working on waypoint, flight crew didn't do the crosscheck, lack of CRM. Besides, after cases happened they didn't follow the forced report system, which causing treatment delay.

What the fuck China.

- * III、 Mechanical equipment factor
- * E145aircraft cannot automatically continuous deviation.

HUH??? E145 is not robot plane? Not getting it...

4. Lessons

* I. Firm the safety consciousness, enhance CRM, strictly implement SOP crosscheck procedures. Crosscheck the critical action, in order to confirm the accuracy of the action. Including aircraft configuration change (landing gear, flaps, speed break); heading, altimeter sub-scale setting, altitude (window) selection, required altitude is higher than minimum safety altitude and airspeed (bug) setting; control exchange; changing auto flight system/ flight management system and radio navigation equipment during takeoff or approach; weight/ quality and balance calculation and input relevant auto flight system/ flight management system; performance calculation or input, including AFS/ FMS and etc.

Firm the safety consciousness... hell yeah. Enhance my ass. Strictly implement bullshit. Does the tenor of this kind of language send signals to you like it does to me?

Ed. Note: Firm safety consciousness is advocated HERE, but NOT when the captain was emphatic about standing by with unnecessary/inappropriate communication on page 88 in the section "Oh Holy Fuck... the Gear"? Seems to me they just make a bunch of things up to justify a particular punishment.

- * II, Fully familiar with equipment and its limitation. For E145 aircraft cannot automatically continuous deviation, crosscheck both of FMS and strictly implement SOP to overcome the equipment defects.
- * III、Follow the forced report system, if things happened, call the AOC on duty dispatcher as soon as possible after flight (within an hour if possible) or call security monitor department telephone: (15922197122).

Again with the continuous deviation. Wait, do they mean offset??? Holy shit.

Wait, wait. Hang on just a Mao-damned minute here. They're giving these pilots a hard time because the shit Universal FMS in the EMB145 can't hold offset courses after a turn in the airway! It freaks out and heads back to the centerline... and they're faulting the pilots because Tianjin Airlines doesn't want to spend the money and update the FMS firmware??? So they deliberately put the pilots at risk with faulty equipment and then punish them when the inevitable happens. Hey, are you guys getting this? You reading 5-by-5 here?



High pay attention... HMMM. GOOD IDEA. High pay attention to NOT COME TO CHINA.

Duke says, "Pull the trigger John. We're done with this."

Story Time

Once upon a time in China...

So, boys and girls, as we wind things down here is a collection of real stories recorded as accurately as they could be, mostly taken from the captains who were involved. They all have a little gem of information to glean but didn't seem to really fit in anywhere else.



CA Snoopty-doopty

Not the Onion. So there I was, brand new in country, taking a check-ride with that whacko CAAC inspector Lou Wajia. He showed up in dispatch without a tie, top few buttons undone and his pilot shirt was a pretty, off-white, almost *tan* color. We did the prep, jumped into the plane to go do something really stoopid (i.e. fly a transport category jet full of passengers in China), and taxied off the apron to the runway. Lou wasn't wearing his shoulder harnesses and wasn't talking; the "student" in the bucket got to translate everything and talk on the radio.

As we rolled onto the runway the tower cleared us for takeoff and I advanced the thrusts. We began rattling down the pavement and the kid started giving callouts: "thrust checked, airspeed alive, 80-knots..." When he called V₁ and rotate, I took my hand off the thrust levers as usual and started to pull back on the yoke. The EMB145 is a heavy gal so you normally have to give her a little incentive to pitch up... but the column wasn't moving. It wouldn't budge. I was startled, called out "Reject!" and reached down to the thrust levers to abort the takeoff. They wouldn't budge either. I looked over and this fucktard, this CAAC inspector, this Lou Wajia had his right arm locked out holding the yoke in place and his left hand blocking the thrust levers from moving back. WHAT?!? My impulse was to grab the flashlight and punch him in the face; instead he released his grip and I yanked us up into the sky, my heart racing like never before.

We climbed up, retracted the gear and at 1000 feet with the AP on I relinquished my control of the aircraft, "You have the controls." No response. I knew he could understand at least that much English, I'd heard him before; he was just choosing not to speeka on this occasion. Assclown. I looked over and realized he didn't have his headset on. WTF?!? Finally I got his attention, he took the controls, and I tried to recover my wits.

When we pulled into the gate wherever it was we were going (probably Taiyuan) I turned and was just about to drop a nuke on this flippin' madman's head. I felt something pressing against my left waist. Looking down, I saw it was an empty sick-sack with writing on it. I took it from the student (it almost seemed as though he was passing a note in class) and written on it was, "PLEASE don't say anything," in broken, chicken-scratchy letters. As I sat there for a minute, bewildered, the cockpit door opened, and the moment passed into history.

There is absolutely <u>no way</u> I'd let any of my family members fly on this airline, ever. Capt. Anon.

CA Goat Rope TSN—Sanya

So there I was, flying the Bus in China, doin' the good ol' Tianjin to Sanya run. It's blocked at 7:50 but always drags out at least a good 20 minutes longer. For this particular duty day I was rostered a shit FO I'd flown with before and a trainee SO I didn't recognize. The third man on deck did not qualify as a pilot, but who the shit cares right? This is China and they do what the fuck they want yadda yadda. As far as I was concerned though, this was not a 3-pilot crew for various duty calculations. I spent some time on the horn trying to point it out to the company but they insisted he was qualified. Sooo, whatever.

TSN—Wuhan

This was the first leg of our little shitstorm extravaganza. In WUH before pushing back for the second sector we ended up with a damn NWS fault. Sooo the FO pipes in and says, "We can reset Captain." I say, "No shit Sherlock, but let's get the engineers in here ya think?" I wonder who's been teaching this kid to do resets on his own... fucking Chinese. Anyhow, we get the engie to throw some CBs and the message disappears. We push, start and all that jazz. I start taxiing with a fairly tight turn and we go straight. The damn reset didn't work. So we get towed back.

"Should we reset again captain?" "No." I go downstairs to get the real story from the engie. He tells me some bullshit about whatever, so we push a second time and try it *again*; and guess what? We go straight *again* when I try to turn. Now I'm really starting to get ticked off, right? We get towed back in a second time and the FO offers his goddamn sage advice again, "Captain, reset?" "FUCK. NO. You guys have been resetting this shit all on your own and hiding a problem in the system. We need to find the real deal with this steering, and until we do we're not going to goddamn *push again*."

Sooo, we disembark the damn PAX. I think to myself, "I really don't think I want to have to land somewhere in this lousy QAR country without NWS." I write it up in the book (finally, *ace*) and the engie reports back that the entire NWS component is faulty. They have to fly one up from Sanya.

Sooo, we go to this shitbox airport hotel which is just not meeting my minimum standards for a flophouse, but whatever, this is China right? It doesn't matter how fast they deliver the new steering component; we're going to really encounter delays now having missed our flow time because international flights have damn priorities. Shit. 7PM rolls by. I tell the scheduler, "Do not call me until the aircraft is fixed, the baggage is loaded and the PAX are ready."

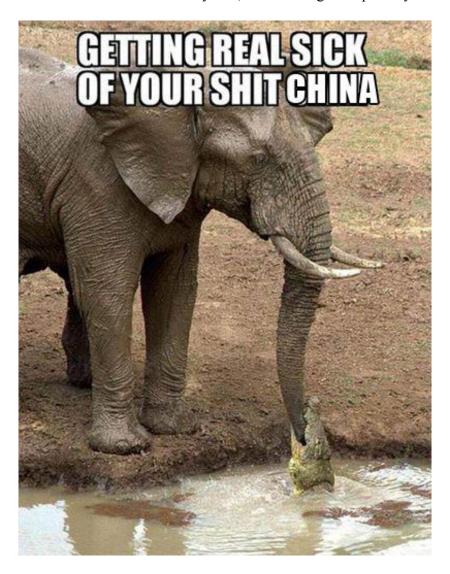
At 2AM they ring me up all fire-drillzey to go do a quick engine and system run. I get to the gate at 2:30. We have to push, start and taxi, but to do that we need approval from the tower. This takes a friggin' long time to arrange, pissing me off all the while.

At 4AM I'm told the PAX are on their way from the hotel. The airport authority has to open security screening etc.

At 6AM we finally board up and guess what, there's no food. The airport is still friggin' closed. Fuck. Sooo, we blast off. When we get to Sanya I plan to go have some sleep, but the company calls. "No, you have to go back to Wuhan." I tell them, "No we need to stop for safety." "NO, NO, NO," they come back, breaking my balls. I tell 'em to stuff it, we want food etc. I was ready to walk off the plane but they offer me 2 days off if I'd do it. "Shit, fuck."

Sooo, we fly the fucking thing back to Wuhan. Both the FO and the SO were dead asleep in broad daylight from climbout, cruise and through the approach. We landed in Wuhan at 11am which, incidentally, is when we checked in the day before in Tianjin.

Just for shits, while we were sitting there in Wuhan I showed the FO and SO the CCAR that describes 2 and 3 pilot crews. I asked the SO if he fit the CCAR description of a relief pilot. He said, "No." Then I see him make a phonecall and two minutes later he tells me he is OK to fly as a relief pilot. Fuck it, even if we did have a qualified relief crew, there is no designated area for crew to rest on these aircraft. Ha. Anyhow, there's the goat rope for ya.



Lost and found??? HA! You're kidding right? The Chinese don't return stuff to you if they notice you drop it or know it belongs to you. The Confucian saying entails that the object came to you by a stroke of good luck and therefore it belongs to you. Capt. Anon.

CA Glitter

So there I was on a huge delay, halfway through 4 sectors down in Sanya. Our duty period was at an end so I called up dispatch and canceled the flight. After a Chinese fire-drill, we went to the hotel and went to sleep. In the morning, we went back to the airplane and put everything back together. I went into the flight deck and started preparing things.

While I was finger-banging the FMS, a commotion erupted outside the flight deck. My FO came through the door with his shirt undone from the collar halfway down, his necklace was broken and hanging off, and he was about to cry. "I suppose she's told you 'no' then?" was my quip to the young man, and then I noticed the large red mark next to his eye. "What the hell happened to you?" As tears began streaming down his cheeks, he related a story in broken English of a passenger who attacked him and punched him in the face.

I was incredulous of course, and then the ruckus outside the flight deck door became noticeably louder. I got out of my seat and pushed the FO through the door, myself following closely behind. He reacted like a cat trying desperately not to be put in a tub of water: the passenger who beat him up was standing right there in the forward galley.

As the fight started up again, the assailant tried making his way into the flight deck, putting his sandal-clad foot into the doorjamb. I stomped on it and he withdrew after which I slammed the door shut and locked it. I have no idea what would have happened if this animal made it on deck. It would have been a brand of chaos that I am indeed happy to have avoided.

Eventually the police came and took a report. As they led the passenger off the aircraft the man, a surprisingly short and otherwise unassuming person, looked at me and said, "Sorry captain." Sorry? Well, I'm sorry it's a bit too late and developed for that, bud. That ship has sailed. I'm guessing they hauled him off and shot his ass against a pockmarked and bloody wall down in the airport basement.





Aw schit. I think I've just run out of witty things to say...

In China you live under the shadow of a giant hammer and then get to the aircraft and have no support. Go figure.

Capt. Anon.

https://www.hnagroup.net/prx/000/http/opcnet.hnair.net/PreparationUI/FlyWebUI/Pilot
海航集团运行
(2)DESCEND DESCEND NOW means
A、 descend descend
B、climb climb
C _v descend descend now
D_{κ}
E _v
\mathbf{F}_{κ}
Answer you chose: C Correct answer:

YUP. It sure does. NOT to be confused with \lor of course



If I could make it through 1 year, I could do 2. If I could do 2 I could probably do 3. If I could do 3 well then maybe I could do 5... In the end I barely made it through 4, and that was a small miracle. I should have left after 3. Capt. Anon.

CA 4Chan/b/

Tower—Grand China 7123, line up and wait 34 Left.

FO—Line up and wait 34 Left, China Dragon 7123." OK, lights on, transponder TA/RA, Takeoff Config OK!

CA—OK man, well, I didn't actually ask for the chickety checklist yet, but since you've already just blasted through it, fine.

Tower— Cleared for takeoff Grand China 7123

FO—Confirm Grand China 7123 cleared for takeoff.

Tower—Roger Grand China 7123, you are cleared for takeoff.

FO—Roger, cleared for takeoff Grand China 7123. OK captain, we're cleared for takeoff.

CA—Yeah, so I heard. Check thrust.

FO—Thrust checked, airspeed alive, 80 knots and all dat shit.

CA—...

FO— $V_1 V_R!!!!!$

CA—...

FO—Positive rate gear up!!!!!

CA—Dude, can you please wait for me to call for the gear up before you do it? LULZ.

FO—400ft, heading mode!

CA—Dude, seriously, can you please wait for me to callout before you make changes to the FMGC?

FO—LULZ they told me you foreigners R crazy crakas and shit.

CA—Flaps up.

Tower—Yo bitzhes, contact departure.

FO—Hang on Cappy Crappy. Roger tower, Grand China 7123 contact departure!

CA—...

FO—Check *this* shit: "Glorious afternoon, departure, this is Grand China 7123 airborne from runway 34-Left, climbing to 600 meters on runway heading!" Can you believe how good I am on the radios? Fuck I'm slick. They should call me fat-boy-slick... Or wait, slim-boy-slick would be better. OH DUDE that would make a GREAT meme. I'm so clever!

CA—Dude...

Departure—"Roger Grand China 7123, Welcome! You are hereby cleared to enter the auspicious airspace of the PRC, maintain 600 meters and turn right to a heading of 130!"

FO—"Confirm 600 meters, right turn to a heading of 130?"

Departure—Confirmed, maintain 600 meters, right turn heading 130!"

FO—"Roger, 600 meters, right turn heading 130!" Autopilot ON!

CA—Dude, did I ask for the autopilot? Alts Cap.

FO—Oh sorry, I though you wanted the autopilot so I TURNED IT ON for you. Right turn to 130 crakka!

Departure—Grand China 7123, climb to 3900 meters.

FO—Departure, Grand China 7123, confirm 3900 meters?

Departure—Roger Grand China 7123, climb to and maintain 3900 meters.

FO—Roger, Grand China 7123, we will climb to and maintain 3900 meters." Cap, climb 3900. Da-amn! Check out all that traffic on TCAS! Daaaaaaamn China ROCKIN' wit da auspicious congestion! Prosperity an shit!

CA—...

FO—Captain, climb 3900 meters.

CA—Dude. 3900 meters. SET.

FO—Checked! 3900 meters, that's 12,800feet you crazzzy ass foreigner with your crazzzy ass altitudes in feet.

CA—It's called tradition and industry practice you douchebag. Get in line with the rest of the world.

FO—Yeah right! Whatever, CHINA RULZ!...

About 20 minutes later the (thankfully) short flight is reaching its destination.

CA—OK, we have the ATIS, the approach is loaded as best as this piece of shit Universal FMS will take it you did the approach check before I asked *again*... So let's start getting configured. Flaps 5.

FO—ROGER! Flaaaaps... 5. Huh. Hey, did you already set flaps 5?

CA—Are you fucking with me??? Sears dude, I've had enough of your Chinese shit today, you are fucking around right?

FO—No captain, we (you) did bad. We (you) never brought the flaps up!

CA—Dude, I called for that shit right after takeoff, didn't you hear me??? FUCK, you mean we left the flaps down the ENTIRE FLIGHT??? THIS IS NOT GOOD. FUCK DUDE. FUCK! OK, well at least we didn't go above 250 knots so, we didn't over-speed them. You idiot. You dumbass idiot!!!

HNIC—WAAAY, NEEHAO!!!! Head Nega In Charge here, you two in my office NOW bitzhes!!! Captain, your fancy-pants lawai ass is MINE.



Well there's your problem... FLAP, DAMN YOU!

CA Cellphone

So, there I was, time for another stupid line check with HNIC. He was particularly gangsta this morning, screaming and yelling like a madman into his cell phone. It's typical to see him doing some kind of yelling or other, but today he was actually getting red in the face. The schedulers had arranged a back and forth to Dalian for our fun little jaunt. Everything went pretty much according to plan on the way over, nothing to speak of really.

We pulled into the gate, loaded back up and turned ourselves around to head back to Tianjin. Still nothing to speak of... we taxied out to runway 28, no problems... got clearance to line up and takeoff... still good. We were cleared for takeoff and started to roll... we hit 80kts. Then the HNIC's phone rang. Now, it's happened to all of us at least once, ya just forget to turn it off. But, instead of turning it off, taking the battery out quickly or just throwing it against the floor, he opted to *answer* it as we were continuing to accelerate down the runway: "WAY NEE

HAO????" at the top of his lungs. The student in the observer's seat was making all the callouts (as usual) so... I kept going. Frankly, I was so taken by surprise I didn't have the presence of mind to abort the takeoff. As we rotated and leapt into the air, HNIC just kept on screaming into his phone. "Positive rate..." I brought up the gear. "400ft..." I selected heading on the FGCP. "Acceleration altitude..." I engaged the autopilot and brought up the flaps. Well, he had pretty good reception. If we'd planted in the side of the mountain just off the departure end of the runway whomever he was talking to would have heard it loud and clear.

At about 2000ft he finally hung it up... and then much to his chagrin I greased it on back in Tianjin. All gangsta an' shit.

Ed. note: It's come to our attention that this is not the only incident of Chief pilot HNIC Wang doing this during a takeoff roll. There is at least one more example from a very reliable source.

CA Barfolimew

This is an epic story that has made the rounds. I finally heard it directly from the captain it happened to so here it is from the horse's mouth... as it were. BTW, do horses ever vomit?

So there I was at dispatch getting the paperwork ready. Today was supposed to be a line check for... something. Maybe this was the last check, releasing me to operate without supervision, whatever that's supposed to mean. The supervisors here are worse than the pilots they are supposed to watch over.

Lou Wajia was milling around, and invited (forced) me to join him for breakfast. The cantina was closed by this time, but they had leftovers... cold leftovers. So, what the hay I thought, he's eating so I'll eat.

After ramming some food down my throat I ran back downstairs and jumped on the company bus to hit security and then the aircraft. We gassed up the plane, loaded up and saddled up, blasting off for points *Shandong* in the venerable of EMB145. The first 2 legs were Davilou's with me in the observer's seat, after which we'd switch seats and I'd do my checkride.

It was somewhere around intersection P07 that my stomach suddenly contorted and I almost passed out from a painful wave of nausea. I grabbed a sic-sac and puked my brains out in a torrent of milky-grey liquid. The bag filled right up to the top, forming a nice little barf meniscus.

They rang the purser to whom I passed the bag when the cockpit door opened. The look on *his* face was priceless. Digestive system business done, I was good to proceed. I pounded a water or two and we landed. That was the first two legs. The next leg was mine.

We switched seats and blasted off again. Everything was going great until we were on the home stretch descending into Yantai. I started to feel that gut-wrenching pain again... I frantically asked the FO (who was now in the jumpseat) for another sic-sac. I transferred the controls over to the examiner and buried my face in the bag, forcing out another torrent of milky-gray liquid.

Having puked out my brains into a second bag, little bits of partially digested scrambled egg floating around the top, I felt a million bucks better. I took back control over the airplane and wheeled her around the traffic pattern, joining the LOC and GS (in totally visual conditions as is the practice in China) landing *almost* without incident. On short final I felt the pressure suddenly and urgently building *downtown* this time... and the question arose in my mind: *would I make it?* By the time we descended through the last hundred feet I had formed a strategy in the back of

my mind to jump out at the first opportunity and hit the facilities in the terminal. There was *no* way I could battle upstream through the group of passengers deplaning to the single bathroom at the back of the airplane.



As the purser dropped the airstairs, I was off like a shot and found the bathroom in the terminals. Do you remember those clear-red plastic toy rockets you used to play with as a child: fill 'em up ¾ of the way with water, hand-pump air into the remaining chamber and then release... yeah, it was just like that. A little while later Davilou came in looking for me, making sure I hadn't died on the pot.

Needless to say, my duty day was over. They tried to get me to go to a hospital... yeah right, in the middle of BF China? No, I'll take my chances and ride home in the back. So I spent the next 3 legs pounding water only to puke it back up (or worse) about 10 minutes later. It sure cleaned out the pipes, though I don't think this situation is exactly what that expression intended.

The height of my agony was at Dalian where I felt a sudden wave of sickness wash over me as the plane taxied onto the runway. I jumped out of my seat and bolted into the bathroom. I couldn't decide which business to take care of first: #0, #2 or hold on for dear life. As the engines wound up and brakes released, I knelt down on that filthy floor, grabbed hold of the grimy toilet bowl and seriously puked.

I laughed about all of this at the time, and I laugh about it now, and people I tell the story to laugh as well. I mean, what do you do? Sometimes in this life there are situations you end up in that you just can't negotiate through so you bite down on the bullet hard and take that timeless oath every warrior has ever taken, "Fuckit, let's do this thing."

Oh, BTW, if stories containing the words "torrent of milky-gray liquid" are not your kind of thing, maybe you shouldn't have read the one above. Just a suggestion for the future, *hereby notified*.



CA Explosion

Having good coping skills and an endless supply of patience is absolutely mandatory if you're going to last very long in China. If you don't have these character traits, it'll be an uphill battle for you. We've seen a number of guys come through who didn't care to go out of their way to put up a completely inept management team that has no organizational skills, no negotiating skills, who don't know how to fly and have no business running an airline. Right. These guys typically don't last very long.

This is the story of a guy who left a decent job to come fly at Tianjin under a whole host of lies and impressions that pissed him off when the promises didn't pan out. Additionally, shocked as he was with how poorly things are run at Tianjin and how abysmal the application of SOP's is, he lost it. There were a number of foreign pilot meetings that devolved into shouting matches over the horrific hotel accommodations when stationed at an out-base just to mention one other sore topic.

Being that the foreign pilot holding the position of coordinator between the pilot group (of which he is supposed to be part) and the company (who has him on a short leash) prefers to coddle the hand that feeds him, promises were made that were way above his pay grade. It's likely that some of these promises were made and broken by the company leaders like Xu, Qi or Wang (HNIC); still, the coordinator should have known this tendency considering his experience in China and tried to defuse the situation.

Matters came to a head when captain T, in a balled-up fit of frustration, wrote the eMail below and blasted it off. Needless to say, the shit-storm this kicked off has never passed entirely. So, without further ado, I present you the eMail we all wish we wrote but never had the balls to (one could say he was not being too *Googley*, but then, Tianjin is FAR from being anything remotely resembling a company that has any concept of what it is that is admirable about Google):

Thanks

You are a much better gentleman than I am. My two cents worth is this and this is all directed at the Deputy Translator (as you previously said that your function was).

I for one will not let someone like you airplane tell me how to fly my airplane. You try and inspect my airplane or my flight and that flight will cancel! I follow SOPs and CCARs (at least the version from the early 2000's that I had to find myself). I will fly with any one of the foreign pilots any day and have full confidence in their ability, professionalism and adherence to safety. I think it would be best if the Chinese pilots stepped back and learned from the over 100 years of flying experience the rest of the world has had. TJA is like a child who has been given a toy (Airplanes, Quick Access Recorder) and does not know what to do with it.

You may step in line because you do not know any better and you have no substantial experience except here and at another sub par company. Who are you trying to fool when you say that the company is not doing this for financial gain. How convenient that this will all go into effect at the same time that the pay raises will.

Speaking of guidelines, you give us manuals that are unreadable with procedures that
when followed will give you fines. Obviously you do not agree with this because you
probably have not read the manuals. You want examples you say, well here are just a few off
the top of my head and please do not try and challenge me on Technical
knowledge because you have the Technical prowess of a flea (this I gathered after having a
few conversations with you).
Windshear (which has finally been fixed in Revision 4). By the way
following SOPs regarding Windshear Caution (look at Revision 3 of the SOPs with regards
to Windshear Caution). This was before your silly meeting. After talking to Captain Xu, I
was informed that there was a bulletin sent out early last year stating that we go around for
Windshear Caution. , your lies are so blatant, how do you expect anyone to
believe you???
Revision 4 SOPs that talk about raising the flaps below 300 AGL (yes really!).
FOM that tells you to file reports whereas the company wants you to verbally file them.
Instructors and pilots (like yourself) who do not know the meaning of Green Dot and think
that Flap Speeds are the 210, 190, 170 (read the manuals for a changeSOP for startersI
will not give you the chapter since I would like you to exercise your brain).
Instructors thinking that 270 KIAS/.76 MACH is a target speed for turbulence rather than a
max speed!
Pilots (Deputy Managers like yourself) telling people that you can let First Officers fly and
then at meetings reversing your stance (that is what you told me when I first got here, but
again you can deny it since that is your usual MO).
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See these two guys on the ground holding the scaffolding... no, they were not holding it in place. They were MOVING it from place to place as the workers above continued washing the windows. See the wheels? At least everybody is wearing their high-viz vests and the 3 workers up top are strapped in with leads. I guess when the thing topples over they won't be thrown clear. So they have that going for them, which is nice.

CA Wee-hai Whoops-hai

So there I was in China when all of a sudden I had the scariest landing *of my life*. I'd been naughty, letting the FOs fly, and they were doing pretty well to tell you the truth. Not great; *well*. And then... pow. Now, the one thing that was getting under my skin was that on every approach they were flying something like $V_{AP}+20$ into the flare. This is enough to make any Western pilot angry. Being that there isn't a single runway in this forsaken land shorter than 10,000ft, it's not the worst thing that can happen, flaring with $V_{AP}+20$. I'm just about to tell you what the worst thing is.

So I told the FO, "Dude, on this next one, I want to see V_{AP} all the way down the slope, V_{REF} at 50' over the fence, and touching down between V_{REF} and V_{REF} -5. He nodded his head and said OK. We loaded up and blasted off for Weehai with beautiful early summer midmorning weather and a light sea breeze under the wings.

Weehai is a mixed-use military airport on the east coast in the Shandong province. The runway is nestled in the middle of rolling hills, splashy little rivers, green vineyards and quaint farmland. The PLA airforce wing based there is all old delta-wing Migs, Vietnam era 2-seaters, so it looks like it's a combat training-only group. As you taxi in past a long row of perhaps 50 military birds with canopy blisters glistening in the sun, you'll see ground crew drilling or maintenance wrenching on this and that. Sometimes you catch a wave from someone. When the wing gears up for a training run you tend to incur a huge delay while they dominate the airspace with maneuvers. I've even seen them dragging targets down the runway behind a lead aircraft, followed afterward by a pair of newbie hunter/attackers spreading their wings.

On this occasion the airport was pretty quiet. We conducted our overhead approach with a sweeping left idle-descending turn into the downwind and left base leg. We rolled her onto the LOC at about 2000ft with the slope just coming alive. I gave the FO the controls, and dropped the flaps and gear, establishing ourselves fully on the ILS. As we started descending I watched the airspeed... $V_{AP}+20$ again... We were descending through 500-feet.

"Dude, check airspeed."

No response.

"Check airspeed."

"Check."

"No man, you're 20-knots fast, check airspeed."

"Correcting"

I was expecting him to reduce the thrust a little, but he did nothing. The GIPWIZ called out 200-feet and we were still fast.

"Check airspeed."

"Check."

At this point we were a little above 150-feet so I reached down, placed my right hand on top of his left and eased the thrust levers back,

"OK, now we're correcting."

"Check."

What happened next occurred in a matter of seconds. What I didn't realize was that, after I moved the thrust levers and took my hand away, he removed his hand as well. Nobody was flying the engines which were at or near idle. Fairly quickly we went from $V_{AP} + 20$ to V_{REF} -X-ish. As we approached 30-feet I could feel the ass of the airplane sinking in the pit of my stomach...

"Ohshit ...



Flare! FLARE, FLARE, FLARE!!!

I grabbed the yoke and thrust levers, simultaneously fire-walling it and pitching back into my chest. Somewhere a Kung-Fu master was screaming a battle cry at the top of his lungs. Now... we survived, because here I am telling you the story, but it was close. The plane slammed onto the runway hard, so hard it shuddered scarily like I've never felt before and bounced back up into the air. She weather-vaned to the right, into the crosswind, and we came back down a second time, hard. All I could see was dirt and grass in front of us as we scooted diagonally toward the right side of the pavement.

"Shit!"

I jammed in full left rudder and the nose swung back, paralleling the runway. We were way way way off the centerline. The nose was still way up in the air too, so I pitched her down and the nose-wheel made *impolite* contact with the asphalt. My heart was ready to leap through my ribcage.

"Holy fuck, we scraped the tail. Holy fuck dude, holy fuck. Fuck, fuck, fuck. That's the end of me. My career is officially over exactly <u>right now</u>."

The FO's were both taken aback.

"It's OK captain, it's OK. Don't worry about it."

"Fuck OK dude, did you see what just happened? Are you kidding me?"

We taxied onto the hard-stand, shut her down, and I ejected out the passenger door to check the tail. Expecting to see mass carnage under the bottom of the fuselage/APU area, I was pleasantly surprised when there wasn't a scratch. No gaping hole with zapping wires hanging down... no sparks... no smoke... I looked closely, scrutinizing the aircraft skin and paintjob... not a friggin' mark. I looked at the RadAlt blister... not a scratch.

"Fuck yeah. Fuck yeah, hohoho! I'm good. Holy shit. I can talk my way out of the rest."

I called the company up and talked to the foreign pilot coordinator explaining my situation. He told me to keep flying and that they'd check the QAR data later. I climbed back into the captain's seat and tried to collect myself. I don't remember anything else that happened

that day, but you can be sure of one thing: I didn't let the FO's touch the controls *ever again*. A week later I heard that the QAR data recorded 1.601g's, .001 over the limit for a soft warning. There was no data on any of the other parameters like pitch on touchdown. I'll take it, but I'm sure they totally doctored the numbers (somebody must've liked me in the QAR department). Look, *I'll take what I can get*.



"Aye, she can'ta take much more o' this, kepten... an' we go' appendices comin' next!"

CA CRM

So there we were in Guyang. The first time I flew here the *instructor* pilot had a good laugh when he pointed out that the small, pointy mountains that dot the region look like tits. Who ever said the Chinese are not puerile? Anyhow, on this day we were departing from runway 1 which points you in a slightly steeper terrain direction than runway 19. In any case, unless the weather is nice and cool and you're not too heavy, you pretty much program the FADEC for a full-thrust takeoff run. We were heavy this day and it was pretty dang hot. As we rolled onto the runway I called for the takeoff checklist which the FO ran through with some pretty rough Engrish. The tower cleared us to go just as the nose-gear eased onto the centerline, so I advanced the thrust levers and the 2 General Electric CF34 engines wound up in their bulbous nacelles. We began chewing up the runway and everything proceeded normally; airspeed alive, 80 knots, V₁ and rotate!

I brought the nose up as I always do, noting that the flight-director paused around 9 degrees which it has a habit of doing for full-thrust takeoffs. After several seconds went by, I noticed that the flight-director wasn't pitching up at all. This was unusual. I scanned the PFD and noticed a CAS flag on the airspeed tape. At this point the FO was blithely bringing up the gear. "Unreliable airspeed." No reaction from the FO or the kid in the 3rd seat. "400-feet, heading," the FO announced as he casually selected heading (without my prompt). "Unreliable airspeed," I announced again. No reaction from the FO. I was scanning the standby instrument, noticing that the airspeed on my PFD was about 20-knots slow. I scanned over to the FO's PFD and sure enough, his matched the standby instrument. I began flying his flight director as we passed 1000feet above the departure runway. "1000feet, autopilot on," he said enthusiastically as he selected the autopilot, again without my callout. "No, we have unreliable airspeed," I said again, this time quite emphatically as I disengaged the autopilot. "What? Autopilot on," he said again while selecting the autopilot a second time. I again deselected the autopilot and again announced, "Unreliable airspeed..." To be honest, I was shouting it by this point and getting a little pissed off a little bit.

The look on this kid's face when he realized what I was saying was priceless. I selected cross-side ADS and my airspeed tape snapped to the proper indication. The flight-director came alive and we were back in business from an automation standpoint. Now that things were cool, I engaged the autopilot, took the radios and called for the QRH. Oh boy, a fucking mess ensued (as if it weren't bad enough already).

He fumbled his way along for a while and when I realized he was useless, I transferred the controls and radio to him and grabbed my own (English) QRH and started flipping through the NAP section. I'd remembered *something* about this topic in the non-annunciated procedures, found what I was looking for right

something about this topic in the non-annunciated procedures, found what I was looking for right off the bat and ran the checklist myself. It turns out it wasn't *really* what I wanted, but it was *close enough* to the situation we had. Guess what the 3rd step in the procedure said to do? Turn the Autopilot OFF until it's sorted out. Fuck me red and call me Mao in the morning.

So there you have it. If you think you're going to have any help on a V1 cut you are

So there you have it. If you think you're going to have any help on a V1 cut you are kidding yourself. If you come to fly in China, you'd better have some skills to pay the bills son, and I'm talkin' single-pilot shit, or you're gunna find yourself laid out in a field somewhere with a bunch of dead Chinese passengers (they're all nodding their heads right now saying, "That's right you stupid foreingers!"). Not fun, not fun at all.

This guy is actually Japanese;

Inflight Entertainment

Laugh it up fuzzball...

Chasing Chinese Skirt

If you dig on exotic Asian women, you'll find 'em in abundance in China. Unless they are over 50 (whereupon about 49.9 years of aging takes place in a day), they tend to have that ultra-ditzy, hello-kitty, schoolgirl, hella-pedophile kind of disposition to rattle your cage. I hope you like body hair for a minute though; Chinese women don't shave so much. So if you like armpit pussy or cavewoman legs, *this* is the place for you. Realize also that you'll be dating the entire family when you *do* bag yourself a Chinese girl, and things will probably get really serious really quick, so get ready for marriage.



The women there have their game down <u>good</u> too. They act all submissive and petite, but when it comes to business behind closed doors they are maniacal, absolutely maniacal. Expect to have a post-Maoist authoritarian militant in your bed. And, if you're into S&M, like I said before China *is* the place for you. I heard a rumor that one of the guys here who decided to slip on the wedding ring got to buy his fiancée a BMW. *That* was the excited talk of the FO's for quite a while; I thought they *all* were getting a BMW out of the deal.

Realize also that there is a pecking order when it comes to picking the stewardesses for a little of the old in-out, in-out, and where *you* fit into that order is not exactly clear. From what I've gathered it *looks* like the company officials (leaders) get first pick of the litter, followed by Chinese captains and then probably the first officers. You *may* be above the security guys, but this is not certain. It's another example of hierarchy that you are just going to have to figure out for yourself. *Beware of the traps*.

I did crack the door open a couple of times though, and boy howdy let me tell you. This one chick I bagged was pretty wild in bed. In a fit of ? she dug her nails into my back and screamed bloody murder. I politely withdrew, extracted her nails from my skin, and showered. She asked me what was wrong later... check the streaks of blood across the back of my t-shirt for your answer sister; I'm not into your Chinese S&M so much.

CA Rome

This one is just brilliant.

So there I was, pretty much on my first day of line training in China sitting in the left seat with Michael (i.e. Jordan) on the right side *instructing*. Today, unbeknownst, I would learn many things. First, at about 4000feet on climb-out from Tianjin I learned to plaster the windows with newspaper to keep nasty ol' Mr. Sun from shining in on us. Then I learned to smoke on deck (how did they get their lighters through security?). Then I learned how to divert to an alternate at the first whiff of a thunderstorm reported in the vicinity of our destination airport. Then I learned how to do a proper Chinese fire drill in the cockpit preparing for our alternate airport.

So, we diverted, landed, sent the passengers to the terminal and flopped down in some seats in the back cabin. The purser asked me if I wanted an apple. "Sure, why not!" Now, I thought we'd sit for maybe 30-40 minutes, gas up, get the passengers back aboard and blast off again but noooo, we were headed for the hotel and *rest*. OK, smashing! Let's do this! It was around that time I figured the purser had probably forgotten about the apple she'd offered earlier when suddenly and unexpectedly she handed it to me perched atop a paper cup with a little plastic glove gracing the affair... and it was *pealed*. *Pealed!* I almost fell out of my chair. A

pealed apple. At my previous gig you'd be lucky if the FA didn't throw it at you, let alone offer one in the first place. Heck, my *mom* never gave me a *pealed* apple.

Shortly after, the little hotel bus showed up, we piled in and headed off to our unscheduled rest period. We breezed into the lobby, checked in, dashed upstairs and slammed the doors of our rooms. No sooner had I taken off my shirt and put my head on the pillow, the phone rang. I picked it up and a flurry of Chinese poured through the receiver. "Oh, no thank you, no-no, no thank you, thanks, OK, no, thanks, no OK? Bye... OK, bye bye. Bye!" I set the receiver down. A minute or so later there was a very *Chinese* knock at the door. "What the hell now..." I opened the door and was greeted by a decently-figured Chinese lady wearing a somewhat slinky dress with a bottle of KY lube in one hand, a condom in her other and a broad smile playing across her lips, "Massaghee!" She pushed her way into the room while I was protesting as politely as I could. Here we are in deepest, darkest equatorial China, I have no idea where I am or what's going on, and my head is still spinning from the fire drill diversion we conducted 40 minutes earlier.

"Massaghee! Massaghee!" She was pointing at my wallet and shrugging off her dress. At this point I was thinking a number of things like, "Is the instructor playing a prank on me?" "Who the hell is this lady... she has gigantic nipples..." "When in Rome..." So after some quick calculations in my head that this was a messed up situation but *WTF*, yeah, I gave her 500 quai and jumped in bed.

Remember those old Kodak commercials, the so-called "Oh" moments that you shouldn't miss capturing on your handy-dandy disposable camera? Check YouTube if these are from before your time... Anyhow, when I dropped my drawers, the look on this lady's face was absolutely priceless. Now, mind you, I'm not exactly hung like a horse. I've got your average, God-given run in the mill equipment that works alright and gets me to where I need to go when the gettin's good. So, I thought she was being polite. It was a nice ego boost for the bewildered foreigner who has just had his world completely turned upside down. Then she tried to put the condom on and I realized she wasn't being polite. It didn't fit. I mean, it really, *really* didn't fit. "Oooooh-K. Let's just stop trying to put that on now (ouch) and instead let's just chill. TV? How about that massage you were talking about earlier hon?"

Not too long after this, the phone rang again and the FO told me everyone would meet downstairs in 5 minutes. Wha...? OK. My clandestine visitor disappeared. I jumped back into my uniform and ran downstairs. I was expecting to see the instructor with a big shit-eating grin on his face, maybe a finger pointed in my direction, hearty slap on the shoulder... nothing. Not a twinge was on this man's façade. I turned to the FO. Nothing, not the slightest hint of a sheepish expression, nothing. Both of them were just standing there, waiting for the shuttle. So we got on, drove back to the plane and finished our flights. To this day I have no clue how that lady knew I was in that room. It never happened again at other hotels I stayed at (damn); I guess it was a fluke. When in China...?

OK, WHAT?!?! Why is this on an aeromed... never mind. [Excerpt from Emergency Exam Answers]

CA Da Bomb

So there I was, flying along on the last leg of a challenging day of delays, and decided to take a little break in the forward galley, stretch the ol' legs and clear the ol' head. I don't like sleeping on the job, so as an alternative I try to keep the blood moving, shake things up a bit. I wasn't particularly paying attention to the time, but to me it felt like 10-15 minutes (later the company claimed it was 25 minutes and some accounts put the figure at 45). At some point the FO called me up and advised me to pull the curtain aside so the passengers couldn't see me. After a while I went back up front, strapped in and we finished up the flight.

A couple of days later, maybe 3, the FO called me in a panic. He said the company was investigating the entire crew for an incident that happened during our flight. He explained that the purser had filed a complaint stating that he (the FO) refused to let me enter the flight deck and it was turning into a shit storm. I told him not to worry, we'd figure it out.

So, I got called into the office for a meeting with 2 assistants and the leader of the flight standards department. After about an hour of interrogation gathering the details of my excursion, they revealed to me that the FO said in a statement that he had advised me I was breaking company regulations and that I should return to the flight deck immediately.

I met a Chinese girl on a flight as a passenger once; we hit it off and I got her number. I went to visit a couple of times (her family lived quite a ways out in Tangu) and met her brother as well the whole family. Her father was a cop. I also learned during my second visit that her brother was an avid pot smoker. Great. Me and her brother went to a bar that night with a couple of his friends and we all got tanked on shit Chinese beer. The morning after this girl called me and freaked out over the phone claiming I had gotten her bother "over-drunk" and that she'd never see me again. Uh... OK... Capt. Anon.

Ed. note: DO NOT play around with marijuana in China unless you want to go to jail forever and a day. If anybody asks you about pot, simply smile and leave their presence immediately; the chances that person is an undercover cop are astronomically high, and your chances of talking your way out of the situation are astronomically low. Hereby notified.

I was chatting up a Chinese girl I was kindof dating, you know, the usual stuff about this and that, small talk. Somehow the conversation turned to shooting stars and whatnot. She had grown very quiet with an unusual expression on her face. Finally, she admitted she had never seen one... How curious! Then I realized... the pollution. You never see the night sky in Tianjin! Of course she had never seen a shooting star. Probably nobody in that city had. How sad!

Capt. Anon.



Tug Connected, Ready for Push

Ya made it Ace!

CA Parting Shots

It's unfortunate... that I need to express some serious concerns pertinent to the safe and efficient operation of the aircraft here at Tianjin Airlines. These concerns became quickly apparent after my first few days of line flying. They are the culmination of previous language barrier and duty responsibility concerns expressed earlier on.

First off I would like to describe to you my initial expectations with this contract. Quite simply, I expected to operate the Embraer 190 aircraft as a captain sitting in the left seat while conducting these operations with an ICAO level 4 First Officer sitting right seat. This was the very essence of the contract description presented on the... website.

Originally, the line training began with a very normal airline style Line Indoc. Somewhere throughout this training it was announced that we would receive right seat qualification to sometimes aid in the transition of new captains requiring 100 hours of left seat flying to complete their initial upgrade. After contacting and having a discussion of what this added responsibility meant, I believe we all agreed to helping out, owing that this would be an infrequent and limited occurrence.

However, this has not been the case at all. It is safe to say that so far being here at Tianjin Airlines, I have seen more time logged in the right seat of the aircraft - both from the 10 sectors in line training and now as a line captain. Tianjin Airlines views us as being the Duty Captains for these pairings and the new Captains sitting in the left seat to actually be the Pilot in Command (flying each sector). As stated before, I originally believed this to be of minor concern. But this form of operations has shown me that as SIC, I have been clearly cut from any clear and concise discussion making ability and have been removed from my captain duties completely to be nothing more than a glorified first officer. I'm sure you are well aware of the pilot culture here in terms of Captain complexes and I certainly did not remove myself from a previous contract like to come here and sit through this process. I have tried my best to take on a mature and logical approach to this, being patient and monitoring the outcome, but when my safety is in the hands of someone else and my input, even as the FO role is overlooked I am quickly and profoundly concerned for the welfare of the passengers and myself.

Furthermore to this, some of the pilots I have been flying with hold no ICAO level 4 certification. I have at times reported for duty only to find a teacher from a CAAC accredited university to be the translator sitting in the jump-seat. The language barrier is so tremendous that words like Check Thrust, 80, V1, Rotate, Positive Rate, Gear up, Climb Sequence, etc... are needed to be translated by the translator sitting in the middle seat. I have no idea at what point any IATA certified carrier deemed it safe to have a non-licenced translator act as an intermidiary between two languages in a flight deck, let alone having critical phases of flight be translated. These SOP items verbalized during critical phases of flight are dependent on a time sensitive response/action from the other pilot.

Conversely, ATC communications have been either in English or Chinese and can only be understood by 1 pilot at any given time. The communications are then translated for the other pilot by the translator. Again, time sensitive actions are lost and I have personally witnessed mistakes made in the numbers (i.e. altitude restriction/clearances). The operation is slowed while wording is discussed between pilot/translator and I hate to even think of any 'lost in translation' component that arises from these discussions. For the most part these missions were pulled off despite the given circumstances. However, the big concern is during any sort of emergency the wheels will fall off the wagon and the emergency will be aggravated.

Lastly, at my previous contract (and I believe I can say for any large airline), a captain sitting in the right seat is considered a training captain. I believe that if we are to be consistently used for this sort of operation then appropriate training/qualification should be issued to us, as well as the appropriate training captain pay.

In summary, I hold concern that no great effort is being made on behalf of Tianjin Airlines to recognize that a foreign pilot group is now operating their aircraft. Aside from the routine operation, the company has failed to translate their website for our schedules, leaving us in the dark until the moment we check-in and only then find out what is expected of us for the days operations. The website shows us nothing more than date/time and destinations. I have accepted and learned how to read the Chinese flight plans that are given to us for our missions. I was accepting of all of our course material and presentation were made with Chinese powerpoint and translated to us.

Please let me know what you suggest should be done to remedy this situation. As much as I dread to think this, I cannot continue operating the aircraft with complete non-english speaking pilots in the other seat and I cannot continue flying the role of FO unless some clarifications are made to us in terms of expectations and responsibilities.

It is with much regret that I've had to write this email, but I am concerned for the nature of the safety at hand.

Thank you for your attention to this matter,

One Last Look at Terrorism Being Bred in China

Polemics aside you're going to want to pay really close attention to these kinds of reports. Without taking sides, look at the situation for what it is and judge for yourself whether you need to factor it into your risk assessment. As you do so keep in mind these reports are ongoing. I'll leave it to you to decide if there is a marked increase in the occurrence of such events.

By Simon Denyer September 19 at 7:50 PM

SHACHE COUNTY, China — The month of Ramadan should have been a time of fasting, charity and prayer in China's Muslim west. But here, in many of the towns and villages of southern Xinjiang, it was a time of fear, repression, and violence.

China's campaign against separatism and terrorism in its mainly Muslim west has now become an all-out war on conservative Islam, residents here say.

Throughout Ramadan, police intensified a campaign of house-to-house searches, looking for books or clothing that betray "conservative" religious belief among the region's ethnic Uighurs: women wearing veils were widely detained, and many young men arrested on the slightest pretext, residents say. Students and civil servants were forced to eat instead of fasting, and work or attend classes instead of attending Friday prayers.

The religious repression has bred resentment, and, at times, deadly protests. Reports have emerged of police firing on angry crowds in recent weeks in the towns of Elishku, and Alaqagha; since then, Chinese authorities have imposed a complete blackout on reporting from both locations, even more intense than that already in place across most of Xinjiang.



Chinese police have cracked down on the wearing of beards and veils, in observance of Ramadan, in Muslimmajority Xinjiang province.

A Washington Post team was turned away at the one of several checkpoints around Elishku, as army trucks rumbled past, and was subsequently detained for several hours by informers, police and Communist Party officials for reporting from villages in the surrounding district of Shache county; the following day, the team was again detained in Alaqagha in Kuqa county, and ultimately

deported from the region from the nearest airport.

Across Shache county, the Internet has been cut, and text messaging services disabled, while foreigners have been barred. But in snatched conversations, in person and on the telephone, with the few people in the region brave enough to talk, a picture of constant harassment across Xinjiang emerges.

"The police are everywhere," said one Uighur resident. Another said it was like "living in prison." Another said his identity card had been checked so many times, "the magnetic strip is not working any more."

On July 18, hundreds of people gathered outside a government building in the town of Alaqagha, angry about the arrest of two dozen girls and women who had refused to remove their headscarves, according to a report on Protesters threw stones, bottles and bricks at the building; the police opened fire, killing at least two people, and wounding several more.

Then, on July 28, the last day of Ramadan, a protest in Elishku was met with an even more violent response, RFA reported. Hundreds of Uighurs attacked a police station with knives, axes and sticks; again, the police opened fire, mowing down scores of people.

China's official Xinhua news agency said police killed 59 Uighur "terrorists" in the incident, although other reports suggest the death toll could have been significantly higher.



A veiled Muslim Uyghur woman walks past a statue of Mao Zedong in Kashgar in Xinjiang province. (Kevin Frayer/Getty Images)

According to the Chinese government's version, the angry crowd subsequently went on a rampage in nearby towns and villages, killing 37 civilians — mostly ethnic Han Chinese. The region has been in lockdown ever since, with police and SWAT teams arresting more than 200 people

and drones scanning for suspects from the air.

Xinjiang is a land of deserts, oases and mountains, flanked by the Muslim lands of Central Asia. Its Uighur people are culturally more inclined towards Turkey than the rest of China.

China says foreign religious ideas — often propagated over the Internet—have corrupted the people of Xinjiang, promoting fundamentalist Saudi Arabian Wahhabi Islam and turning some of them towards terrorism in pursuit of separatist goals. It also blames a radical Islamist Uighur group — said to be based in Pakistan's lawless tribal areas and to have links to al-Qaeda — for a recent upsurge in violence. In March, a gruesome knife attack at a train station in the city of Kunming left 33 people dead, while in May, a bomb attack on a street market in Urumqi killed 43 others.

In response, President Xi Jinping has vowed to catch the terrorists "with nets spreading from the earth to the sky," and to chase them "like rats scurrying across the street, with everybody shouting, 'Beat them.'"

But the nets appear to be also catching many innocent people, residents complain. "You should arrest the bad guys," said one Uighur professional in Urumqi, "not just anyone who looks suspicious."

Some 200,000 Communist Party cadres have been dispatched to the countryside, ostensibly to listen to people's concerns. Yet those officials, who often shelter behind compound walls fortified with alarms and barbed wire, appear to be more interested in ever-more intrusive surveillance of Uighur life, locals say.

In Shache, known in Uighur as Yarkand, an official document boasts of spending more than \$2 million to establish a network of informers and

surveillance cameras. House-to-house inspections, it says, will identify separatists, terrorists and religious extremists – including women who cover their faces with veils or burqas, and young men with long beards.

In the city of Kashgar, checkpoints enforce what the authorities call "Project Beauty" — beauty, in this case, being an exposed face. A large billboard close to the main mosque carries pictures of women wearing headscarves that pass muster, and those — covering the face or even just the neck — which are banned.

Anyone caught breaking the rules faces the daunting prospect of "regular and irregular inspections," "educational lectures" and having party cadres assigned as "buddies" to prevent backsliding, the billboard announced. In the city of Karamay, women wearing veils and men with long beards have been banned from public buses.

Terrorism — in the sense of attacks on civilians — is a new phenomenon in Xinjiang, but the unrest here has a much longer history, with many Uighurs chafing under Chinese repression since the Communist Party takeover of the country in 1949, and resentful of the subsequent flood of immigrants from China's majority Han community into the region.

What has changed is the growth in conservative Islam, and the increasing desperation of Uighurs determined to resist Chinese rule.

Until a decade or two ago, Xinjiang's Uighurs wore their religion lightly, known more for their singing, dancing and drinking than their observation of the pieties of their faith. But in the past two decades a stricter form of the religion has slowly gained a foothold, as China opened up to the outside world.

While worship was allowed at officially sanctioned — and closely supervised — mosques, a network of underground mosques sprang up. Village elders returning from the Hajj, the annual pilgrimage to Mecca, brought back more conservative ideas; high levels of unemployment among Uighur youth, and widespread discrimination against them, left many searching for new ideas and new directions in life. The rise of Islam was, in part, a reaction against social inequality and modernity.

But <u>Joanne Smith Finley</u> of Britain's Newcastle University, an expert on Uighur identities and Islam, says religion has become a "symbolic form of resistance" to Chinese rule in a region where other resistance is impossible.

When hopes for independence were cruelly dashed by mass executions and arrests in the city of Ghulja — or Yining in Chinese — in 1997, Uighurs had nowhere else to turn, she said.

"People lost faith in the dream of independence," she said, "and started looking to Islam instead."

Not every Uighur in Xinjiang is happy with the rising tide of conservatism: one academic lamented the dramatic decline in Uighur establishments serving alcohol in the city of Hotan, while insisting that many young girls wear veils only out of compulsion.

But China's clumsy attempts to "liberate" Uighurs from the oppression of conservative Islam are only driving more people into the hands of the fundamentalists, experts say.

But China's clumsy attempts to "liberate" Uighurs from the oppression of conservative Islam are only driving more people into the hands of the fundamentalists, experts say.

"If the government continues to exaggerate extremism in this way, and take inappropriate measures to fix it, it will only force people towards extremism" a prominent Uighur scholar, Ilham Tohti, wrote, before being jailed in January on a charge of inciting separatism.

Xu Yangjingjing contributed to this report.



Simon Denyer is The Post's bureau chief in China. He served previously as bureau chief in India and as a Reuters bureau chief in Washington, India and Pakistan.

Singing the FO's Song for a God Damned Minute

I can't finish this book without first seeing things from the FO's point of view. There are a handful of good guys sitting in the right seat, not many, but I just have to tip my hat a little to them. The Chinese captains and instructors can all eat my ass. Now, I've been pretty hard on the little buggers, the FO's I've flown with and stories I've heard about from the other foreigners. In all honesty, they can be pretty good guys for the most part. There are some bad seeds to be sure, some of whom respond positively to a good thrashing, some who are too far gone and hopeless. But, the good guys are usually up for a laugh, some of 'em like to have dinner with you, and they're super curious to ask about where you come from etc. when they have enough English to communicate with you. But, you have to understand that they are all fairly unhappy with the company, and once in a while the truth about the relationship between these two groups rears its ugly head, and in that moment you *get it*.

Think about the situation for a minute, how absolutely miserable it must be as a Chinese FO in China, I'd be hatin' life too. You get paid shit and the company owns your ass (so there is no chance of bettering your lot by sending out your resume), you get berated and hit by the instructors and captains, you hardly ever get any time off to go home (certainly not guaranteed, you have to beg for it), you aren't allowed to fly and when you occasionally get lucky enough to take the controls you have incomplete or plain ol' wrong information so you're not doing it right (you especially can't *land* for shit), and here comes a bunch of jabbering foreigners making a *killing* sitting in the left seat that should be yours. They all laugh at your ways and tell you you're doing it all wrong, which is true but flies in the face of your upbringing that taught you China is superior to the rest of the world in every way. *It all sucks rotten donkey balls*.

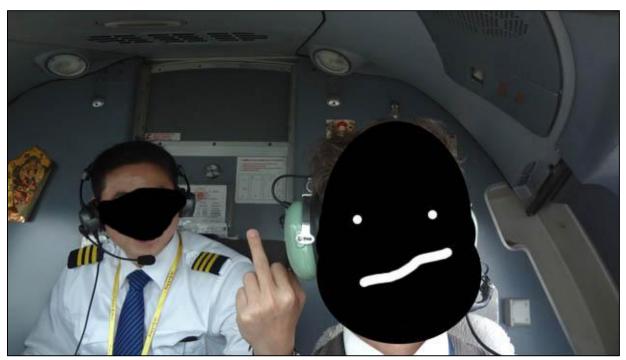
Indeed, a lot of this is typical impatient pilot-y kind of complaining (how many times did I hear it at past airline gigs), but some of it is legit shit. I was flying a 7 hour day with a kid once over there in China who was clearly disgruntled and had some wincing back pain to boot. When I asked if he'd accompany me and the jump-seat student to dinner he unhappily divulged that he had 2 more sectors to fly when we got in... "How is *that* possible," I asked, "You have already flown 7 hours." "Right," he said, "Fucking company, fucking dispatchers only count my flight time, not taxi time, and tell me to fly more, so fucking shit."

We talked for a while about it, and I told him there is no way this would happen in the USA. I told him that just one call to the FAA or pilots' union and it was *over* for the company if they tried pulling this kind of stunt. I told him that I knew what I was going to say next would piss him off, but I'd tell him anyhow: "China is 50 years behind the West and the pain you are experiencing now we settled a long time ago." He took the critique in stride. In the end he asked if anyone ever took photos as evidence against Western companies. I told him, "Yes, but it doesn't really matter. If you have a union backing you up, the companies will usually think twice before they fuck with you." It's true as far as violations of FAA regs go at least; contract violation issues and grievances are another animal altogether.

And this sums up the way it is in China. There had been a huge push to promote safety just before I was paired to fly with this kid due to the shenanigans with the EMB145 going off the runway in Shanghai; and here they were busting duty regs to cover flights. Awesome. "There are provisions for that, but nobody really follows it." What are you going to do, quit? Sure, and I did when enough was enough. Ya know, there's going to be a big accident, at Tianjin, and I sure as hell don't want to be around when it happens. You think life is miserable now, kid? Wait until the CAAC crawls up each and every one of your asses with no rights guaranteed by any law that's going to be followed, if even such law existed to begin with.

See, you can have a million rules for anything under the sun, but they don't mean a fucking thing if nobody follows them, and if you make the system so tight that nobody can make it through anyhow, you've created yet another danger. The rules furthermore don't mean anything if a privileged few are allowed to be above them whilst browbeating the group as hard as possible to be obedient and comply; and this is because, no matter how you slice it Mr. and Mrs. China, you *are* human beings subject to the same human condition by which I am enfeebled, and this means that you follow the same behavior patterns as everyone else in the world. It is the case that in human behavior, leaders set the example which the rank-and-file emulate. That's why we call it corruption when leaders do things against the established rules. This is why we punish them especially hard for their wrongdoing, because the message has to be sent that order is an absolute good in a world of increasing entropy, and all agents of control therein are responsible for maintaining said order.

Indeed, order is absolutely necessary while operating an advanced machine which itself was designed as a model of order, attempting to be a miniature haven of order traveling at perilous speeds through the seldom calm realm of mother nature's wild blue yonder. Whether you agree or not, I'd been riding the fence over whether to publish this awesome rag of a book up until this point, and herewith my decision was cast in stone. So, *Hi y'all!*



Yeah, you could say it's kindof like that a little bit...

You did it didn't you? You signed up with TEMPO?
Frack it. Sorry dude, yow're an idiot...

End Game

I kept a tab on the foreign Captains quitting Tianjin, those trying to quit and those who just left China outright. These were the guys I was in contact with; there could have been others. We all know how bitchy pilots can be; but this is proof positive that money is not everything and a testament to how bad the conditions had really become. Mind you these numbers were gathered during the period when pilots were making the most money per the new contract (all except 1 of these guys quit or were trying to quit from mid-2013 through 2014):

Pilot A—accepted a callback to go home	Pilot I—waiting for interview with United
Pilot B—accepted a callback to go home	Pilot J—invited to interview with US Air
Pilot C—accepted a callback to go home	Pilot K—interviewed at Minsheng in Beijing
Pilot D—interviewed with Dragon in HongKong	Pilot L—waiting for interview in Japan
Pilot E—interviewed with a corporate gig in Macao	Pilot M—status unsure; seeking callback in the US
Pilot F—left to fly in Japan	Pilot N—status unsure; seeking callback in the US
Pilot G—left to fly in Japan	Pilot O—released by Tianjin; seeking employment
Pilot H—interviewed with Dragon in HongKong	Pilot P—accepted a callback to go home

Estimates and forecasts for 2014 by the foreign Captains saw the company losing 20 pilots by the end of summer. Ya gotta ask yourself why? I mean, yeah, this is the best paying EMB190 and EMB145 contract in the world... and a mid-level A320 contract.

What's happening here? I think yes, people realize money is not everything in this world. At the risk of getting right back into a mainline argument at the end of my rag of a book, I'm going to say that the rules are stacked against you for a reason: they are impossible to follow so you need to be a company suckup who sells his soul to stay clear of the QARs etc. If you bow down to the manager, he will save your ass when the time comes; if you have been a thorn in his side, you will bow when the time comes (sooner than later) so you can keep your phony-baloney job making a lot of money. If YOU want to bow to the Chinese... go for it, I can't stop you. At least their dicks are really small and fit past Westerner's lips easily.

CA It's Over

So there we were, sitting at the gate on delay. We sat, and sat, and sat some more. We sat for 3 hours with no end in sight. I was toast and decided *that was the end of that*. I requested the ground crew to bring the stairs. No go, GI Joe. So, I demanded the stairs. After a while they came over with some. I grabbed my flight kit, exited the aircraft, took the shuttle out through the security checkpoint and went to some hotel. The next day I had a meeting with the company and tendered my resignation. They asked me to stay on a while, which I did; but that, as they say, was that.

I'm putting this one in a second time just for good measure. Shit, it was on the exam twice...

[Excerpt from Emergency Exam Answers]

Close the Main Door, Arm the Slide

So, dear reader, there you have it. I'm not going waste your time and wax poetic (any more) about the trials and tribulations of living in China or my experiences flying upside down. Yes, I've done enough waxing already (though the ladies in China sure haven't) and besides, it'd spoil the richly sarcastic and mildly surly tone I've been slaving over with a yucky lingering aftertaste. But I think a little recap is in order:

- Don't drink the local beer
- Don't eat the fish; better yet, don't eat anything
- Go ahead and eat the pork if you're really brave and not constrained by religion or thoughts of genetic engineering
- Eat the lamb only if you're sure it isn't cat or rat
- Bring hip waders for all the pollution on the streets (and BS in the office)
- Bring a respirator for all the pollution in the air
- Make sure your driver's car has good side-impact zones and airbags
- Find several *honest* Chinese to help you do your banking and get your money OUT
- Spring Festival = duck and cover; keep a big ol' fire extinguisher in your apartment
- Fly SUPER SUPER conservative and EXPECT to be fined sooner than later
- Don't go anywhere near a thunderstorm; return to your departure when necessary
- Fly SLOW in turbulence
- Keep your head on a swivel and your wits about you
- Don't trust River (Mr. Liu)
- Don't trust *ANY* of them
- Don't get sick
- Have an emergency extraction exit strategy ready at all times
- Bring your own condoms
- If you have a family don't take them there
- Don't buy the local baby milk powder, eggs or any prepared food that uses cooking oil
- Take all logic and reason and turn it inside-out if you want to understand them
- Be ready for an ass-reaming at all times
- Bring your own uniform pieces
- Don't be female or black
- Don't quit your former job if at all possible
- Don't let 'em fly
- Just don't go...?

So, I suppose the biggest lesson I've learned flying in China is how dangerous it is to question the fundamentals one has had drilled into his airman spirit essence from day 1 of flight school in the good old God Blessed US of A (or from whichever Western country you hail). What I learned most is that Western pilots need to resist tearing down these barriers in the face of a worthy adversary who would have otherwise. Some of my readers will undoubtedly sniff at this moment, satisfied in the confirmation of their suspicions about *how it is to fly in China;* others will have raised an eyebrow or three and thank God the West is the way it is. Then, there's one group of uncouth and down to Earth pilots reading this who will simply chalk it all up to

something they're ready to jump into, damn the torpedoes, put me in coach. To you few, this book probably reads like the wimpy freshman kid in high school telling all the seniors to keep away from his super-hot older sister. For those of you who still dare to go fly upside down, I warn you to be extremely careful, keep the shit out of your shine-ola, don't catch anything from said sister, and if you do, see a Western doctor and get rid of it.

Keep it safe out there with the shiny-side up sports fans, Duke

=cue badass shredding guitar and roll the appendices=



=please read the appendices, the ride is **NOT** over=

P.S. Will somebody *PLEASE* give SkyTrax a hard time for us? *Someone in the office over there has gotta be takin' some bribes for sure. Pfffft! 4- stars my ass. I wonder how much it cost to get that rating... It's nearly a laugh, but it's really a cry.*

Appendices

More steaming "wong" fo' da bowl!

Appendix A

The following is the translation of a company document detailing what they think is important about an accident in Xi'an where a company 145 plowed off the runway during a landing in moderate rain, and what they consider a reasonable reaction to the event. Enjoy!

To all pilots:

Flight GS7474 veered off to the right during its landing at Xi'an Airport on Jul 25th. In order to ensure flight operation in the busy season and enhance safe operation on wet and contaminated runways, this notice is issued hereby and should be implemented strictly by all pilots.

- 1. Strictly observe the regulation that landing under moderate rain (and above) at night or heavy rain (and above) in daytime is prohibited for E190 aircraft. Before landing, if rain is reported by ATC, flight crew must confirm the amount of precipitation with the ATC. Meanwhile, even if ATC says weather is above the landing minima, flight crew should abort the approach if visual references cannot be established continuously or can be hardly established with the windshield wipers operating.
- 2. During takeoff or approach, if rain is reported by Tower, select the windshield wiper to HI position no matter it is moderate rain, light rain or drizzle. TIMER and LOW positions are only selected when taxiing or holding on ground.
- 3. When landing on a wet/contaminated runway, perform a firm touchdown, which can efficiently prevent hydroplaning from happening. If large directional deviation occurs when landing under rain conditions or on a wet and slippery runway with crosswind, apply the rudder pedal for correction and simultaneously retract the thrust reversers if they have been deployed. If the aircraft veers off the centerline or hydroplaning occurs when landing on a wet and slippery runway especially when it is covered with standing water, the use of reverse thrust makes the situation worse. Therefore, excessive rudder application must be avoided during drift correction so as to prevent the aircraft from skidding sideways, which may lead to hydroplaning. Make small and quick corrections for several times as early as possible when the aircraft runs off the centerline.
- 4. Confirm with ATC on the amount of standing water if it is reported to be present on the runway before landing and check if it satisfies the Company's landing criteria for operation on a runway contaminated with standing water. If it is over 13mm or if no specific information about the amount of standing water is available from ATC, the approach must be aborted.
- 5. Control the airspeed to target the aircraft at the touchdown zone when landing on a wet/contaminated runway. Do not increase the approach speed blindly. Use brakes immediately after touchdown to decelerate the aircraft. Avoid excessive pursuit of landing both main gears softly at the same time on a wet/contaminated runway. If the aircraft is visually high or it overshoots the touchdown zone, perform a go-around without any hesitation.
- 6. Stick to the "Eight Do's and One Do not" and the "One-vote Veto for landing" principles. Do not take chances in any circumstance.

Appendix B

These are the translations of several criticisms and related notices published by Tianjin Airlines as punishment of foreign pilots.

1.
About the punishment given to Captain A Bulletin Various units within the Department:

Foreign and Taiwan pilot service centers in readiness for pre-inspection, we found that foreign pilots Captain A is not carried out within the stipulated time to prepare in advance.

Our center many times in different forms emphasize the importance of pre-prepared, the request must be prepared in strict accordance with company policy, Captain A not pay enough attention to this requirement, not strict with themselves. In view of this, according to the "foreign pilots Manual" 9.3.2.3 terms for the education I, warning others, the sector studies, decided:

Give Captain A criticized sanctions.

2. Regarding the granting of foreign pilots Captain B disposition notification Various units within the Department:

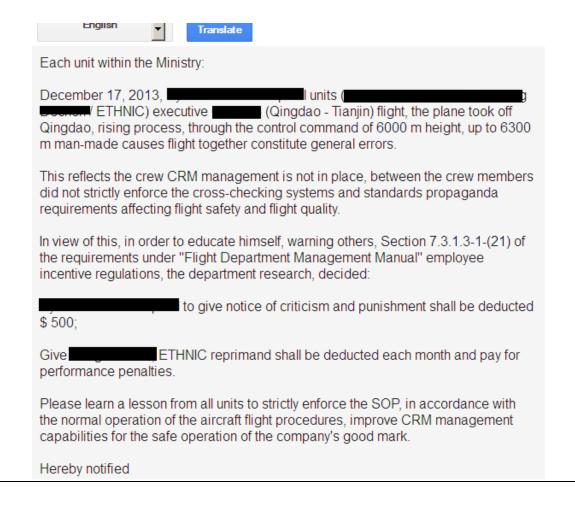
Foreign and Taiwan pilot service center many times in different forms on Tianjin Airlines windshear change the policy Publicizing foreign pilots Captain B not pay enough attention to this requirement is not strictly in accordance with the windshear recovery procedure to operate. This event has not yet direct impace on flight safety, it reflects Captain B run of poor quality, it was a general flight violations.

During the time when the security style is rectified, Captain B not know enough about the company as stipulated in the safety awareness is weak, and there is a negative attitude during commenting. In view of this, according to the "foreign pilots Manual" 9.3.2.3 terms for the education I, warning others, the sector studies decided.

Give Captain B reprimand and a fine of 3,000 yuan penalty.

Hereby notified

3.



4.

May 24, Captain D execute GS6687 (Taiyuan – Lanzhou) flight, not strictly in accordance with the provisions of SOP Implementation flight operations, in violation of manual requirements, the trigger 602 hard warning. The incident exposed the crew did not strictly enforce the "E145 aircraft Manual," the relevant limits, flying style is not rigorous, CRM management is not in place for flight safety and flight quality impacts.

According to "flight department management manual" employee incentive provisions of Section 7.3.1.3-1) – (24) provides, through research, decided:

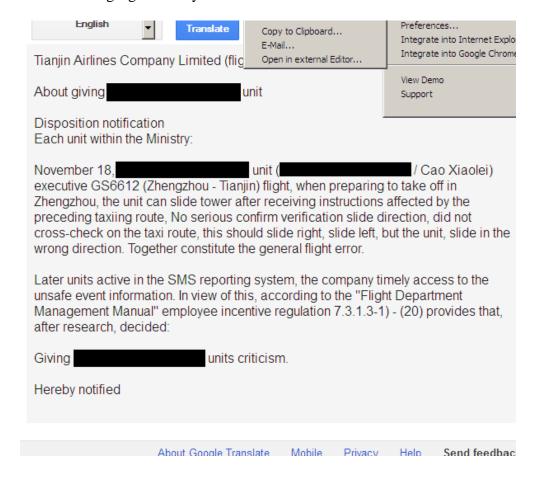
Captain D give notice of criticism and punishment shall be deducted 3,000 yuan.

Give copilot Di Liu Hao informed criticism and each shall be deducted one month pay for performance penalties.

Please entire crew warning, strict implementation of SOP, in accordance with the normal operation of the aircraft flight procedured to comply with this model manipulation restrictions, improve CRM management, enhance flight style, for the safe operation of the company's good mark.

Hereby notified

5. A clear case of sliding right when you should have slid to the left?



6. A cluster-fucking of 5 guys if I've ever seen one. Don't show me the 1 cup...

English
give informed about foreign pilots and other sanctions
Each unit within the Ministry:
Recent foreign and Taiwanese pilots internal style rectify violations found during the following:
December 11, when execution GS not release a single sign on;
December 12, signature on the release; execution GS flight is not a single
December 15, less performing GS flight is not a single signature on the release;
When December 24, not sign the execution GS flight clearance slip;
not within the specified time to read the flight safety tips.
The pilot service center for foreign and Taiwan has repeatedly stressed the captain must dispatch release a single sign, and the form of the minutes Publicizing again, where such errors still occur in the case of repeated demands, so its heavy punishment.
Accordance with the "Flight Department Management Manual" and "foreign pilots Handbook" related terms, my education, warning others, by sector studies, decided:
Give , criticized sanctions.
Give criticized and fined \$ 300 sanction;
Give criticized and fined \$ 200 sanction.
Hereby notified

Appendix C

Here is a company notice that went largely unnoticed by the pilot group. It should provide insight to the kind of disregard the Chinese have for following the rules, even when those rules are established for safety.

To all E190 pilots,

Some gasper outlets located near the cockpit window and below the DUs have been found blocked with newspapers and blankets by some pilots. Such stuffing has also been found under the pilot seat cushion. This notice is produced to remind all pilots that such behavior has affected the normal operation of the equipments and caused potential risks to flight safety.

- 1. The gasper outlets near the cockpit windows are designed to improve visibility in case of smoke in the cockpit as the air provided by these outlets will contribute to smoke dissipation.
- 2. The outlets located below the DUs are used to cool the DUs. The air coming out from these outlets have been deflected in the new design so that it will not blow directly towards pilot knees. The DU 4 has been reported to be blanked on one aircraft due to the blocked outlet and recovered soon after the removal of the blanket.



3. Newspapers have been found under the pilot seat cushion to make the sinking thighrest higher and improve comfort. As the newspapers are not properly fixed, it causes the forward part of the cushion to shift, which might affect the aft movement of the control column in extreme cases. According to the maintenance report about a specific check covering all E190 air planes, 9 of them have pilot seats stuffed with newspapers. If any seat cushion is found to be displaced in the cockpit, it should be recorded in the FLB for maintenance action. Foreign objects are strictly forbidden to be placed under the cushion.

It is the flight crew's responsibility to check if any cockpit equipment is covered or blocked with foreign objects whenever they receive the aircraft from other crew, and inform the fleet if there is any. Such cases will be investigated and handled seriously.

Effective Date: Jul. 22nd, 2013

Appendix D

To all pilots:

According to the recent inspection, several crews did not strictly comply with the relevant regulations of preflight preparation in Haikou area. The detailed preflight preparation is the guarantee of safety operation, please abide by the following rules:

- 1. Strictly follow the registration time, no other unrelated things (e.g. dining) should be done after the registration. The delay of flight or the late arrival of aircraft can be an exception.
- 2. Abide by the preparation procedures strictly. Finish the items on the cooperation card one by one with flight attendants. To become formalistic is forbidden, the content of cooperation should be close to the expected actual condition of flight, the unprofessional words (e.g. as usual or as before) is not permitted.
- 3. If there are any doubts on weather condition, fuel quantity, or aircraft condition, please communicate with dispatcher according to the process. The ultimate goal is safety operation.
- 4. To emphasize again: to guarantee the safety of flight crew, the reflective vest must be worn during the refuel and walk around. The flight crew must monitor of refuel process from the beginning to the end.

Notice on Alcohol Detecting

Right now, a strictly comprehensive detection on alcohol of crewmembers is going on in TJ Airlines . Standards and procedure are as follows:

I) for flight crewmembers, drink alcohol or beverages which contains alcohol 12 hours before flight is forbidden, alcohol density in exhaled air should no more than 0.04g/210liters.

II

- 1) TJ, Urumqi, xi'an, Beijing, Haikou have installed "SAD 300 -vertical automatic alcohol detector". After signed in, crewmembers should take alcohol test with your work ID. You can read the instructions on the machine, or you can consult the aviation doctor.
- 2) For other bases where have not possess the automatic detector , will continue to use the hand-held one to take detection.
- III) For the bases or outside station with aviation doctor, pilots also need do the alcohol test.
- 1) For the bases or outside station with aviation doctor on duty, aviation doctor is in charge of alcohol test.
- 2) For bases without aviation doctors on duty, qualified staff will be authorized to carry out the test, the authorized person has to receive training by aviation medicine in advance, and carry work according to requirements of aviation medicine center, give feedback and report to aviation medicine center on time.

Ed. note: This memo caused a lot of confusion because elsewhere the rule was being quoted as 24 hours bottle to throttle whereas here it is being shown as 12 hours. The 24-hour rule prevailed and despite their boasting to the contrary Duke witnessed pilots doing their damnedest to comply lest they be fined or fired. That's an expensive beer after all...

Appendix E

To all E190 pilots:

There are many high load incidents in recent flights, due to crew manual intervene flight control which to prevent overspeed. The main reason is that the speed increased rapidly when aircrafts enter turbulence area in cloud during descent or leveloff, or due to slow acceleration and high V/S during descent. Because of the short time neglect of speed monitoring, crew disengaged AP and pull control wheel strongly, which lead to overlimit high load and onboard personnel injured when speed increased to the maximum speed. Based on these incidents, special advisory is issued as the guideline for the crew. During leveloff, crew should follow the SOP regulated cruise speed. If crew is able to anticipate that the aircraft will enter turbulence area, the speed should be decelerated to turbulence speed range. When the speed cannot be controlled in the turbulence speed, crew should override autothrottle set proper speed. When encounter unexpected turbulence, crew only need to set autothrottle to idle range that stop the aircraft from accelerating is enough. In the meantime, PF can callout to make PNF set speed cursor to proper range. Prevent overspeed by disengage AP and pull control wheel to increase elevation is forbidden. During descent, crew should follow the SOP regulated descent speed. If turbulence can be estimated, crew should first reduce speed cursor to turbulence speed range, and set proper V/S to prevent fast acceleration. The top potential safety hazard is the influence of the load by overspeed when encounter turbulence, not the V/S that satisfied the descent requirement or ATC order. Direct select FLCH and reduce speed cursor is the only correct operation when accelerate too fast or almost reach the limited speed. To the same reason, when encounter unexpected turbulence, the first action for crew should be reduce V/S, set speed to turbulence speed range and select FLCH, rather than disengage AP and pull control wheel, which lead to high load incidents in flight. Prevent overspeed by disengage AP and pull control wheel to increase elevation is forbidden. The above methods do not apply to the recovery and special handling when aircraft in complex condition. Crew should be flexibility in the use of fly philosophy.

Appendix F

Punishment Criterion of Violating Flight Discipline

All Pilots:

The following rules are important, please take it seriously.

I. General

To curb the flight discipline violation and ensure flight safety, according to the Safety Production Law, Civil Aviation Law, relevant provisions of CCAR-121 as well as the relevant spirit of the meeting of the State Council, the following behavior will be strictly punished, including dismissal qualification, informing CAAC to revoke flight license and other punishments; for causing serious consequences, financial compensation and liability shall be investigated as appropriate

- II. The punishment standard
- (I) For the following acts, give pilot/flight crew-in-charge dismisses qualifications;
- 1) For flight crewmembers, 8 hours before performing his flight mission, involving in entertainment, games, parties and other events affecting the normal rest or in a severe fatigue state to flight.
- 2) During flight operations, the flight crew members who against regulations to leave the cockpit, except for physical and operational needs.
- 3) Flight crew who do not meet stabilized approach requirements or do not perform go around continue to approach and land according to one-vote-down principle.
- (II) For the following acts, give pilot/flight crew-in-charge dismissing qualifications and informs the CAAC:
- 1) For flight crew members, drink or use alcoholic beverages, narcotics, narcotic drugs or other drugs 12 hours before performing his flight mission or during flight, which will affect the work ability, or the alcohol concentration exceeds standard during perform tasks.

(Note: The alcohol concentration detection limitation criterion for the concentration of alcohol in exhaled air is at or above 0.04~g / 210 liters.)

2) Descend below DH/DA or MDA/MDH without establishing required visual reference, or flying below DH/DA or MDA/MDH continue approach without maintaining required visual reference.

Hereby notified

Appendix G

CAAC Document Interpreting Rest

CAAC Fax Report No. (2013) 3030 The announcement for the crew rest time during the flight delay in the large scope area

各地区管理局,各运输航空公司:

For each regional management department and each airlines:

Recently, delay happened frequently, and some further delays even happened due to the limitation of crew's duty time which caused by delay. For conducting the operation of "improving the flight delay" from CAAC, we make this announcement to notice crew's rest time during the duty time.

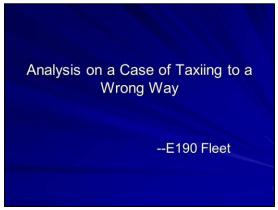
A. In CCAR-121(121.481), duty period refers to a consecutive period of time starting from the moment a crewmember reports for duty upon receiving flight tasks assigned by the certificate holder(exclude the time taken from his/her residence location or base to the report location) to the moment his/her duty is relieved. Within a duty period, sleeping time is not calculated as duty time of this duty period if the crewmember can have a rest in a place where the sleeping facility is available.

At the same time, this concept explained that, if the crew members have the suitable place to take rest, the period of resting could be excluded in the duty time, therefore, if company could arrange the suitable place for the crew members to take the rest in the large scope flight delay, it can save the effective duty time and also can reduce the risk of further delay resulted by crew schedule.

- B. In the home base of each airlines, it should prepare the suitable rest places to offer to crew in case of delay situation. We highly recommend each Airlines to prepare the suitable rest places for the crew members at the sub-branches cities.
- C. When there are no passengers in the airplane during the large scope delay, after arranged by Captain, with at least one crewmember guard on the position, the crew members can take rest in the aircraft or in the suitable place that mentioned above, and that period will be considered as exclude from the duty time. And also, the captain can arrange the crew members to take turns to rest.
- D. For the specially situations if the company can guarantee the safety of flight, after the deep consideration of risks, company can orally ask CAAC to extend the crew member's duty time, and submit the report to declare the specific situation with no more than 24 hours.
- E. For each airlines should pay more attention about the crew member's fatigue during flight delay, arrange crew members to rest in the suitable places and ensure the effected duty time.
- F. For the regional management departments should improve the management skills and use flight standard operation procedure to adjust or extend the duty time, flight time, rest time and the monitor times when the heavy flow control occur.

Appendix H

Here is the company report issued to all pilots via blast eMail regarding one foreign pilot who mistakenly made a wrong turn while taxiing out for departure. You just can't make up this kind of stuff.



Here we go, sports fans: Taxiing to a Wrong Way!

Event Description

On one day in November, when a E190 was leaving ZHCC enroute to ZBTJ, after the flight crew was ready to report the taxi-out at ZHCC, they should have turned right to runway 12 via taxiway H, however, the flight crew turned to the left by mistake. The tower instructed them to hold in the place for a while, after that, turn right to taxiway C, and then arrive at the holding point of runway 12 via taxiway B and A. After taxiing to the holding point 12, the aircraft took off normally and landed in ZBTJ safely without influencing any other aircrafts.

OK, so where is the issue here? Can someone please explain this to me?



Yup, there's a hotspot at that intersection... no mention of that in the report anywhere...

QAR Data Analysis	
68454	Course -153, the aircraft is on the taxiway H
68455-68480	Turn the course to 116, the aircraft begins to turn left to taxiway A (parallel the runway12)
68521-68548	Turn the course to -153, the aircraft turns right to taxiway C
68549-68560	Hold the course at -153, the aircraft is taxiing on taxiway C.
68561-68579	Turn the course to -63, the aircraft turns right and taxies to the runway.
68608-68635	Turn the course to -33, the aircraft taxies on the runway for a certain distance, turns right and vacates the runway and then taxies to taxiway B.
68653-68676	Turn the course from -33 to -63, the aircraft vacates the taxiway B and enters into the taxiway A, and taxies to the end of runway 12, then the subsequent operation is conducted according to the normal procedure.

I mean, QAR data, really? REALLY??

- Event investigation
- Report of the flight crew
- 1. Report from the captain on the left seat
- Tonight, when leaving ZHCC enroute to ZBTJ, on taxi out to the runway, I taxied the wrong way on taxiway Alpha. Our taxi instructions were "taxi to runway 12 via Hotel and Alpha." we were parked on spot 25. It was a simple mistake that tower said was not a problem after he got us turned around. Contributing factors to this were: this was the third trip in four days that I did this flight. All 5 previous departures used runway 30. it was late at night (about 2330). And we were about an hour late. the first officer was extremely tired, and did not catch my mistake.

So, what you're telling me is that there is no room for human factors in China? Oh, and "extremely tired" should probably read "asleep" because, you know, fatigue is not an issue.

- Feedback from the copilot on the right seat:
- On one day In November, we taxied to the runway 30 from the taxiway H, then the tower instruct us to hold in the place, and then taxi to taxiway C, and arrive at the hold point 12 via B and A. it was 23:30, the flights are few, we've checked with the tower that no other flight was influenced.
- That day we were conducted a flight from Tianjin Zhengzhou Guilin, the last segment is from Zhengzhou to Tianjing, all the previous departures used runway 30 (because instrument landing is not allows on runway 12). At 23:20, when the flight crew is ready to taxi out, the tower instruct "taxi to runway 12 via H and A". We should have turn right to runway 12 via H, but we turned to the left by mistake. The tower instructed us to hold in the place, after about 30 seconds, the tower instructed us to taxi to the holding point of runway via C and B. The flight crew has checked with tower that no other aircraft was influenced. The flight crew apologized for the second time and the tower said it was not a problem. Then the aircraft landed to Tianjin normally.

Feedback from the copilot usually throws the Captain under the bus. This was toned down for some reason.

Conclusion

- This event belongs to the normal unsafe event, the reason for causing this event is because the flight crew failed to familiar with the terrain of Zhengzhou airport and taxi out to the wrong direction which is not consistent with what the tower instructed. According to the management manual of flight department, it belongs to the normal flight error.
- After the event, the flight crew report it to the company voluntarily, so the company got the information of this unsafe event.

Lessons learned

- Flight crew should strictly follow the takeoff briefing, such as announcement, clearance, and taxi route.
- Conduct standard callout according to SOP in each flight phase, any change of the aircraft status should be confirmed by callout and answer. For example: "turn right to A and taxi to runway 12" "confirm"
- When the energy of the flight crew is limited, allocate the remaining energy, and handle well the flight phase where the risk may exists, that is to say, the crucial flight phase.

Conclusion: this event belongs in the garbage bin. It's not <u>anything</u>: not unsafe, not... anything noteworthy. Lesson learned: how fucked up it is in China. PERIOD.

- when entering the runway or main taxiway via the connecting way, the flight crew should pay attention to and confirm the runway markings with runway direction, and distinguish and confirm the taxi direction using standard callout.
- When taxiing to the holding point via main taxiway or taking of after a 180 turn after taxiing directly from the connecting way, confirm that the taxi direction is opposite to the direction of takeoff track and preselected takeoff track (note: input the standard departure procedure before the flight, when there's no standard procedure, manually input the initial track as required by obstacle clearance)
 - hope you a safe flight!

Whatever. Standby while I put a bullet through my skull.

Appendix I

List of (Chinese) Captains who flew long hours

This one is noteworthy because it should illustrate first how often one encounters delays in China and how often one is faced with extensive duty periods. Still, not only are the numbers often cooked, they are also simply erased from the system. Remember of course that there is no leeway for calling fatigued in China. Second, reward notices like this don't come out very often, and when they do they are strictly for Chinese pilots, as you can see.

Each unit within the Ministry:

November 3, Cai unit (Cai / Guo Yonggang / Wang L) perform GS6413/GS6447 /GS6448 (Shan Dong Jin Chun Jin Dong) flight, due to the aircraft malfunction, the crew duty period of 15 hours and 40 minutes.

November 3, Maqi Yong unit (Maqi Yong / Shengshou Zheng / Wang Qi) perform GS6415/GS6416/GS6425 /

GS6426 (East Edong silver blue silver East) flight, as the aircraft failure resulting capacity adjustments, crew duty period of 14 hours and 10 minutes.

November 4, Zhao Xiaoming execution GS6491/GS6492/GS6551/GS6551 /GS6552 (call the call-chun chun smoke call) flight, due to the activities of the Air Force, the actual duty time of 14 hours and 15 minutes.

November 7, high Yongjie unit (high Yongjie / Lee Jin Jiang / Guo Fei 2) perform GS6489/GS6490/GS7591 /

GS7592 (call Stone Hop Shek call within the call) flight, due to the air traffic control activities and cause actual crew duty time of 14 hours and 10 minutes.

November 15, Yong unit (Yong / Yang Jun 3 / Geyi) executive GS6413/GS6447 /GS6448 (Shan Dong Jin Chun Jin Dong) flight, due to the flow control reasons, the crew duty period of 14 hours and 30 minutes.

November 22, Maqi Yong unit (Maqi Yong / Han should be recorded / Yang Wei 1) perform GS6413/GS6447/GS6448 (Shan Dong Jin Chun Jin Dong) flight, due to the East China region flow control reasons, the actual crew duty time of 14 hours and 25 minutes.

November 24, high Yongjie unit (high Yongjie / Di 3 / sail) executive GS7451/GS7452 (Gan Jin Chang Chang-chun) flight, due to the Nanchang weather, crew duty period of 14 hours and 30 minutes.

During the flight delays, these units and individuals defying hard work actively with the department do its utmost to protect the interests of the company. To set an example, recognition of advanced, according to the "Flight Department Management Manual" 7.2.2.3 regulations, the research, decided:

Giving these units and individuals informed recognition, per month, the second float award evaluation scores 5 points reward. (Which does not participate in the co-pilot float award F1/F2 assessment plus applications)

Hereby notified

The following list had 3 foreigners on it who were removed by the editor. Take a careful look at this list and make your own judgments. For ease of sifting through the lot we added highlights in yellow where duty time was approaching 16 hours and red for duty times in excess of that period.

About to give Lee and expensive units such as the recognition of notification Various units within the Department :

- August 1 , Lee and expensive / Song Dechen perform GS6535/GS6536 (South Jiangxi Hang Gannan) flight, due Hangzhou thunderstorms, crew duty time 15 hours 12 minutes .
- August 1 , Li agriculture execution GS6682/GS6681 (South Hubei Tianjin E'nan) flight, due Tianjin thunderstorms, duty time 15 hours 30 minutes .
- August 1 , Hao Hongfei / Ren Sen execution GS7430/GS7493/GS7494 (Shaanxi Yan Shi bluestone call call) flight, due to lack of capacity , crew duty time of 14 hours 45 minutes .
- August 1, Shen Zhijiang / Guo Zhe perform GS7595/GS7596 flight crew duty time of 14 hours 50 minutes.
- August 1, Jian-Wei Lin perform GS6447/GS6448 and GS6511/GS6512 flight duty time 15 hours 50 minutes.
- August 1, ZHAO Shu- winning executive GS6469/GS6470 and GS7505/GS7506 flight duty time 14 hours 43 minutes.
- August 1, Ranmao Yu perform GS6459/GS6460 and GS6471/GS6472 flight duty time 15 hours 46 minutes.
- August 1, Gao Haitao / Li Qiubin perform GS7528/GS7527 flight crew duty time of 15 hours and 40 minutes.
- August 2 , Kai 4 / Chen Shaoliang perform GS7430/GS6437/GS6438 (Shaanxi Yan Chek call call) flight because call and thunderstorms , crew duty time of 14 hours 30 minutes .
- August 3 , Zhu Tao / Malone perform GS6637/GS6638 (Joan Joan Guiyin expensive) route , due Haikou flow control reasons , the crew duty time of 14 hours 20 minutes.
- August 3 , Jiang sought to enforce GS0645Z/GS6423/GS6455/GS6456 (Ningbo Qiongnan the Chongqing expensive) route , as Haikou and Chongqing flow control reasons, on duty 15 hours .
- August 4 , He Hongtao / TAN Ming Executive GS6597/GS6598 (Tianjin Germany Lyud Tianjin) flights delayed due to weather , crew duty time 14 hours 35 minutes.
- August 4 , Deng Rui perform GS6459/GS6460/GS6471/GS6472 (the copper Chang Hang Cheong your expensive) flight delays due to flow control reasons , duty time 14 hours and 15 minutes.
- August 4 , Libo Yang / segment Zhengwei perform GS6447/GS6448 / GS6511/GS6512 (Tianjin Hai Jin Lian -chun) flight, flight diversions due to weather Weihai canceled the next day, make up classes Dalian Tianjin , crew duty time of 15 hours 25 minutes.
- August 5 , Wang Qingyu / quiet / Single Chun Li execution GS6447/GS6448/GS6697/GS6698 (Tianjin Hai Jin Hai -chun) flight because Hailar weather, crew duty time of 16 hours and 25 minutes.
- August 5 , ZHAO Shu- winning executive GS7503/GS7504/GS6610/GS6513/GS6514 (the copper expensive ZHENG Jin Lian chun) flight because running delay time of 15 hours on duty .
- August 6, Yang perform GS6501/GS6502/GS7463/GS7464 (Tianjin Lian -chun, ZHENG Chang Zheng -chun) flight, as Dalian and Tianjin weather flow control reasons, duty time 15 hours and 30 minutes.
- August 6 , An executive with celecoxib GS6503/GS6504/GS6507/GS6508/GS6476 (Tianjin Lian Jin Lian -chun Joan) flight, due Dalian weather and aircraft malfunction, duty time 15 hours and 40 minutes.
- August 6 , Zhang Yuhui / Lu Yi Hang perform GS6593/GS6594 / GS6569/GS6570/GS7495/GS7496 (black car places Ukraine Ukrainian Ukrainian places) flight, because the Air Force activity Urumqi , crew duty time of 14 hours 20 minutes.
- August 7 , Bo 3 / PAN Zhi / Geng Hui Executive GS6537/GS6538 (call Zheng Hang Zheng call) flight, because Zhengzhou flow control , crew duty time of 14 hours 05 minutes .
- August 7 , Xu Kejun / Guo Zhe / Wei execution GS7467/GS7468 (call Zheng Huang Zheng call) flight, because Zhengzhou flow control , crew duty time of 14 hours 15 minutes .

- August 7 , cotinine perform GS7503/GS7504/GS6610 (the copper expensive Zheng Jin) flights due to weather weather, duty time 15 hours 40 minutes .
- August 7 , PENG Yuan execution GS6571/GS6572 (Shaanxi Jin-chun chun Shaanxi) flight, due Tianjin weather, duty time 15 hours 30 minutes .
- August 7 , Kingdom Construction / Yue Song execution GS6489/GS6490 (call Stone Hop Shek call) flight, due Shijiazhuang weather, Jinan alternate flight crew duty time of 15 hours 30 minutes .
- August 7 , Zhou Yunlan / Anson perform GS6447/GS6448/GS6509/GS6510 (Tianjin Hai Jin Lian -chun) flight, due Tianjin weather, crew duty time 14 hours 25 minutes .
- August 7 , LI Chun-liang / segment Zhengwei perform GS6613/GS6614 (Tianjin Green WEN Qing -chun) flight, due Tianjin weather, crew duty time 14 hours 32 minutes .
- $August\ 7\ , Li\ Jian\ perform\ GS7430/GS7493/GS7494\ (\ Shaanxi\ Yan\ Shi\ bluestone\ call\ call\)\ flight,\ due\ Shijiazhuang\ weather,\ duty\ time\ 14\ hours\ 30\ minutes\ .$
- August 7 , Cui Changjun / Zang Wei GS6617/GS6618 (Ha Jin Fu Fu -chun) flight, due Tianjin weather, crew duty time 14 hours 30 minutes .
- August 11 , Libo Yang / Liu Xin an executive GS7465/GS7466 (Tianjin Shaanxi expensive Shaanxi Tianjin) flight, due Tianjin thunderstorms, crew duty time of 14 hours 30 minutes .
- August 11 , Li Qi / Jingang perform GS7543/GS7544/GS7523/GS7547 (Shaanxi Shaanxi Yu Qing Qing Lan Jing) flight because aircraft fault and Beijing thunderstorms , crew duty time of 15 hours 30 minutes .
- August 11 , Hou Jian perform GS0646R/GS6610/GS6511/GS6512 (Liu Jin Lian Jin Cheng expensive) flight because Tianjin thunderstorms, duty time 15 hours 45 minutes .
- August 12 , Liu Bainian winter execute GS0667Z/S6447/GS6448/gs6511/6512 (green Tianjin Hai Jin Lian -chun) flight, due Dalian weather reasons , the final "Jin Lian -chun ," flight cancellations , on duty 15 hours .
- August 13 , Lee shirt execution GS6501/GS6502 (Tianjin Lian -chun) and GS7463/GS7464 (Tianjin Zheng Chang Zheng -chun) flights due to weather conditions , duty time 15 hours 20 minutes .
- August 13 , Chen Kang Ka / Shiying Jun / Zhanke Long execution GS6615/GS6616 (Tianjin Qing Fu Qing -chun) and GS7431/GS7432 (Tianjin Qing -chun) flights due to weather conditions , duty time 17 hours 18 minutes .
- August 14 , Li agriculture / Gao Chang Rui perform GS0749V/GS7493/GS7494 (call Stone Stone bluestone call call) flight because Shijiazhuang thunderstorms, crew duty time of 15 hours 45 minutes .
- August 15, Ma Xiaoxuan / Zhang An executive GS6503/GS6504/GS7463/GS7464 (Tianjin Lian -chun, ZHENG Chang Zheng -chun) flight, due Tianjin flow control, duty time 15 hours and 40 minutes.
- August 15 , Zhang Xifu / Chao perform GS6525/GS6526 (Green of South -South cooperation) flight, because Hefei weather, crew duty time of 14 hours and 30 minutes.
- August 16 , Qi Bao Arts / Shiying Jun / Xiao Wei Executive GS6615 / GS6616 (Tianjin Qing Fu Ching -chun) flight, because the Air Force activity reasons, duty time 14 hours 38 minutes .
- August 17, Wang Hongyu / Zhang Guohui / Li Xuchun perform GS6615/GS6616/GS7431/GS7432 (Tianjin Tianjin Tsing Fuk Ching Ching -chun) flight because Qingdao thunderstorms, crew duty time of 14 hours 35 minutes.
- August 19 , Yufeng Ming / Li Haocheng perform GS6629/GS6630 (Nanxiang Wenxiang Nan) flights due to weather conditions , duty time 14 hours 06 minutes .
- August 23 , Zhaoshi Biao / Zhang Chao four executive GS6525/GS6526 (Green of South -South cooperation) flight, due to Jinan regional flow control, crew duty time of 14 hours 25 minutes.
- August 23 , Wu Bin / So Kwok / Geng Hui Executive GS6615/GS6616 / GS7431/GS7432 (Tianjin Tianjin Tsing Fuk Ching Ching chun) flight, due to Jinan regional flow control, crew duty time of 14 hours 22 minutes.
- August 23 , LI Chun-liang / Zhang Jianxiong 2 executive GS6682/GS6681 (South Hubei Tianjin E'nan) flights , Yin Nanning weather, Zhengzhou alternate flight crew duty time of 15 hours 20 minutes.
- August 23 , Wang Hongyu / Gao Haitao perform GS6501/GS6502 / GS7463/GS7464 (Tianjin Lian -chun, ZHENG Chang Zheng -chun) flight, due to flow control reasons Tianjin, crew duty time of 15 hours 50 minutes.

August 25 , the former Asian bin / Wuwei Di execution GS7545/GS7546 (Shaanxi compliance Asian Compliance Shaanxi) flight, as the aircraft in Zunyi failure , crew duty time of 15 hours .

August 25 , Wu Bin / Yang Guoqiang / Wang Wei 1 performs GS6615/GS6616 (Tianjin Qing Fu Ching -chun) flight, as the aircraft in Fuzhou failure , crew duty time of 14 hours 20 minutes.

August 25 , Zou Jinsong / Jiang sought / Jin Ruichang perform GS6449 / GS6450 (Camp Ningbo Ningbo Joan Joan) flight, due Ningbo weather, crew duty time of 16 hours 45 minutes.

August 26 , Tang Hongming / Ge Yang perform GS7579/GS7580 (Nam Jin Yi Jinnan) flights due to weather , Nanning alternate flight crew duty time of 15 hours and 30 minutes.

August 26 , Zhang Guohui 1 / Cheng Hui Executive GS7545/GS7546 (Shaanxi compliance Asian Compliance Shaanxi) flights due to weather , Haikou alternate flight crew duty time of 15 hours and 40 minutes.

August 28 , YU Chun-sheng perform GS6501/GS6502/GS7463/GS7464 (Tianjin Lian Jin Zheng Chang Zheng -chun) flight, since Tianjin weather and aircraft fault , duty time 17 hours and 30 minutes.

August 28 , Du Bin execution GS6501/GS6502 / GS6597/GS6598 (Tianjin Lian -chun Germany Lyud Tianjin) flight, due Tianjin weather, duty time 16 hours and 40 minutes.

August 28, Yang Hailong perform GS6655/GS6656/GS6669/GS6670 (Tianjin Shen Jin Yong -chun) flight, because route weather, alternate flight canceled after Weihai, duty time 15 hours and 30 minutes.

More units and individuals during the flight is not running properly and actively cooperate with departments, this situation, do its utmost to protect the interests of the company. To set an example, recognition of advanced, according to the "Flight Department Management Manual" 7.2.2.3 provisions of the sectoral studies, decided:

Give informed recognition of the units and individuals, including August 5 Wang Qingyu unit, August 13 Chen Kang Ka unit, August 25 Zou Jinsong unit, August 28 at Du Bin Chun-sheng and secondary floating prize per month assessment 10 points, and the remaining two floating units and individuals Month award, add 5 points reward. (Including flight cadres, flying part-time staff, Henan Airlines pilots, foreign and Taiwanese pilots, F1/F2 does not participate in the co-pilot assessment plus floating Award Application)

Hereby notified

That's fatiguing just looking at it. Do you think there is an epidemic regarding proper scheduling, airspace congestion and an inability for the company to tend to human needs as pertains to pilots and human performance? If we had our say with an analysis here at FUD central, it would involve the systematic practice mission pressing. But that's us.

Ed. note: There are provisions in the company policies for extended duty times for 3 fully qualified pilots on deck; the problem with that is the SO is NOT fully qualified and the question of FO's qualification is seriously doubted. The entire affair is seriously suspect.

Appendix J

Gosh, I... I really don't know what to say. I added the highlights... I don't know why.

Safety Tips

Safety Notice

[201 4] 2 No.

On the strict implementation of the rest system of safety tips

All pilots:

Recently a group of employees out vicious accident occurred after the evening meal, resulting in a greater impact. In view of this, the company recently disciplined implementation schedule requirements will conduct surprise checks, special alerts pilots strictly comply with all the requirements of rest system, especially the need clear the following points:

First, the flight crew members to perform tasks before 8 shall not engage in within hours of entertainment, games, parties and other events affecting the normal rest, or severe fatigue state posts to work.

Second, the implementation of flight before the 24- hour non-beverage alcohol pilots and other personnel on duty or drink containing alcohol, and alcohol tests must consciously check the bases with aviation medicine and the Bureau implementation. Alcohol tests do not match, or intentionally obstruct escape alcohol test alcohol testing personnel, depending on the alcohol test will be exceeded, the company will be processed in accordance with the relevant provisions of the alcohol during duty.

Third, in addition to flight mission causes of the day, the pilot no later than 22:30 returns resting place.

In addition, near the end, Tips-duty personal safety of the crew, to comply with traffic rules, not drunk driving, not illegal, while strengthening self-discipline, to prevent participation in sensitive activities as little as possible to participate in group sex parties, to safeguard their lives and property safety.

Hereby Tips

Flight Quality Center 2014 January 13 Day

Applicable models: all expiration date: Tianjin Airlines Company Limited Flight Department 2014 years 2 months 13 days January 13, 2014 Print and distribute

Draft nuclear draft: Fan Zhongbin (of India 0 copies)

Appendix K

You just can't make up this kind of shit. I mean... COME ON!!! Hot tea anyone??? You can order it from the galley without *ANY* problems, *why make it on deck...* Seriously, China?

工作提示

Operation Notice

〔2013〕 号

关于 A320 机型严禁驾驶舱使用烧水器等电器的工作提示

Notice on the Prohibition of Using Electric Appliance such as Boiler in the Cockpit

A320 机型全体飞行员:

A320 机型驾驶舱有三个交流电电源插座,机队严禁飞行人员在驾驶舱使用烧水器、加湿器等不利飞行安全的电器,避免给航班运行带来安全隐患。

提示生效日期:2013 年 10 月 16 日,提示失效日期:长期有效。

特此提示

天津航空飞行部

2013年10月16日

To all A320 pilots:

There are three AC outlet in the cockpit of A320, in order to avoid any potential safety hazard, the electric appliance such as boiler and humidifier that will endanger flight safety are strictly prohibited.

Effective date: Oct. 16th, 2013 Expiration date: long-term effective Hereby notified!

Flt. Dep. of TJA Oct.16th,2013

天津航空有限责任公司飞行部

2013年10月16日印发

Flt. Dep. of TJA

Issued on Oct. 16th, 2013

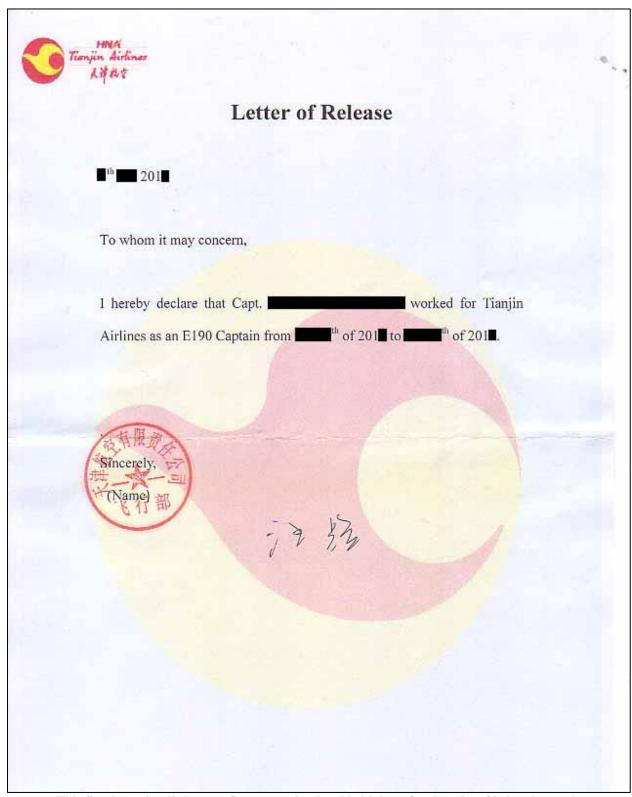
拟稿:潘利鑫 核稿:张 松

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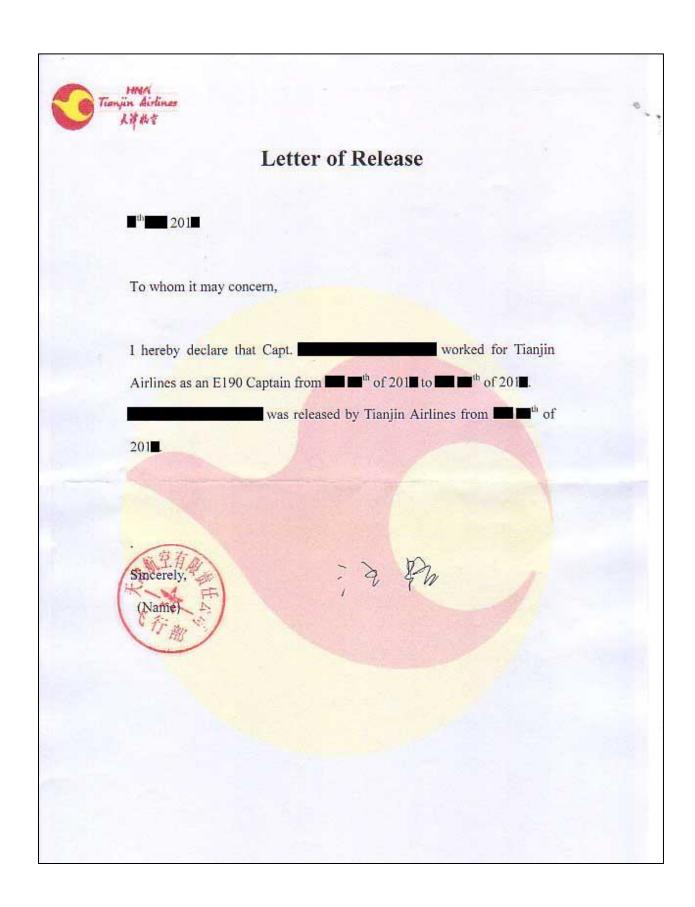
Written by: Pan Lixin Reviewed by: Zhang Song

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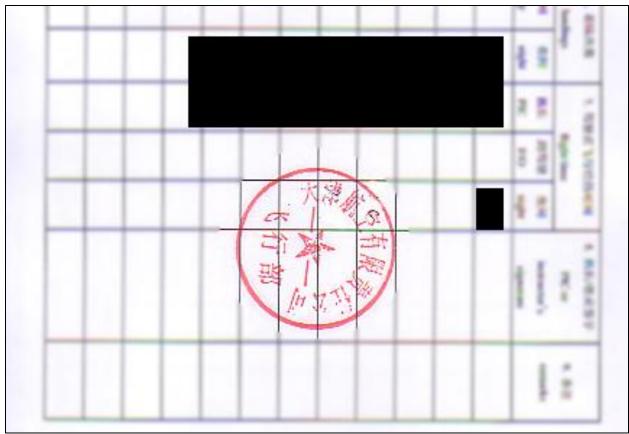
 $\label{eq:Appendix L} Appendix \ L$ The following are samples of release documentation you will need from Tianjin Airlines.



This first letter is a little superfluous, we simply added it here for the sake of being thorough







Make sure you get your logbook stamped AND SIGNED BY THE CHIEF PILOT in this fashion

To look authentic, these documents should have the full logo at the top left of the page and the retarded bird shape large and faded out in the center. The paper should be A4 sized and normal copy weight. The paper is not formal letterhead; instead it should look cheaply printed out as though on a home computer color printer. By way of explaining the technical details of the content in these records, please take note of the following:

- The header date takes the format 1st Jan 2013
- Name is listed Capt. First Middle Last
- The date in the body takes the format Jan 1st of 2013

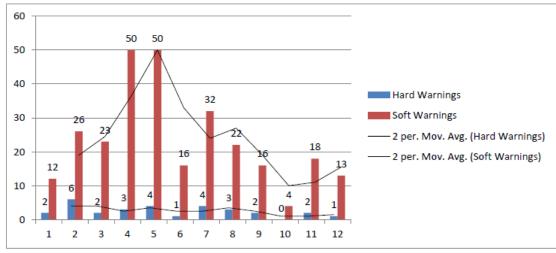
Normally, all related documents should bear the same header date as they will be issued on the same day. The same applies to the signature which should likewise be the same. Copies of the logo can be found easily using a Google image search.

Hereby notified!

Appendix M

EMBRAER 190 2012 QAR Year in Review Report

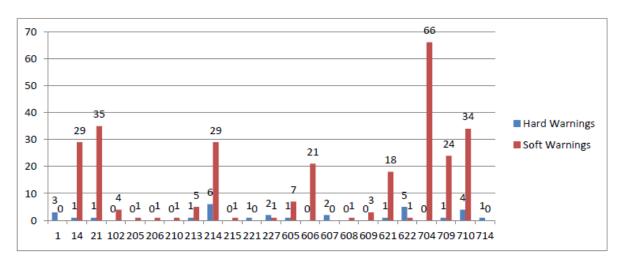
For the year 2012, Foreign pilots flew roughly 5900 hours for Tianjin Airlines. Over the course of the year, the foreign pilots were responsible for 30 hard warnings and 282 soft warnings on the 190, for a yearly average of 1 QAR per 19 hours of flying. The table below shows the monthly totals with a running two month average.



(Figure 1. Monthly QARs EMB 190)

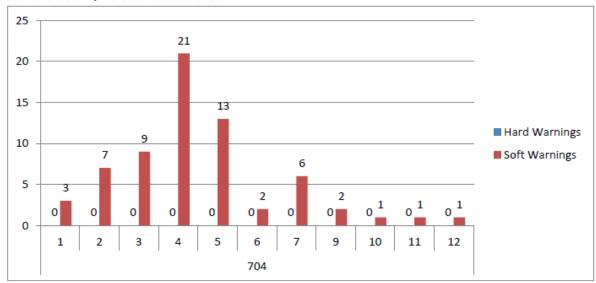
(Figure 1. Monthly QARs EMB 190)

When looking at the distribution of the types of QARs (shown below), it is clear to see that the biggest QAR offense is the 704 warning (late in touchdown from 50ft/long flare). The next two offenses are the 021 (Large changes in vertical G forces in flight) and the 710 (High vertical G load during landing). The top three QARs will be discussed in detail below.

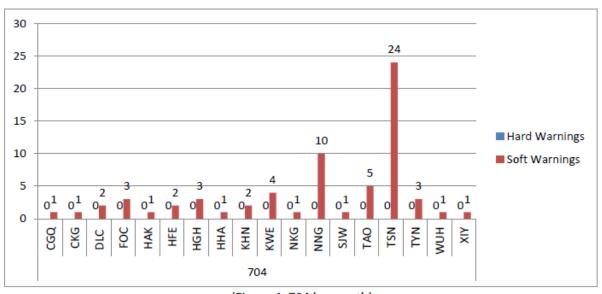


(Figure 2. Total QARs by number)

The 704 warning is measured from RA 50 feet until touchdown. The soft warning is issued when the time for this is equal to or exceeds 12 seconds. A hard warning is issued for 14 seconds. Below is the breakdown of 704 warnings by month and by arrival airport. On the monthly, keep in mind that only months were QARs occurred are shown.

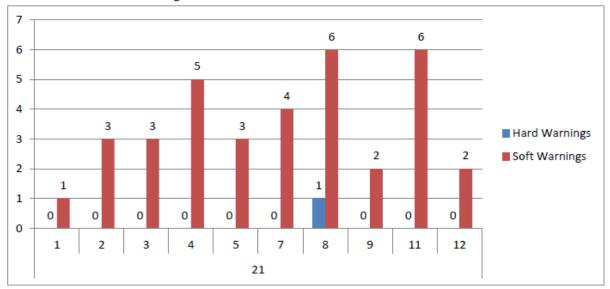


(Figure 3. 704 by Month)



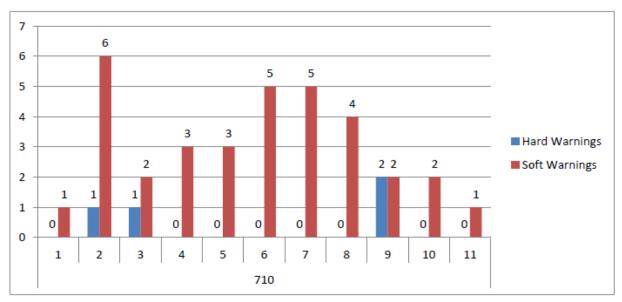
(Figure 4. 704 by month)

A 021 warning is issued when the vertical G load is equal to 1.5 Gs or less than -0.3 Gs. A hard warning is issued when the G loads are greater than 1.8 Gs or less than -0.5Gs.

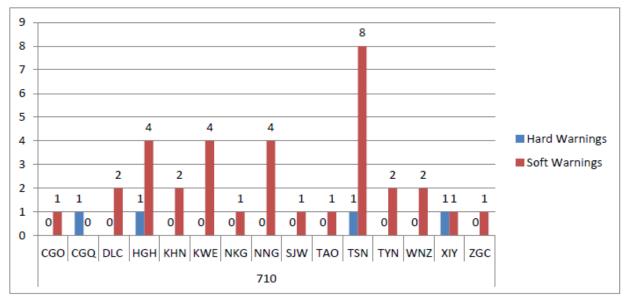


(Figure 5. 021 by month)

Lastly, the 710 warning is a high vertical G load during landing (hard landing). This is defined as a G load along the vertical axis from 2 seconds prior to touch down until 5 seconds after nose wheel touchdown. A normal landing should be less than 1.2Gs. A soft warning is issued when the landing force is greater than 1.6 Gs and a hard warning is when the landing is equal to or greater than 1.8 Gs.



(Figure 6. 710 by Month)



(Figure 7. 710 by Airport)

The purpose of this is meant to be a guide to help the foreign pilots become more aware of the flying styles that will cause QARs. It is meant to be educational, and more in depth specifically for each type of airplane. The monthly presentations provide a quick overview, while this guide is meant to provide a more detailed look specifically towards each airplane.

Appendix N

This letter was sent out to the foreign captains by one contract agency after it was announced that their payment would be late.

Dear captains:

I heard that Tianjin Airlines had explained to some of you as follows;

"The CONTRACTOR didn't send the receipt on time, so TJA cannot transfer the part of salary to CONTRACTOR on time."

This is not accurate at all.

Let me explain what happened and what is going on.

- 1. We sent the invoice for your July service fee to Tianjin Airlines in July.
- 2. We assume that they started the processing invoice.
- 3. We revised the invoice on August 5 and sent it to Tianjin Airlines after we received the flight time for July. The reason of revising invoice is that the service fee for one pilots had to be revised based on the actual flight time in July.
- 4. On August 9, we were requested by Tianjin Airlines to revise the invoice. The reason of revising invoice is that the effective date for the new service fee for EMB145 was changed from June 1 to July 9.
- 5. We sent the revised invoice to Tianjin Airlines on the same day (August 9.)
- 6. We push Tianjin Airlines to make payment to us immediately on August 10, 13, 14 and 15
- 7. We received the first payment from Tianjin Airlines on August 16, which is for three captains. We immediately made the wire-transfer to these three captains on the same day.
- 8. We received the second payment from the Tianjin Airlines on August 17, which is for another three captains. We immediately made the wire-transfer to these three captains on the same day.
- 9. Though six more captains are waiting for the payment, no bank activities on August 18 and 19 due to the week-end.
- 10. We didn't receive the payment today (August 20). We requested Tianjin Airlines to show the bank confirmation of wire-transfer. What we were advised by Tianjin Airlines today is that Tianjin Airlines didn't receive the wire-transfer confirmation letter from their bank. Tianjin Airlines also advised us that CONTRACTOR would receive two payments from Tianjin Airlines tomorrow.
- 11. Though we don't hear any detail of the above two payments, our July Service fee invoice consists of five invoices, which are based on the fleet type basically. (Three invoices for EMB190, one invoice for EMB145 and one invoice for A320)

Captains, I hope that you fully understand that CONTRACTOR never causes this payment delay, after you carefully review the above explanation.

I hope that we can make wire-transfer to six captains very soon. Again, we are sorry for your big inconvenience. Best regards,

Appendix O

Here is the much vaunted and threatened QAR list. The numbers in here get adjusted from time to time, but rest assured this state of flux is not a trend toward making the parameters looser or more manageable. Enjoy it with some milk and cookies.



OK, I'm already pissed off. This is an older version but it's not really changed too much over the years.

I, General

- The event number is arranged by 3 Arab numbers; hundreds place refers to flight phase, ten's and one's place refer to the No. of the event related to flight phase.
 - "0" Refers to aural alert or alerts with no specific flight phases;
 - "1" Refers to taxi phase (taxi out before takeoff or taxi in after landing);
 - "2" Refers to takeoff phase (takeoff and after takeoff: 2500ft or flaps up);
 - "3" Refers to climb phase
 - "4" Refers to level off phase (including step climb level off);
 - "5" Refers to descent phase
 - "6" Refers to approach phase (from extending flaps to 50ft radio altitude);
 - "7" Refers to landing phase (from 50ft radio altitude to landing rolling out ground speed below 60kts);
- 2, QAR alert is divided into soft alert and hard alert based on the deviations and the of extent of over limitations.
- Divisions of the flight phases are concerned with regular flight phases as well as GPWS alert software performance envelope.

			Soft	alert	Hard	alert			
No.	Items	Normal operation	Level of over limitation	Duration	Level of over limitation	Duration	Flight phases	Classification	Remarks
001	WINDSHEAR aural warning at low altitude	None			Once happen	Once happen		Event	Horizontal wind velocity or vertical wind velocity is beyond preset value.
002	Takeoff configuration warning	None			Once happen	Once happen	2	Event	Leading edge position, trailing edge position, parking brake, speed brake level, speed brake position, stabilizer trim(violation of regulation)
003	Below glide slope (GLIDE SLOPE) Aural warning	None			Once happen	Once happen	6	Quality	Beam of glide slope is out of limit (excluding below 200ft), below G/S1.3 dots for more than 3s(including) and G/S warning is triggered, it is classified as Flight Technical.
004	TERRAIN Aural warning	None			Once happen	Once happen	All	Event	High terrain proximity rate (altitude between two aircrafts is less 300ft or separation less 45s)
005	PULL UP Aural warning	None			Once happen	Once happen	ALL	Event	High terrain proximity rate (followed by No. 004, 010) is out of limit, 20-30s to ground
006	TOO LOW TERRAIN Aural warning	None			Once happen	Once happen	All	Event	Out of envelop limit, less than safe separation from ground.
007	TOO LOW GEAR Aural warning	None			Once happen	Once happen	6	Event	Out of envelope limit, landing gear is not down and having risk of unsafe separation.
008	TOO LOW FLAPS Aural warning	None			Once happen	Once happen	6	Event	Out of envelope limit, flaps are not extended and having risk of unsafe separation.
009	DON' T SINK Aural warning	None			Once happen	Once happen	2	Event	Out of envelope limit, losing altitude after takeoff or go around.
010	SINK RATE Aural warning	None			Once happen	Once happen		Quality	High descent rate and out of envelope limit for more than 3s(including) and SINK RATE is triggered, it is classified as Flight Technical.
011	Cabin altitude aural warning	None			Once happen	Once happen		Event	
012	BANK ANGLE Aural warning	None			Once happen	Once happen	All	Technical	

	RA aural								Risk of conflicting in 20-30s, conflict has
013	warning by EGPWS	None			Once happen	Once happen	All	Quality	happened after investigation and is classified as Flight Event.
014	High bank angle above 400ft		>30°	≥2s	≥35°	≥2s	2/3/4/	Quality	Monitor bank angle, radio altitude above 400ft. Crews have no responsibility when confirming that the temporary correction is caused by AP.
015	Stick shaker	None			Once happen	Once happen	All	Event	Approaching stall speed/ Maintenance should be informed for a/c checking.
016	Out of limit speed	≤ Limit speed			> Limit speed	>=2s		Event	Aircraft limitation/ Maintenance should be informed for a/c checking(violation of regulation).
017	Out of limit mach	≤ Limit mach			> Limit mach	>=2s		Event	Aircraft limitation/ Maintenance should be informed for a/c checking(violation of regulation).
019	Operating flaps above 20000ft	≤20000ft			>20000ft	Once happen		Event	Pressure altitude, flaps, flaps lever/Maintenance should be informed for a/c checking(violation of regulation).
021	Large changes in vertical G-load during flight		≥1.5 or ≤0.5G	Once happen	≥1.8 或 ≤0.3G	Once happen	All	Technical	Large vertical G-load, maintenance should be informed for a/c checking. AP OFF, force on control wheel cause G load is higher than 1.8G, is classified as Flight Technical; G load is higher than 2.0G, is classified as Flight Event;
024	ITT is out of limit	Refer to AFM			ITT is out of limit	Once happen	All	Event	ITT is out of limit/ Maintenance should be informed for a/c checking (Crews have no responsibility)
025	Oil temperature is out of limit	≤155°C			Oil temperatur e is out of limit	Once happen	All	Event	Oil temperature is out of limit/Maintenance should be informed for a/c checking (Crews have no responsibility)

101	High taxi speed	≤25 kt s	>27kts	≥3s	≥30kts	≥3s	1	Event	Taxi out before takeoff or taxi in after landing/ground speed(violation of regulation).
102	High taxi speed during turning		> 12kts		≥15kts		1	Event	Turning is higher than 30° (excluding the first turn vacating runway)/ground speed
103	High speed in taxi in parking		≥5 k ts	≥1s	≥8kts	≥1s	1	Event	15s before shutting down is regarded as taxi in parking.
201	Takeoff weight is out of MTOW	≤ MTOW			> MTOW	Once happen	2	Event	Depending on the limitations of a/c No. and maintenance should be informed for a/c checking(violation of regulation)
202	Reject takeoff				Once happen	Once happen	2	Event	Speed above 100kt, and then reduce to below 80kts.
204	Unstable direction control during takeoff rolling out	<3°	≥3°	≥2s	<u>≥</u> 5°	≥2s	2	Technical	Magnetic heading, ground speed, TOGA switch; the off track degrees of magnetic heading from 30kts ground speed to main landing gears liftoff
205	Low rotation speed	VR	≤VR	Once happen	≤VR-5kts	Once happen	2	Quality	Attitude and yoke have significant changes based on VR (Attitude is higher than 1°; control column force is higher than 1.5°)
206	High rotation speed	VR	≥VR+15kt	Once happen	≥VR+20kt	Once happen	2	Quality	Attitude and yoke have significant changes based on VR (Attitude indication is higher than 1°; control column force is higher than 1.5°)
207	High rotation rate	2.5-3/s	3.5°/s	≥1s	4°/s	≥1s	2	Quality	From rotation to main gears liftoff
208	Low rotation rate	2.5-3/s	≤1.3°/s	≥1s	≤1°/s	≥1s	2	Quality	From rotation to main gears liftoff
209	Low liftoff speed		≤V2	Once happen	≤V2-5kts	Once happen	2	Technical	Main gears liftoff (low liftoff speed)
210	High liftoff speed		≥V2+25	≥1s	≥V2+30	≥1s	2	Technical	Main gears liftoff
212	High liftoff pitch angle	≤8°	≥12.4°	Once happen	≥13.2°	Once happen	2	Technical	From nose gear off ground to main gears off ground, monitoring the ground signal when main gears off ground.
213	Low initial climb speed	V2+15kt s			<v2< td=""></v2<>	≥2s	2	Quality	Radio altitude 35ft to AAL1000ft.

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214	High initial climb speed	V2+15kt s	≥V2+30kt s	≥2s	≥V2+35kt s	≥2s	2	Quality	Radio altitude 35ft to AAL1000ft.
215	High bank angle on rotation	0°	≥5°	Once happen	≥8°	Once happen	2	Technical	Bank angle, radio altitude 0-35 ft (including)
216	High bank angle on initial climb		≥10°	≥2s	≥15°	≥2s	2	Quality	Bank angle, radio altitude 35-150 ft (including)
217	150-400ft (including) high bank angle		≥15°	>=2s	≥25°	>=2s	2	Quality	Bank angle, radio altitude 150-400 ft (including)
218	Losing altitude when takingoff/going around	Climbin g	≥50 ft	Once happen	≥100ft	Once happen	2	Event	Radio altitude 35ft to AAL1500ft/AAL
219	Early in raising landing gear when takingoff/going around	Positive rate of climb	≤200ft/m	Once happen	≤100ft/m	Once happen	2	Quality	Radio altitude, climb rate ≤200ft (soft) /≤100ft (hard)
220	Over landing gear retraction placard speed after takeoff/go around	≤Placard speed			> Placard speed	≥ls	2	Event	Airspeed, landing gear lever position exceeds placard speed/Maintenance should be informed for a/c checking(violation of regulation).
221	Early in flaps retraction	> 1000ft	≤1000ft	Once happen	≤800ft	Once happen	2	Quality	Flaps lever position, flaps position, radio altitude/compare to AAL.
222	Over flaps retraction placard speed after takeoff/go around	≤Placard speed			> Placard speed	≥2s	2	Event	Airspeed, flaps position exceeds placard speed/Maintenance should be informed for a/c checking(violation of regulation).
223	Low speed in first flaps retraction after takeoff	≥V2+15 kt	< V2+15	≥3s	< V2+10	≥1s	2	Quality	V2、Airspeed
224	Low speed in further flaps retraction after takeoff/go around	≥speed to current flaps	≤ Speed-5kt s to current flaps	≥3s	≤ Speed-10k ts to current flaps	≥1s	2	Quality	
225	Early in AP engagement on during takingoff/going around	≥400ft			< 400ft	Once happen	2	Quality	Radio altitude, AP
226	Over tire speed limitation				> Tire speed limitation (kn)	Once happen	2	Event	A/C on ground and CAAC has the monitoring
227	Late in raising landing gear after takeoff.		> 300	Once happen	>500	Once happen	2	Quality	Landing gear lever is at UP position at AAL.

Here's the Autopilot QAR... you thought I was kidding? We're in the appendixes, you should know better by now!

601	Approach speed is lower than flaps schedule speed.	≥ Flaps schedule speed	≤ Flaps schedule speed -10kts	≥3s	≤ Flaps schedule speed -15kts	≥3s	6	Quality	
605	2000-1000 (Including) ft High descent rate		≥1500ft/m	≥3s	≥1800 ft/m	≥3s	6	Quality	AAL compares to radio altitude, descent rate exceeds 1800ff/m for 10s, is classified as Flight Technical
606	1000-200 (Including) ft High descent rate		≥1300 ft/m	≥3s	>1500 ft/m	≥3s	6	Quality	AAL compares to radio altitude, descent rate exceeds 1500ft/m for 10s, is classified as Flight Technical
608	Significant deviation from glide slope below 1000ft	≤0.5 d ot	≥1.0dot	≥2s	≥1.5dot	≥2s	6	Quality	AAL1000ft to 200ft, deviations from glide slope. Deviation from G/S1.5 dots for 10s, it is classified as Flight Technical.
609	Significant deviation from localizer below 1000ft	≤0.5 dot	≥1.0 dot	≥2s	≥1.5 dot	≥2s	6	Quality	AAL1000ft to 200ft, deviations from localizer. Deviation from LOC 1.5 dots for 10s, it is classified as Flight Technical.
613	Incorrect landing flaps setting	5 or full			Not 5 or full	Once happen	6	Event	Position of flaps, flap lever(violation of regulation)

705	High touchdown speed	VREF	≥Vref+15	Once happen	≥Vref+20	Once happen	7	Technical	Main gears touch down
708	Low pitch in touch down	4 to 7°	≤1.0°	Once happen	≤0.5°	Once happen	7	Quality	Main gears touch down
709	High pitch in touch down	4 to 7°	≥9°	Once happen	≥10°	Once happen	7	Technical	
710	High vertical acceleration in landing	≤1.2 G	≥1.6G	Once happen	≥1.8G	Once happen	7	Technical	The vertical axis G-load, between 2s before main gears touch down and 5s after nose gear touch down. Maintenance should be informed for a/c checking when≥2.0G. G load is higher than 1.8G, is classified as Flight Technical; G load is higher than 2.0G, is classified as Flight Event;
712	Unstable direction control in landing rolling out.	<3°	≥3°	≥2s	≥5°	≥2s	7	Technical	Heading, nose gear touch down to 6okts.

623	High bank angle between initial approach(flaps beyond 0) and 1000ft.				≥36°	>=2s	6	Quality	Bank angle, radio altitude. Crews have no responsibility when confirming that the temporary correction is caused by AP.
624	High bank angle between 1000-200(inclu ding)ft		≥15°	>=2s	≥20°	>=2s	6	Quality	Bank angle, radio altitude. High bank angle for 3s is classified as Flight Technical.
625	High bank angle between 200-50(includin g)ft		≥8°	>=2s	≥10°	>=2s	6	Quality	Bank angle, radio altitude 200-50(including)ft. High bank angle for 3s is classified as Flight Technical.
627	Incorrect go around configurations				Gear down, landing flaps	Once happen		Quality	Position of landing gear, flaps. No retracting flaps and landing gear in 10s after pressing GO/GA button is classified as Flight Technical.
701	High bank angle during flare		≥4°	≥2s	≥5°	Once happen	7	Quality	50ft AGL to all main gears touch down. Bank angle is higher than 7°upon landing is classified as Flight Technical.
704	Late in touch down from 50ft.		≥12s		≥14s		7	Quality	Radio altitude, visual is high.
614	Late in landing flaps setting	≥1000ft	≤800ft	Once happen	<500ft	Once happen	6	Event	AAL/Radio altitude, flaps, flap lever position
615	Late in lowering landing gear	≥1000ft	<1000ft	Once happen	<800ft	Once happen	6	Event	AAL/radio altitude. Landing gear, landing gear lever
618	Low altitude in 60s before touch down		Below AAL400ft	≥3s	Below AAL300ft	≥3s	6	Quality	
619	Late in AP disengagement	≥50ft			< 50ft	Once happen	6	Quality	Radio altitude. Airspeed, radio altitude.
620	Speed for gear down is beyond of placard speed limits.	≤Placard speed			> Placard speed	≥2s	6	Event	Airspeed, or mach, position of landing gear lever, beyond placard speed/ Maintenance should be informed for a/c checking(violation of regulation).
621	Low approach speed between 1000-500ft		≤Vref kts	≥2s	≤Vref -5kts	≥2s	6	Quality	Airspeed, AAL
622	High approach speed between 500-50(includin g)ft		≥Vref +25kts	≥3s	≥Vref +30kts	≥3s	6	Quality	500ft AAL-50ft AGL(radio altitude), airspeed, radio altitude3, AAL.

713	High vertical G-load in bounced landing			The first landing≥1. 8G, the second landing ≥1.5G	Once happen	7	Technical	Radio altitude or twice switching on air-ground switch between two landings will be regarded as bounced landing.
714	Over MLW landing	≤limited landing weight		> MLW	Once happen	7	Event	Depending on the limitations of the a/c type and a/c No. and maintenance should be informed for a/c checking.

Appendix P

Here is the so-called case analysis for one of the runway excursions at Tianjin.



天津航空飞行部 E145 机队案例分析

Case Analysis on Runway Excursion

--- Recognize the Risk, Avoid the Risk

On Jul 25th, 2013, aircraft E145/B3088 of TJA performed flight GS7474 (from Jinchang to Xi'an). Its right main wheel veered off to the right for a short period and then back to the runway during rollout on Runway 05L at Xianyang Airport. No casualties. E145 fleet draws up case analysis based on the investigation report by Operation Monitoring Department of TJA, to analyze the course and causes from the perspective of pilots and it is hoped that E145 fleet could learn experience and lessons of safety operation from this case.

Course of Event

A crew of E145 fleet operated aircraft B-3308 to perform flight GS7474 which took off at 17:18 and landed on Runway 05L at 18:38 in Xi'an. During rollout, the right main wheel veered off 1.3m right from the runway and the aircraft rolled back to the runway after correction by crew. The aircraft was towed to the parking position after replacing the tire.

II. Event Investigation

Condition of Field Inspection

According to the result of field measuring, the right main wheel veered off about 1.3m and the aircraft was corrected to the runway after rolling for 34 meters.

ii. Condition of Aircraft Damage

Inspected by Maint. & Eng. Dept., the aircraft is damaged as follows:

- (1) The integral structure of fuselage is normal. No damage, wrinkle or scribe.
- (2) No clue of FOD on both engine vanes. No visible damage on inner cylinder. Vestige of mud contamination on outer cylinder, but no foreign body.
- (3) No damage or contamination on nose landing gear and nose wheel compartment.
- (4) Vestige of mud contamination on both wheel compartments. Foreign bodies like weed on partial coverpiston.
- (5) Left landing gear wheel and brake normal.
- (6) Right brake normal, right inside main wheel damaged, scribe on inner wall of right outside main wheel.



2. Damage Condition of Runway Edge Lights

After field inspection, no damage on runway edge lights.

iii. Condition of Aircraft Engine

Aircraft Model: EMB-145LR Aircraft Serial No.: 14501056

RegNum: B-3088

MFR Date: April 21st, 2010 Engine Model: AE30071 Total Flight Hours: 5392.07

Total Flight Cycles: 5168

Airworthiness Certificate No.: AC3355

Registration Certificate: NR3344

Radio License Serial No.: N-2010-287 iv. Aircraft Maintenance Condition

Normal Maintenance had been finished that day. 3 FCs were reserved unclosed, FC201312192 and FC201311335 involving paint repair, FC201306471 APU service latchhook loosen, DD201313908 tray table catchlock fractured. Above reservations have no effect on this event.

v. Crew Condition

1. Qualification of Crew, Sign in, Briefing, and Flight Time

According to the investigation, the qualifications of flight crew and cabin crew meet the regulations and company requirements.

Health Certificate is valid and alcohol tests of that day are normal.

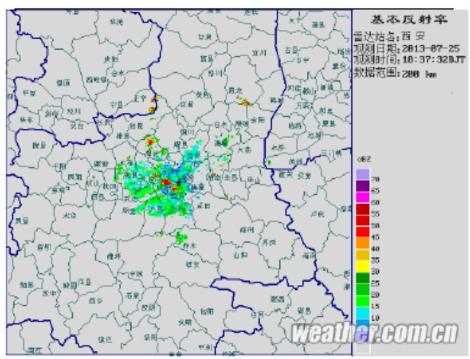
Signing in and briefing online meets the requirement.

Flight hours, duty period and rest period of crew members in July meets the requirement of regulation.

Crew Feedback (Arranged according to the feedback by crew)

Inquired of the crew, it didn't rain during approach and rain was not reported by the tower. On the final leg, the tower inquired the aircraft ahead (GS7518) about the wind and rain condition on





Weather Radar Map

vii. Dispatch and Clearance Condition

14:50 Dispatcher-in-command began to prepare clear for GS7474. Duty period and flight hours were examined to meet the regulations. No airworthiness malfunction reservation. No dangerous weather on route. No important aeronautical bulletin on departure &destination airports, alternative airports or airspace related to route. DIS FUEL 3900kg, TRIP FUEL 1430kg, TARGRT ARRIVAL FUEL 2200kg. No turbulence on route. 14:59 This flight was cleared to departure by dispatcher-in-command and message of clearance and CLR was sent to captain's mobile phone to notice the fuel quantity. Before takeoff, dispatcher-in-command referred to the weather condition, weather forecasting of Xi'an and if any precipitation displayed on WXR.

During flight, dispatcher-in-command monitored GS6644 landing normally at 17:50, then



received METAR and checked no precipitation echo on WXR at 18:05. At 18:20, another dispatcher referred to the weather of Xi'an (light rain, thunderstorm in half an hour, slight echo, may affect southern end of runway) and reported. At 18:35, dispatcher-in-command monitored GS7518 (Yulin-Xi'an) landing normally. At 18:39, MET chair received SPECI of Xi' an and sent it through instant communication forum of AOC. At 18:41, dispatcher-in-command inquired Xi' an ATC of GS7474 flight status and fed back no flight returning or alternative landing. At 18:42, plan coordinator was notified by Xi' an AOC that GS7474 veered off the runway and details are under investigation (real-time rainfall was heavy at Xi' an Airport).

Inquired of this circumstance, dispatcher enquired Captain Jiang Shaoheng about the details twice at 18:47 and 18:49. The captain reported that 05L runway end,; 5-6ms to right, back to runway; light rain on final, much standing water, crosswind 4-5m/s, no casualties, unclear about damage condition of runway edge lights. Rain was reported by neither the tower nor the airport.

viii. Weight and Balance Condition

3 flight crew members, 2 cabin crew members, 47 passengers (46 adults, 1 child, 1 infant); TOF 3827kg, TOW 20262kg, LDW 18832kg, CG of aircraft during takeoff and landing are within the range of normal operation.

ix. QAR records

Time	HDG	GS	Condition
18:34:22			Actual BATO ALT 3900ft, DME 9.7NM, GA HDG set at 52DEG, capture
			05L course;
18:34:46			Actual BATO ALT 3900ft, DME8.5NM, set landing flap;
18:34:50	53.2	158	CAP 05L glide slope, stabilized approach;
18:36:52			Actual BATO ALT 3900ft, RA 82ft, DME 2.8NM, AP disconnected; When
			AP disconnected, no obvious course deviation, glide slope gets lower
			gradually,

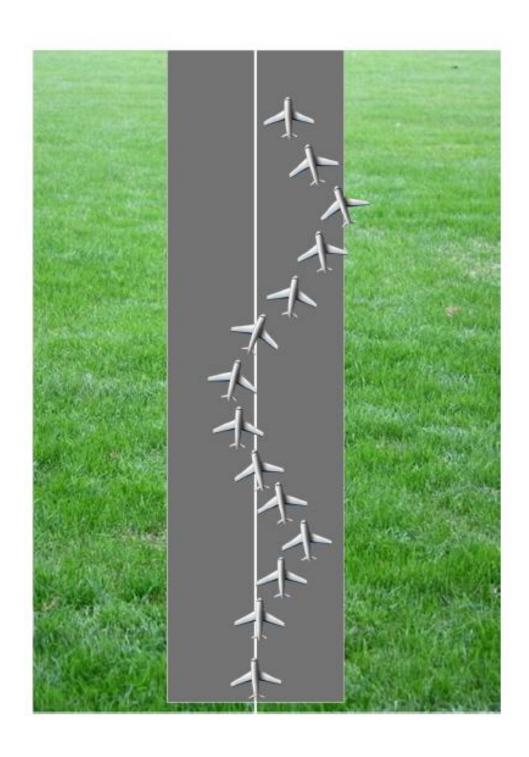


18:37:23	52.5	153	About RA 400ft, Glide Slope Max Deviation (0.5 points lower), Speed
			150kt(10kt larger than target speed(VR135+5)),Descending Rate begins to
			increase several seconds ago;
18:37:40	50.2	154	RA 186ft, Glide Slope modified to normal. Due to lower descending rate,
			glide slope gets higher gradually.
18:37:52	49.7	153	RA 76ff, q.1 points higher, Speed 151kt (11kt larger than target
			speed(VR135+5)), N155%, aircraft is synthetically judged to be at runway
			threshold;
18:37:53	50.1	153	RA 68ft, Descending Rate 959ft/min, Airspeed 159kt (9kt larger than target
			speed (VR135+5)), control column is pulled by crew to decrease the
			descending rate, N1 begins to increase simultaneously (Max to 67%)
18:37:59	48.1	152	RA 12ff, Aimpood 147kt,N160%;
18:38:06	48.6	152	RA 4ft, Airspeed 147kt, aircraft deviates slight to right(modified
			immediately), N1 is retracted from 67% to IDLE;
18:38:11	48.8	147	Rotation Speed begins to display, which indicates the aircraft touchdown
			(ground-sensing switch displays ground status 1s later). Data indicates
			touchdown location is almost at the center line, touchdown speed 139kt
			(4kt larger than Vref). Brake was applied by crew after landing, but low
			brake pressure is normal due to large brake pedal travel;
18:38:15	47.8	138	Rudder deviates to left for a small amount then deviates to right. Angle of
			intersection eliminated, reverse deployed(Idle Rotation Speed);
18:38:16	48.7	130	Rudder deviates to left gradually; both left and right brake pedals are full
			travel. Left pressure (196,172) is obviously lower than the right (\$20,474)
			and rotation speed of right inside wheel decreases to 98kt suddenly which
			is 15kt smaller per second. Reverse is at IDLE, and starts to increase and
			HDG starts to deviate to right;
18:38:19	54	119	Rudder left deviation reaches maximum (-5.5) ; Reverse $-$ N1 ($-$ 66% (L)
			and 72% ($R)$) reaches maximum 1s later.HDG gradually decreases from
			maximum heading 54 degrees, but the aircraft deviates to right gradually
			after that. In a few seconds, full brake pedal travel, low brake pressure.
18:38:22	47	95	Aircraft reaches maximum position of right deviation and rudder starts to
			deviate to right; Left brake pedal is gradually released and right brake pedal
			remains full; Both brake pedal pressure remains same and lower, no obvious
			change or difference;



18:38:26	40.6	77	Back to nearby center line, HDG reaches minimum and increases gradually.
			Rudder at maximum position of right deviation. Right brake pedal was
			released gradually while left brake pedal starts to be stepped down and left
			brake pressure remains low at initial stage. Aircraft deviates to left
			gradually;
18:38:29	55	69	HDG is larger than the direction of runway and is continuously increasing.
			Rudder has deviated to left and gradually deviates to the maximum position
			of left deviation. Left brake maximum, right brake released. In the next
			several seconds, left outside brake pressure fluctuates greatly; Left inside
			brake pressure remains lower and aircraft continues deviating to left;
18:38:31	66.5	57	Aircraft deviates to the maximum position of left deviation(0.9 point); Left
			side of rudder and left brake remain maximum; Reverse of left and right
			remain maximum. Later, reverse on right side increases gradually and the
			aircraft moves to right gradually;
18:38:34	74.6	42	Aircraft accesses to centerline; Maximum HDG; Rudder remains maximum
			left deviation. Then left brake decreases slightly and right brake was applied
			by small amount; Both brake pressure fluctuate obviously. Aircraft starts to
			deviate to the right of centerline;
18:38:38	57.4	30	Aircraft is 1.7points right to centerline and continues to deviate to right;
			Rudder is at the maximum position of left deviation. Both brakes are
			applied; Brake pressure fluctuate obviously; Reverse N1 78%(L), 24(R).
			HDG of next second is 43 degrees; HDG has been smaller than the RWY
			HDG and continues to decrease. Rudder is gradually back to center and
			starts to deviates to right;
18:38:41	32.8	21	When aircraft has deviated to right reaching the maximum position(veered
			off the runway), smaller speed was maintained and HDG of 30-40 degrees
			was applied to move towards left to slide back to numay;
18:38:49	37.6	6	Dual Engine Reverse Retracted;
18:39:30	50	0	Aircraft comes to stop at lower speed on the location 1 point right to the
			numay.
			•







III. Case analysis

1. Organizational factors analysis

Firstly, flight crews take the regular seasonal training. Secondly, after the Eastern Airlines E145 aircraft veer off the runway incidents happened at Hongqiao airport, flight operation department has released the operational notice at first time to emphasize the relevant landing standard. But it did not include the operating skill and note towards the wet runway. The SOP and FCTM of our company did not include such content either, only by the instructor who instruct the flight crew on the simulator.

2. Human factors analysis

- According to the CVR crew analysis, flight crew did not do the approach briefing during approach. They have considered about the influence of raining during landing, but did not concern the evaluation of landing distance and the proper angle of flap.
- 2) According to the analysis of CVR and QAR data, high speed during approach, high altitude during threshold, high altitude and long time level off, light touchdown. Without firm touchdown, the possibility of hydroplaning will increased. Although the aircraft did not rush out of the runway, the aircraft did not touchdown at touchdown zone and the speed is too high will reduce the correction time and space margin.
- According to the analysis of CVR record, under bad weather condition, captain took control, but the transfer of control was not clear. It is possible that the aircraft is control by two pilots or neither of the pilots.
- According to the analysis of CVR record, flight crew did not have a well consideration on the actual landing distance during long time flare (about 13s), so they did not perform go around.
- According to the analysis of CVR record, after the aircraft has stopped, the
 ...the captain said, "Oh FUCK," in Chinese.



flight crew did not communicate about emergency evacuation, under the condition that they are not familiar with the damage.

3. Environmental factors analysis

- According to the report released by meteorological agency at 18:33, the
 weather of the landing airport is moderate to heavy shower. Until aircraft
 landing at 18:38, crew did not receive any report of precipitation and runway
 condition from ATC, which influence the crew judgment of landing standard
 and performance.
- According to the analysis of CVR voice, flight crews have sufficient visual reference during approach.
- According to the analysis of QAR data, the ground speed is above hydroplaning speed when touchdown, which satisfy the condition of hydroplaning. Then CVR recorded that the flight slipped after touchdown.

4. Mechanical factor analysis

- According to the analysis of QAR data, the brake pressure matches the brake pedal travel in the previous flight, but it mismatched after landing in Xi'an.
 This condition has feed back to EMBRAER for further analysis.
- According to the check of the tire, there are ignition marks seemingly caused by hydroplaning. The tire has sent to the safety & technique centre for further identification.
- The E145 repellent effect is not well, which may influence the crew judgment of the direction, location, and ground.

IV. Lessons learned

After the incident, company has revised the thrust reverser policy and operating skill of wet/contaminate runway (refer to attachment) according to the telegram of CAAC and EMBRAER relative data. Now we discuss the handling procedure under that condition.

1. Preparations before approach

Before final approach, we should make full use of all the information to know



the weather condition of airport and do well in approach briefing. In detail:

Firstly, analysis that current weather condition meet the landing standard or not (including precipitation, standing water, wind limitation, etc.). We should distinguish dry runway, wet runway, contaminate runway according to the definitions, and then judge whether the landing conditions are satisfied based on the corresponding landing standard. Meanwhile, considered that whether leave enough space for go around or not, if there are dangerous weather in the go around area, we should think about stop approach.

Secondly, we should evaluate the landing distance based on the weather condition. If the condition is not well, we can evaluate the worst condition. According to the QRH performance page, we can compute landing distance. From the performance page, we can find the differences of landing distance between 45 degree flap and 22 degree flap: for example, runway with standing water 4mm/ melt snow 4mm/ wet snow 8mm/ dry snow 20mm, weight 19tons, the landing distance of 22 degree flap is 2446m, and the 45degree flap is 1916m, the differences are more than 500m. So, the 45degree flap can reduce the landing distance effectively. Meanwhile, the E145 main wheel hydroplaning speed 113.8 (wheel moderating process), nose wheel hydroplaning speed 82kt (wheel moderating process), so 45degree flap landing Vref can reduce the possibility of hydroplaning. According to performance page, we can also found that every time the speed above Vref 5kt, the landing distance will increase 9%, about 220m for 22 degree flap and 172m for 45degree flap. This is the requirement of stable approach, which we will talk about it later.

Finally, we should make a plan based o the analysis and evaluation, for example, the handling procedure that if encounter heavy rain during approach, or the procedure that suddenly lose the visual reference of runway, touch down at what position that we cannot meet the requirement of go around, etc.

Operative skill.

Here we separate the whole process into approach, landing and taxi, to analyze our operative skill.



1) Approach

Stable approach is the base of landing. To the instrument approach, it is required to build stable approach at 1000ft, and build stable approach at 500ft for the visual approach. In short, when the altitude below 1000ft for instrument approach (500ft for visual approach), we can make the aircraft landing by normal correction.

According to the advisory circular of CAAC, the specific landing standard as follows:

- Aircraft locate at correct path (take precision approach as an example, 1000ft glide slope and localizer should both below +/-1 dot, and 500ft glide slope and localizer should both below+/-1/4 dot)
 - Aircraft build normal landing configuration
- (3) Pilot only need normal correction to keep correct path and required descent profile until landing in the touchdown area

Normal correction means:

- i. The deviation of course/glide slope within the range of +/-1 dot
- Gradient: below 25 degree at 1000-500ft, below 20 degree at 500-200ft, below 10 degree at 200-50ft (we adopt the standard of QAR hard warning)
- iii. Keep the V/S at the range of target V/S +/-300ft/min
- iv. Control the thrust within the range that regulated in manual. To prevent that too much throttle will influence other parameters, in normal condition, the thrust should be controlled within the 10% of reference throttle of specific weight.
- v. Excessive correction: The correction in normal range will be instantaneous become excessive correction due to the atmospheric conditions. This is acceptable. But the regular or continuous excessive correction due to the poor operating skill of the pilot is not the normal correction.
- (4) Aircraft speed within the range of +10/-5 at 1000ft, and within the range of



+5/0 at 500ft

- (5) V/S no more than 1000ft/min
- (6) The adjustment of thrust applicable to the selected landing configuration, i.e. the reference throttle of specific weight

Touchdown

Stable touchdown should be performed, to confirm initial speed and stable touchdown. This technique can avoid hydroplaning on wet/contaminate runway, and can reduce the intensity of icing on the brake and wheel component during flight.

Meanwhile, we should control the aircraft to touchdown at the touchdown area, longtime flare will waste the landing distance.

3) Taxi

If landing at the wet/contaminate runway, the aircraft must be stopped within the minimum taxi distance as soon as possible. The following methods can be used:

- After touchdown, when the throttle lever set to idle, check the ground spoiler automatically extended;
- Control the aircraft to let the nose wheel touch the runway immediately. In this
 way, lift can be reduced and the load on main landing gears can be increased.
- Apply maximum thrust reverser as soon as possible after touchdown. Do not apply asymmetric thrust reverser.
- When landing with crosswind, apply thrust reverser to ensure the aircraft is in line with the runway. Because directional deviation will result in a component force of the reverse thrust that is perpendicular to runway direction and is unfavorable to the directional control of the aircraft. In case of directional deviation, reduce the thrust reverser to idle thrust reverser, and then to maximum after the aircraft direction is adjusted.
- Gently and symmetrically apply moderate to heavy braking pressure. If differential braking is necessary, pedal braking should be applied on the required side and should be released on the opposite side. If the aircraft is likely to sideslip, release the brake to increase the tire cornering force, which is helpful to control aircraft



direction (when there is deviation in aircraft direction, the friction force of the tire is produced by wheel braking force and tire cornering force, and the latter one is favorable to control aircraft direction. The less the wheel braking force, the more the tire cornering force).

 If the friction between aircraft and runway is lost, do not apply emergency/parking brake since this would inhibit the anti-skid protection.

3. Risk awareness of go around

The approach stage is divided into 4 parts, initial approach stage (from IAF to IF), middle approach stage (from IF to FAF), final approach stage (from FAF to decision altitude, specific decision altitude or go around point), and go around stage. The main points always focused on the previous three stages, but seldom pay attention to the go around stage. However, go around is a very effective methods of safety operation as well. We come back to the before approach preparation, we should evaluate if there are any risk in the go around area before approach, such as weather, flight conflict, obstacle clearance, etc. Flight conflict can be obtained from TCAS; obstacle clearance can be control by sector safety altitude and go around altitude; to the dangerous weather, according to the requirements of manual, the estimate takeoff, landing, and go around path should away from thunderstorm for more than 3nm, which ask the pilots to evaluate the approach path can meet the requirement of diversion. Above all, if the go around space and safety margin cannot be guaranteed, diversion should be considered, sometimes a short wait can avoid exist threaten effectively.

Attachment:

9.5 Landing Techniques on Wet/Contaminated Runways

I. Definition

Wet runway: A runway is considered wet when the runway surface is covered with water, or equivalent, less than specified (for a contaminated runway) (usually 3mm) or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without significant areas of standing water.



Contaminated runway: A runway is contaminated "when more than 25% of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by the following:

Surface water more than 3.0mm deep, or by slush or loose snow, equivalent to more than 3.0mm of water:

Snow which has been compressed into a solid mass which resists further compression and will hold together or break into himps if picked up;

Ice, including wet ice.

II. Factors to Be Considered:

- 1. Reduced braking action resulting in increased landing distance
- 2. Hydroplaning
- 3. Directional control

III. Operating Requirements on Wet/Contaminated Runways

- In case of changes of weather conditions during the approach which are not taken into consideration, the landing distance must be recalculated. Relevant analysis charts are available in ORH.
- Conduct firm landing to ensure the initial wheel speed and a firm touchdown. Using this technique can avoid hydroplaning on wet/contaminated runways and reduce the possible ice accretion on brakes and wheel components.
- 3. When landing on wet/contaminated runways, stop the aircraft within the shortest landing run distance as soon as possible. The following techniques can be used:
- Expect the approach procedure and speed: a good approach plan and implementation, as well as
 good flare and touchdown can reduce the landing distance to the greatest extend.
- After touchdown, when the throttle lever set to idle, check the ground spoiler automatically extended;
- Control the aircraft to let the nose wheel touch the runway immediately. In this way, lift can be reduced and the load on main landing gears can be increased.
- Apply maximum thrust reverser as soon as possible after touchdown. Do not apply asymmetric thrust reverser.
- When landing with crosswind, apply thrust reverser to ensure the aircraft is in line with the runway. Because directional deviation will result in a component force of the reverse thrust that is perpendicular to runway direction and is unfavorable to the directional control of the aircraft. In case of directional deviation, reduce the thrust reverser to idle thrust reverser, and then to maximum after the aircraft direction is adjusted.
- Gently and symmetrically apply moderate to heavy braking pressure. If differential braking is necessary, pedal braking should be applied on the required side and should be released on the opposite side. If the aircraft is likely to sideslip, release the brake to increase the tire cornering force, which is helpful to control aircraft direction (when there is deviation in aircraft direction, the friction force of the tire is produced by wheel braking force and tire cornering force, and the latter one is favorable to control aircraft direction. The less the wheel braking force, the more the tire cornering force).
- If the friction between aircraft and runway is lost, do not apply emergency/parking brake since this would inhibit the anti-skid protection. Keep the aircraft on runway center line and maintain braking.



9.6 Reverse Thrust Policy

- The reverse thrust in the most efficient way to decelerate when operation on wet/ contaminated runway, especially at high speed.
- For crosswind condition (especially on wet/ contaminated runway, there is risk of hydroplaning), using reverse thrust after ensure the flying direction is parallel to the runway;

If there is diversion between the flying direction and runway, using reverse idle thrust first (Selecting reverse idle thrust will cancel the side-force component caused by the reverse thrust, will increase rudder authority and will further assist in returning to the runway centerline.)

After flying direction is parallel to the runway centerline:

Reverse thrust can be re-selected.

- 3. It is recommended to use reverse when landing at short and narrow runway.
- 4. At 60 kt set thrust to reverse idle, then deselect reverse. The reverse thrust could be used until coming to a complete stop under emergency situation.

The following reverse thrust related materials are from flight safety foundation:

- According to Flight Safety Foundation Approach -and landing Accident Reduction (ALAR) investigations show that the reverse thrust strongly effect on landing distance, especially on contaminated runway covered by standing water, slush and ice. See the figure below (due to the E145 doesn't have the autoland and auto throttle function, we just focus on triangle -solid line analysis):
 - 2. Reverse thrust on crosswind landing

When selecting reverse thrust with some crab angle, the reverse thrust results in two force components:

A stopping force aligned with the aircraft's direction of travel (runway centerline);

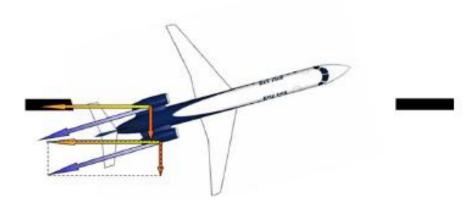
A side force, perpendicular to the runway centerline, which further increases the aircraft's tendency to skid sideways.

See figure below

The thrust-reverse effect decreases with decreasing airspeed.

Rudder authority also decreases with decreasing airspeed and is reduced further by airflow disturbances created by the thrust reverses.

Reduced rudder authority can cause directional control problems.



Appendix Q

Here is the company report for an altitude bust.



E145 Fleet, Flight Department, TJA

Case Analysis on Exceeding Altitude Commanded by Controller

November the 11th, 2013, one flight crew performed flight GS6490.

Controller of Hefei region commanded the aircraft to climb to 7800m and hold altitude. Radar displayed the aircraft deviated from 7800m and climbed to 7970m as highest altitude. Controller commanded the aircraft to hold altitude immediately and no other flights were affected.

I. Course of Event

On November the 13th, Anhui Supervision Authority notified by phone that E145/B3088 aircraft performed GS6690 flight (Hefei-Shijiazhuang) on November the 11th. Controller of Hefei region commanded the aircraft to climb to 7800m and hold altitude. Radar displayed the aircraft exceeded 7800m (climbed to 7970m as highest altitude). Controller commanded the aircraft to hold altitude immediately and no other flights were affected.

II. Event Investigation

1. Feedback of Crew

During changing Mach number to IAS, the pilot on left seat pressed Speed Selector Knob by accident (these two knobs are next to each other). At that time, the aircraft nosed up to chase the speed and ascend, which was noticed by crew immediately and Vs Mode was selected to descend in order to correct altitude. During converting from ascending to



descending, altitude increased 400ft due to inertia but the aircraft descended to 7800m soon and maintained. At that time, there was no aircraft overhead, so no conflict was led to. E145/B3088 aircraft performed GS6690 flight (Hefei-Shijiazhuang) on November the 11th. Controller of Hefei region commanded the aircraft to climb to 7800m and hold altitude. 6-7 minutes after holding altitude, the controller commanded the aircraft to decelerate to 260kt (Aircraft Mach number is around 0.70)

Crew Condition

After investigation, crew experience, signing condition and pre-flight briefing met the requirements.

QAR Analysis

Through QAR analysis, QAR data is in accordance with crew feedback.

III. Event Analysis

Operation requirements when Autopilot is engaged in SOP

SOP requirements: The auto-flight systems may significantly reduce crew workload and leave them more time on monitoring the flight path. The FMA mode annunciators and active FMC flight plan must be monitored at all times by both pilots. During auto-flight, PF is responsible for controlling FCP and PM verifies any mode change and calls out.

When the airplane does not perform as expected, the autopilot must be disconnected and a manual flight immediately established by PF.



Troubleshoot the auto-flight systems only when the aircraft is under control.

- Flight crew should monitor the auto-flight and navigation system (AFS)
 to ensure that the aircraft has proper response to the input.
- a) Crosscheck the mode control panel status;
- Pay attention to the result of mode change;
- c) Monitor where the aircraft is guided to and how it responds.
- ii) The amount of automation to be used should be appropriate for the flight task and take over the aircraft when its response is incorrect or insufficient.

During operation, crew adjusted the vertical mode mistakenly and then tuned speed knob quickly without confirmation which resulted in deviation from the target altitude.

CRM Management

Crew didn't cross check during mode change.

- Machinery Reason
- (4) Aircraft design reason: IAS/M Selector Button is next to Speed Selector Knob so that it is easy to press the wrong button when changing Mach number to IAS.
- (5) As a result of no auto throttle in E145, selecting speed mode can also change altitude status even in altitude holding mode.
- (6) To E145 aircrafts, reaction of flight management mode is slow. 12 seconds after selecting VS mode, the aircraft entered actual descending



status which resulted in large altitude deviation.

IV. Lessons Learned

3. Workload is less during cruise. Simple mistake is mostly likely to occur under low workload condition. Therefore, we should follow SOP more strictly, especially when changing crucial flight parameters like speed, altitude and heading. Meanwhile, there is plenty of time for us to adjust aircraft parameters in this phase, so look before you leap and cross check often. Good CRM is an effective way to avoid this kind of mistakes.

4. From the perspective of threat and error

Threat: No auto throttle in E145 aircraft and slow computer reaction.

Error: Crew selected vertical mode by mistake which led to deviation from target altitude.

Threat and error principle is an effective e way for us to prevent flight errors. Threat refers to the events or errors beyond the influence of flight crew, which will evolve to errors without right management. For example, runway change during taxing is threat, but will evolve to errors like flying incorrect departure procedure without proper management.

In this event, there is no auto throttle in aircraft and we can only reduce throttle manually to regulate the speed when requested by controller. During adjusting the speed bug, crew pressed speed mode by mistake and evolved threat to error. Managing this threat request us to follow SOP



strictly: monitor the change of FMA mode; if change is required, confirm first then adjust speed bug.

Besides, feedback of crew referred to fatigue due to heavy flight mission, which is also a threat needed to be managed effectively. For instance, master the rest duration required in regulations and adjust flight plan when it is not in accordance. Secondly, it is easier to make simple mistakes when flight with fatigue. So follow SOP and cross check frequently during low workload phase like cruise.

V. In conclusion, flight is a precise and boring work. With the development of flight equipments, techniques, trainings and theories, new thinking method should be used to analyze and manage our work, but the aim is the same. Firstly, we should follow SOP strictly. Secondly, we should use our theory to manage the threats we encounter or are about to encounter to avoid errors.

Wow.

Appendix R

Here is a company analysis regarding what they view is a serious windshear event.



Description

I. Event description

One day, during the approach at Haikou Meilan Airport, a "CAUTION WINDSHEAR" aural alert was triggered on an E190 aircraft (GS7526, Ganzhou-Haikou) when it was already below the DH (191 ft RA). The flight crew continued the approach and landed the aircraft.

II. Crew Narration

The approach was initially prepared for RWY 09 which was later changed to RWY 27 due to weather. On final, we checked the weather. The radar indicated thunderstorm on the west side of the runway and observations also proved small patches of weather on both sides. But there was a clean space that could be headed after go-around. It was about 5 nm wide and 4 nm from the airport. Then we requested a left turn in case of go-around, which was approved by ATC and supplemented in the briefing. But as the approach was continued, none of us pay much attention to the weather change along the intended go-around path.

Description

II. Crew Narration

The approach was initially prepared for RWY 09 which was later changed to RWY 27 due to weather. On final, we checked the weather. The radar indicated thunderstorm on the west side of the runway and observations also proved small patches of weather on both sides. But there was a clean space that could be headed after go-around. It was about 5 nm wide and 4 nm from the airport. Then we requested a left turn in case of go-around, which was approved by ATC and supplemented in the briefing. But as the approach was continued, none of us pay much attention to the weather change along the intended go-around path.

When the aural warning sounded, the first officer called: "MAX thrust, go around". The captain was ready to initiate the missed approach but he noticed that the clean space previously shown on the radar was already covered with thunderstorm. Looking out, we could also see dark clouds in front and on both sides of the runway. There was not much space for go-around. We evaluated the situation and decided that it would be safer to land than go around as the aircraft was stabilized but the weather ahead was a risk. We elected to land. As soon as we vacated the runway, light rain changed to very heavy rain.

Description

III. QAR DATA

According to the QAR data, the MDA for ILS RWY 27 is 262 ft. The aircraft was approaching at around 130 kt with the GW approximately 38000kg. Everything was normal above the MDA. The Weather radar on on all the time.

At 15:02:31, 452 ft RA, the flight crew disconnected the AP. At 15:02:51, 191 ft RA, the change of wind speed and direction showed that the aircraft encountered windshear. Windshear alert sounded for 9s. Airspeed increased from 128 kt to 144 kt. The glide trajectory became high with a maximum deviation of 1.8 dots. The flight crew made corrections and landed the aircraft without further warnings.

IV. Weather

METAR ZJHK 100600Z 12003MPS 070V180 9999 FEW026CB SCT026 31/25 Q1004 BECMG TS=

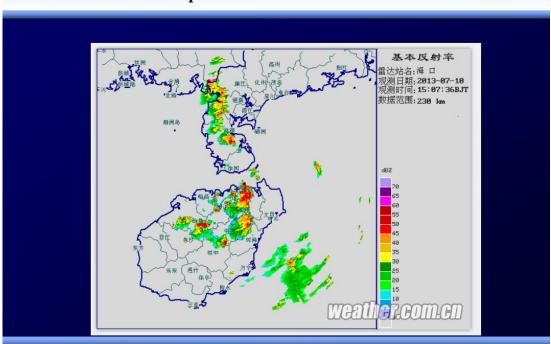
SPECI ZJHK 100631Z 15004MPS 100V200 9999 -TSRA FEW026CB SCT040 31/24 Q1004 BECMG 19007G13MPS 2000 +TSRA=

METAR ZJHK 100700Z 21004MPS 140V250 6000 -TSRA FEW013 FEW026CB SCT040 26/26 Q1004 BECMG TL0830 NSW=

SPECI ZJHK 100705Z 22006G12MPS 180V250 1600 +TSRA FEW013 FEW026CB SCT040 26/26 Q1004 BECMG TL0830 NSW=

METAR ZJHK 100800Z 28002MPS 7000 -TSRA FEW013 FEW026CB SCT026 24/24 Q1004 RESHRA BECMG TL0830 NSW=

Weather Radar Map



V. Flights taking off and landing at ZJHK (Haikou Meilan Airport)

Flight GS7526 landed on RWY 27 of ZJHK at 15:03. There were two flights landing on RWY 27 respectively at 15:01 and 15:27. From 14:50 to 15:46, no aircraft departed from ZJHK due to weather and the one taking off at 15:46 used RWY 09.

Experience & Lessons

VI. Experience & Lessons:

- 1) Flight crew don't have a clear enough understanding about the rule in *Flight Operation Manual* that the distance between intended go-around track and thunderstorm body shall be no less than 3nm in takeoff and landing phases. All pilots should enhance the study and compliance of regulations.
- 2) Flight crew don't have a sufficient judgment about the weather condition and tendency affecting the approach and go-around track when initiating approach, and they didn't continuously pay attention to weather changes during approach. It shows that flight crew's insufficient considerations about approach and go-around as well as insufficient attention about weather lead to a reduced flight safety.

Experience & Lessons

- 1) Although flight crew stated in approach briefing the influences on approach and landing brought by the weather condition at destination, they didn't analyze or predict the suddenly worsening weather and didn't continuously monitor weather changes. As a result, they mainly focused on circumnavigating thunderstorm during the approach.
 - 2) In that case, firstly flight crew should comprehensively assess the weather condition and changes around destination. When it doesn't meet the requirements of approach and go-around, decisively abort approach to hold or go alternate. If it meets the requirements when initiating the approach, constantly monitor weather changes, as well as safety margins in terms of time and space to abort approach (or go around). Never put operating decision to a dead end.

The key point of dealing with such situation is to consider safety margin in advance as appropriate

Experience & Lessons

- 3) When windshear warning was triggered, flight crew didn't perform recovery procedure, which is against the regulation about windshear recovery in E190 SOP. SOP should be strictly followed and applied into practical operation.
- 4) When windshear warning was triggered, F/O suggested to go around but captain didn't execute, which is against the regulation about "one-vote veto for approach and landing" in E190 SOP. This rule should be firmly implemented in future operation. Flight crew is a team and a successful safety decision requires teamwork.

Conclusion

VII. Conclusion

This is a serious safety error caused by crew factor. Their fault is to drive flight safety into a point of no return when they decided to initiate approach. Overall speaking, flight crew are not clear with the requirement of the separation and distance away from thunderstorm in takeoff and approach, also they are not clear with go-around timing. After "CAUTION WINDSHEAR" was triggered at 191ft, who can be sure that "WINDSHEAR WINDSHEAR" warning will not occur at a even lower altitude? Luckily no severer windshear was encountered and flight crew made a safe landing. But can we count on luck in that situation? This case is really worth all pilots thinking over.

Conclusion



Nothing trivial with regard to flight.

Disasters result from fluke mind and reckless act.

Appendix S

Here is a hodge-podge of safety notices that have nothing to do with safety and nothing to do with reality. Thought you might find them interesting.

To all EMB145 pilots:

According to events that happened during recent operation in Tianshui airport, the notice is delivered, all pilots are required to follow strictly.

- I. Strictly follow approach chart, and descent following descent gradient, SDF altitude constraint and normal altitude vs distance; also, PAPI should be concerned; if it is four white lights and it is not possible to judge the glide path deviation and may cause landing beyond touch down zone, go aound should be initiated, another approach should be attempted or diver to alternate airport; if unable to land for the second approach, go around and divert. It is prohibited to land aircraft outside touch down zone (200 m before PAPI or 100m after).
- II. In case of terrain warning, disregard visual or not, recovery according to SOP procedure; if it happens again on second approach, recovery and divert. According to *HNA Serious Error Criearia*, if it is not out of standard operation procedure, terrain is not part of errors, but recovery procedure must be conducted and assess the following actions.

Effective date: Oct. 17th of 2013

Expiration date: Oct. 17th of 2014

Hereby notified!

天津航空有限责任公司飞行部

2013年10月17日印发

Flt. Dept of TJA

Issued on Oct.17th of 2013

拟稿:刘大巍 核稿:孙思坚

(共印 0 份) Written by: Liu Dawei

Checked by: Sun Sijian CC: (0 Copies)

Safety Notice

(2011) No.25

Notice about the Number of Unsafe Affairs

To all pilots:

About the unsafe affairs happened within group and our company, we hereby notice for your attention:

- 1. After the aircraft taxis to the parking stand, if the flight crew don't get the instruction or gesture from maintenance of the set block wheels, it is forbidden to release the parking break, in case of aircraft hits the obstacles on the ground;
- 2. Before transit operation, flight crew must carefully confirm the flight materials such as load sheet, dispatch sheet, flight plan etc. are accurate and complete, and verify the load sheet is in accordance with actual load, in case of takeoff under load unbalance or the actual load doesn't match with the load sheet, thus endangering the flight safety;
- 3. When refueling, flight crew should strictly operate in accordance with the dispatch sheet, if there is any doubt, inform the on-duty dispatchers immediately to determine the final dispatch fuel quantity together, and request load unit to revise the load sheet in time;
- 4. When executing first flight, verify whether the approval route is in accordance with flight route or not with on-duty dispatchers, in case of flight wrong route.

Hereby notice!

Flight Quality Center

July 4, 2011

Subject: Abnormal Safety Notice

Applicability: ALL Deadline: long term

Flight Dept. Tianjin Airlines Co., Ltd. Issued on July 5, 2011

Written by: Zhang Liang Checked by: Lv Hongwei (TT: 0 copy)

工作提示

Operation Notice

〔2013〕146号

关于 E145 机型预防和改出颠簸、抖杆的 工作提示 Notice on E145 Turbulence and Stick Shaker Precaution and Recovery

To all EMB145 pilots,

Recently, intermittent activation of stick shaker due to turbulence occurs in our fleet during takeoff-climb at low altitude and approaching. This notice is issued hereby to provide guidance to the handling method of similar situation.

- I. Stick shaker is part of stall protection system. When the aircraft is proximate to one stall condition, the system will activate stick shaker and disengage auto pilot. If no measure is taken and the aircraft is approaching stall, stick pusher will actuate and command pitch down. It can be concluded from the inhibit logic of stick pusher that the stick pusher is inoperative when the speed is above 200kt. Therefore, in normal flight procedures, stick push only actuate during takeoff-climb and approach of critical flight phases.
- II. According to the above elaboration, stick shaker actuation means approaching stall during approach and climb of initial takeoff. No recovery measures will lead to stick pusher actuation at low altitude and safety will be endangered. So, in case of stick shaker actuation, handle according to stall recovery procedures.
- III. Through QAR data analysis on several stick shaker, all the activation of stick shaker occur in severe turbulence or special geographic locations (e.g. 8 moles on No. 25 final, Urumchi). Crew should acquire the weather condition during takeoff-climb and approach through meteorological report, crew report and notification from controller. To activation of stick shaker, handle according to stall recovery procedures. When occurs during approach, go around after handling and changing runway or delay approaching should be considered. If there is no improvement or activation of stick shaker again, divert to alternative airport decisively.
- IV. In case of severe turbulence, adjust speed to turbulence speed, but do not chase the change of speed and altitude. Keep wings leveled and right pitch attitude. Do not change pitch trim after establishing the trim setting for penetration speed. Make an initial thrust setting for the target airspeed. Change thrust setting only in case of unacceptable airspeed variation.

Effective Date: Dec. 3rd of 2013 Expired Date: Mar. 3rd of 2014

Hereby notified.

(I). Preflight Preparation Phase

In the preparation phase, the captain should study and discuss about the en-route weather condition with the dispatcher to ensure the possibility, location, intensity and moving direction of high-altitude turbulence, front and thunderstorm. In this way, the location and intensity of turbulence can be predicted.

Preflight coordination between flight crew and cabin crew: The captain briefly introduces the en-route information, weather condition, including the duration and level of possible turbulence to the cabin crew and coordinate on turbulence handling plan as well as commands and signals that should be used.

(II). Cruise Phase

Turn off the FASTEN SEAT BELT sign if there is no turbulence or predictable turbulence ahead when reaching the cruise altitude.

In case of turbulence, all cockpit occupants should fasten all the seat belts (including shoulder belt) and retract the sliding table (if installed) and adjust the seat to the best operating position. According to the turbulence condition, the crew informs the cabin as follows:

1. Predictable Turbulence

1) Predictable light turbulence

Flight crew turn on the FASTEN SEAT BELT sign and ring the bell once.

2) Predictable Moderate or Severe Turbulence

Flight crew turns on the FASTEN SEAT BELT sign and ring the bell twice. If possible, inform the cabin the predictable turbulence level, occurring time and duration and make the captain announcement on PA according to E145 Flight Crew Supplementary Materials.

2. Unpredictable Turbulence

1) Unpredictable Light Turbulence

When the aircraft is under control, turn on FASTEN SEAT BELT sign and ring the bell once.

2) Unpredictable Moderate/Severe Turbulence

When the aircraft is under control, turn on FASTEN SEAT BELT sign if possible and ring the bell twice. Inform the cabin of the turbulence level and estimated duration through interphone and make the captain announcement on PA according to E145 Flight Crew Supplementary Materials

3. After turbulence

After the turbulence, the flight crew turns off FASTEN SEAT BELT sign.

In case of passenger injured, the captain evaluates the situation to see if a diversion or return is necessary and requests emergency medical assistant from the ground.

天津航空有限责任公司飞行部	2013 年 12 月 3 日印发 Flight Dep. of TJA	
on Dec. 3 rd of 2013		
拟稿:刘大巍 核稿:孙思坚	(共印 0 份) Written by: Liu Dawei Reviewed by: Sun Sijian	
(TT: 0 copy)		

The 014 Hard Alert of Crew on January 5, 2011				
Event Description				
Flight date	January 5, 2011	Airplane Code	B-3035	
Flight Number	GS7455	Flight Sect	TSN-TAO	
Pilots	Left:	Operator :		
	Right : Xu Weilei Observer : Du Wenqi		qi	
Name of Alert	014-High bank angle	Exceedance	36 degree	
	above 400FT	Exceedance		
Standards	Hard alert≥35deg , ≥2s ,	Classification	Quality	
	phase 3,4,5.	Classification		

Feedback of Pilot

I think I remember this. ATC had a traffic conflict and told us to turn immediately to avoid; I used the maximum bank angle to assure we did not have loss of separation with another aircraft. Shortly thereafter ATC told us to turn back to final and I again used the maximum bank angle to turn back to final so that we did not need more vectors and waste fuel. I feel ATC was wrong and did a bad job. My interest was for safety and operational efficiency. I will pay very close attention to bank angle in the future.

Please let me know any more information you need.

Analysis of Alert			
Weather status	None.		
Airplane status	Normal.		
Operation Factors 3035-014-1-5-tsn- tao-6677. xl s	The data shows: The AP was disengaged during flight. Pilots		
	controlled aircraft to turn and descend by hand. The data frame 2665		
	shows that the aircraft started to have left bank angle until the bank angle		
	was 0 at the data frame 2752. The maximum of bank angle was 27 deg		
	during the term, and the heading turn from 179 deg to 98 deg.		
	The data frame 2753 shows that the aircraft started to have right bank		
	angle until the bank angle was 0 at the data frame 2801. The heading turn		
	from 98 deg to 180 deg during the term.		
	The right bank angle of aircraft was excessive, which continued 17s		
	from the data frame 2768 to 2784, the maximum was 36 deg.		
CRM Factors	None.		
Airplane Factors	None.		
Environment	The ATC's instruction made pilots to turn in order to avoid		
Factors	conflict, and then turn back.		

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