

Factual Report – Attachment 3

Crew Statements

AIR TRAFFIC CONTROL

OPS17IA010

Flight Date: 16th December 2016

Flight No. BR015 LAX-TPE

Crew:

CM1: PIC Captain TENG, CHIH-JEN [REDACTED] Nationality : TWN

CM2: FO JOU, LI-CHANG [REDACTED] Nationality: TWN

CM3: FO RIDZUAN, AMIR FARIDZ BIN [REDACTED] Nationality: MYS

CM4: SFO YANG, CHUN-HAO [REDACTED] Nationality: TWN

BR015 Flight was scheduled to depart from LAX to TPE at 0730Z (2330L) on the 16th of Dec. Due to the bad weather and runway change at the airport, after 1 hour and 49 minutes delay on ground, the flight took off from RWY 07R at 01:19 local time while the CM1 as PF.


The weather at take off was light to moderate rain with a gust wind of 9 to 18 knots from the east and the ceiling was 1000'. Crew followed the VENTURA 7 Departure while maintain RWY HDG climb 5000'. After contact SOCAL Departure on 124.3 with Radar Identified, we were assigned HDG of 090 and climb 7000'.

After configuration clean up, the SOCAL instructed to Left Turn HDG 180 which was read back then we started a Left Hand Turn. When we turned approaching the North, SOCAL gave us a new Turn instruction of Right Turn HDG 180, which was shortly followed by Expedite Right Turn and Stop Your Climb; as crews were performing these new instructions, the SOCAL gave us another new instruction of Left Turn HDG 29...270; just as crews read back and commencing the latest instruction of Left Turn, SOCAL transmitted in a questioned manner of "BR015 What are you doing? Turn Southbound Now! Turn Southbound Now! Stop Your Climb".

As we have received a total of 3 Turn Instructions while each turn required a heading change of more than 180 degrees in a short time period (proximately 1 minute and 30 seconds), yet the latest "Turn Southbound Now" instruction without heading and Turn direction; crews was trying to verified these critical information from SOCAL while the reply was "Turn Southbound Now"

The flight was still in IMC without the outside visual reference, after a quick consideration of the latest cleared Southbound Turn Instruction from SOCAL was to Right Turn HDG 180, crew initiated a Right Turn while we were climbing as SOCAL instructed. During the Right Hand climbing turn the GPWS PULL UP Warning sound twice then stopped immediately as we increasing the climb rate by followed standard procedures. CM1 transmitted on the Radio while informing the SOCAL we are in a Right Turn Southbound maintain 7000 to a heading of 180 as the SOCAL replied Affirmative. When we were assigned to the next frequency, CM1 stated to SOCAL that they gave us a Left Turn during the departure climb and the replied was "they will look into that" and the rest of flight was uneventful.

Report by: CAPTAIN TENG, CHIH-JEN

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CM4: SFO YANG, CHUN-HAO [REDACTED] Nationality: TWN

I was BR015 CM2 as Pilot Monitoring and Capt. Teng, Chih-Jen was CM1 as Pilot Flying on 16 December 2016. We had CM3 and CM4 on board.

The weather condition was occasional moderate rain with a visibility of 3SM and BKN005, OVC010.

We were cleared for take-off on Runway07R and VENTURA 7 Departure with RZS Transition.

We engaged Auto Pilot around 300RA. The SOCAL Approach instructed us HEADING 090 AND CLIMB MAINTAIN 7,000' after radar identified. I read back the instruction and we followed the instruction.

We retracted the Flaps as schedule during climbing on Heading 090.

The SOCAL Approach gave us instruction TURN LEFT HEADING 180 CLIMB MAINTAIN 7,000'. I(CM2) read back the instruction and REQUEST HIGH SPEED CLIMB due to performance and weather. We followed the instruction and we were Approved the High Speed Climb.

When we were turning, the SOCAL Approach instructed us TURN RIGHT HEADING 180.

I read back and we followed the instruction. Shortly, the SOCAL told us to EXPEDITE TURN RIGHT HEADING 180.

I reported WE ARE PASSING HEADING 010 CONTINUE TURN RIGHT HEADING 180.

Couple seconds later, the SOCAL Approach instructed us to STOP CLIMB when we approaching 5,000'.

I read back the instruction and Reported WE WILL MAINTAIN 5,000'.

The Captain (CM1) followed the instruction maintaining 5,000'.

Couple seconds later, the SOCAL Approach gave us another instruction TURN LEFT HEADING 29..270 when we were commencing the right hand turn. I read back and we followed the instruction.

When we were following the new Left Turn instruction through North, the SOCAL Approach said : WHAT ARE YOU DOING, TURN SOUTHBOUND NOW.

I read back and tried to verify the turning direction due to the conflicting turning instructions from the SOCAL Approach in a very short period of time.

After the SOCAL Approach only gave us instruction TURN SOUTHBOUND NOW, the Captain (CM1) made a decision to execute the Right Hand Turn.

During the right turn, The GPWS Caution TERRAIN TERRAIN and The GPWS Warning PULL UP PULL UP sound once and stopped immediately during climb and turn.

We followed the procedure to avoid the terrain and the Captain(CM1) had the radio told to the SOCAL Approach We Are Right Turning to Heading 180. We continued our turn and climb as the terrain was no longer threat. We reengaged Auto Pilot after we were level off at 7,000' and heading 180.

The rest of flight was uneventful.

Report by: FO/JOU, LI-CHANG



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Report by: FO/JOU, LI-CHANG

