

# CAD Link

民航處通訊

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## Civil Air Navigation Services Organisation events and technical visit to Dubai Air Navigation Services

### 民用空中航行服務組織活動及拜訪杜拜空中航行服務

By Mr Samuel Ng, Senior Evaluation Officer, Air Traffic Management Division 航空交通管理部高級評估主任吳毅賢

In early March, the Civil Air Navigation Services Organisation (CANSO) held a series of events including Asia-Pacific CANSO CEO Committee (APC3) meeting, CANSO CEO Strategy Summit and World ATM Congress in Madrid, Spain. The Civil Aviation Department (CAD) participated in these events as a CANSO member for the first time since it has become a member in October 2016. Taking this opportunity, the delegation made a technical visit to Dubai Air Navigation Services (DANS) in United Arab Emirates (UAE) while enroute to Madrid to learn more about the operation of its Air Traffic Management System (ATMS).

### Background of CANSO

CANSO, which aimed to represent the interests of the global air traffic management (ATM) community, was founded in 1996. Today CANSO connects more than 160 air navigation service providers (ANSP) and industry suppliers. The objectives of CANSO are to provide a platform for stakeholders and to support its members in the provision of safe, efficient and cost effective air navigation services worldwide. CANSO is the global voice of ATM and has an extensive network of Associate Members drawn from a wide range of organisations across the entire aviation industry. Joining CANSO opens the opportunities for the CAD to attend a wide range of ATM related global and regional conferences, workshops and seminars. As a result, not only we can share views and experiences with our counterparts worldwide, we can also learn about the latest trends of developments and best practices of ATM.



CEO Strategy Summit  
行政總裁策略峰會



## APC3 Meeting

APC3 is a high level CANSO meeting for Asia-Pacific (APAC) region, which mainly discuss about conferences and workshops for APAC region to be conducted in the forthcoming year and reports of CANSO APAC Safety & Operations Workgroup Meetings.

## CEO Strategy Summit

The CEO Strategy Summit engaged member CEOs in open discussion to help establish an enduring strategy of ATM by exploring key influences on the future of ATM. Participants' views were sought by means of highly interactive on scene electronic polling of delegations on questions with instantaneous presentation of survey result. The results revealed some interesting views of delegates.

## World ATM Congress

World ATM Congress consisted of exhibitions of latest ATM technologies and conferences to share views on various ATM issues. The Congress exhibited over 220 companies which provided an extensive range of ATM products and solutions. Aside from the usual Communication, Navigation and Surveillance/ATM exhibitions, it is noticed that an obvious trend this year to emphasise exhibitions on digital tower, integrated tower and remotely piloted aircraft systems or drones technology.

In the past, a digital tower was basically for providing a solution to establish remote towers for small airports or a virtual tower room for contingency backup to the conventional visual tower. Nowadays, it is much more advanced in terms of vision and versatility. Just to name a few, the cameras has become more powerful, the display can be flexibly configured to display different spots at the same time, flight data is automatically tagged to each aircraft and automatic zoom-in tracking of specific targets. Therefore, digital towers are being gradually installed in some larger airports for operational use.

On top, a few exhibitors have showcased integrated controller working position solutions which is essentially a few standard sized monitors that provide an integrated system for use by tower air traffic controllers. It is a solution on a common architecture which does not only display electronic strips, aerodrome and ground traffic, real-time airport and meteorological data such as NOTAMs, navaid status and approach, airfield lighting information, integrated tactical planning tool for scheduling and sequencing aircraft, but integrate these various pieces of information in a more coherent and intuitive manner.

On drone technology, alongside with the various innovative applications of drones like package delivery, drone management has gained increasing attention considering the need to safely integrate such activities into the existing congested airspace and ATM system. We have seen different solutions by some exhibitors.

Other technologies are emerging too, include: space based ADS-B information riding on Iridium satellite constellation, with a view to having ANSPs gradually replace the much more costly and traditional secondary surveillance radar (SSR) installations; and mobile SSR units which could be deployed to provide the much needed surveillance information during radar station refurbishment.

The CAD delegation has had discussions with various service providers to keep abreast of the latest technological developments.

## Moving Forward

As always, the CAD works with all stakeholders in the Aviation industry in pursuance of ATM modernisation in order to build aviation capability with an aim of increasing capacity, improving safety and efficiency, and minimising the environmental impacts of civil aviation. Having becoming a member of CANSO, the CAD certainly treasures the golden opportunity to foster closer collaboration with other ANSPs in the region and worldwide through the platform provided by CANSO, with a view to achieving global harmonisation and interoperability of air navigation service provision.

民用空中航行服務組織 (CANSO) 在三月初於西班牙馬德里舉行了多場國際高層會議及大型活動，包括 CANSO 亞太區行政總裁委員會會議、CANSO 行政總裁策略峰會及世界航空交通管理大會，民航處亦有派員出席。今次亦是民航處自二〇一六年十月成為 CANSO 成員後，首次以成員身份出席有關會議。在前往馬德里途中，民航處代表團亦順道到訪過阿拉伯聯合酋長國 (阿聯酋) 的杜拜空中航行服務，以加深了解當地航空交通管理系統的運作情況。

## CANSO 的背景

CANSO 始創於一九九六年，宗旨是為全球航空交通管理業發聲。時至今天，它已連繫着一百六十多個空中航行服務提供者和相關業界供應商。CANSO 的目標是為各持分者提供一個溝通平台，並為成員在全球提供安全、高效和具有成本效益的空中航行服務提供支援。它是全球航空交通管理業的喉舌，航空業內不少機構皆是其成員。成為 CANSO 的一員，讓民航處有機會出席各種與航空交通



There were exhibitions of latest ATM technologies during the World ATM Congress, including (from left) remote tower and integrated tower, auto tagging of aircraft on screen and integrated information on screen.  
世界航空交通管理會議上，展示了各項航空交通管理最新技術，包括（左起）遙距指揮塔及綜合指揮塔系統；在實景顯示屏上自動標籤航機的資料；合併畫面。

管理相關的國際和地區會議、研討會和講座，這不僅讓我們有機會與同業分享意見和經驗，亦可讓民航處掌握有關航空交通管理的最新發展趨勢和最佳做法。

### 亞太區行政總裁委員會會議

亞太區行政總裁委員會會議是CANSO在亞太地區的高層會議，負責議定翌年在亞太區舉辦的會議和研討會議題，以及對CANSO亞太區安全及運作工作小組會議的匯報進行討論。

### 行政總裁策略峰會

行政總裁策略峰會雲集了各成員的行政總裁，探討各項關係航空交通管理業未來發展的關鍵因素，以協助制定持久的策略。與會者透過互動的電子投票方式，就各項議題即時發表意見，以充份反映每個代表團的意見。

### 世界航空交通管理大會

世界航空交通管理大會期間，除了有多場會議交流航空交通管理各種議題外，會場還設有多個展示航空交通管理最新技術的展覽。

大會有超過220家公司參展，提供廣泛的空管產品和解決方案。除了一航通訊、導航及監察系統／空管方面的展覽，今年在電子指揮塔、綜合指揮塔系統和遙控飛機系統或無人機技術方面的展覽都有明顯增加。

以往，電子指揮塔的作用主要是作為小型機場的遙距指揮塔或傳統指揮塔的應急備份虛擬指揮塔管制室。如今，由於其視野能力和性能已更進一步，例如相機的性能變得更強，顯示內容可以靈活配置以同時顯示不同位置，飛行數據亦能自動標記到每架飛機上，又能自動放大追蹤特定目標，因此它們正被逐漸安裝在一些較大的機場作為日常運作之用。

另外，有幾家參展商展示了綜合管制系統方案。簡單而言，這類系統通過整合不同數據，使用數個尺寸相若的顯示屏，以更連貫的方式向空中交通管制員顯示各種信息，包括電子飛行進程單、機場和地面交通、實時機場和氣象數據，如航行通告、導航儀器狀態、機場照明系統狀態，以及飛機排序的工具等等。

在無人機技術方面，除了各種創新應用如包裹交付，由於需要將這些活動安全地融合到現時已相當繁忙的空域和航管系統中，無人機管理亦越來越受到關注，不同參展商亦展示多個無人機管理解決方案。

其他新興技術包括流動二次監視雷達裝置和使用Iridium衛星系統提供ADS-B信息，前者可以在雷達站翻新期間提供監視信息，後者則可望逐漸取代成本高昂的固定傳統二次監視雷達裝置。

民航處代表團與不同的服務提供單位進行深入討論，獲得大量有關最新技術發展的資料，收穫甚豐。

### 未來路向

民航處會一如以往繼續與航空業界的各持分者攜手合作，推動空管現代化，提升航空交通處理能力、進一步提升安全和效率，並將民用航空對環境帶來的影響減至最低。民航處成為CANSO的成員後，會善用這個平台，加強與其他民用空中航行服務提供者合作，實踐全球空中航行服務協調、互通的目標。



# Technical visit to DANS

## Background of DANS

DANS provides air navigation services at four airports in the UAE, i.e. Dubai International, the world's busiest airport for international passengers as ranked by Airport Council International, Al Maktoum International, Al Minhad Air Base and Sharjah International Airport, as well as Dubai Approach Control Centre (DACC) which is responsible for all aircraft arriving and departing from Dubai and the northern emirates. Similar to the CAD, DANS also runs air traffic engineering services to look after their communication, navigation and surveillance (CNS) systems as well as aeronautical information management services to meet the needs of their clients and support ATC operations.

The technical visit to DANS was conducted on 2 Mar 2017. This was in fact the second visit of the CAD to DANS subsequent to our previous visit in April 2014. The CAD delegation was met by their Deputy CEO, Mr Ibrahim Ahli, Vice President-Operations, Mr Abdulla Al Hashmi, as well as other top management and senior technical representatives of DANS to have an experience sharing session on the implementation of a new ATMS in 2013, transition strategy, user experience and future plan. After that, the CAD delegation visited its ATM facilities including DACC, Control Tower, research and development room, backup facilities and equipment room.

In common with Hong Kong and India, the ATMS operated by DANS is Raytheon's AutoTrac III (AT3), which is used to provide ATC service to traffic operating at the Dubai International Airport as well as the Al Maktoum Airport.

## Implementation and transition strategy

DANS' previous ATMS was a relatively basic system which essentially served as a situational (radar) display. To facilitate training and ease the transition to AT3, not all the advanced functionalities and features were activated right at the beginning but only gradually phased in over time afterwards. Similar to the practice of other ANSPs which handle busy traffic, DANS took a prudent step and instituted flow control restrictions to air traffic for weeks to facilitate transition. As a fallback arrangement, they had also kept the old system running in background for 30 days before decommission.

## Operation of AT3

DANS indicated that operation of its AT3 had been running smoothly since commissioning. Though there were a few hiccups in the initial stage mostly related to interfacing between AT3 and other systems, those issues had been satisfactorily addressed by the contractors. DANS shared that there have also been surveillance related issues such as surveillance target temporarily not shown on the radar screen. They did not consider this a particular issue but a general phenomenon as with other ATMS, including their old ATMS.

DANS commended the simultaneous implementation of Electronic Flight Strips (EFS) and ATMS in Hong Kong because while they are using a standalone EFS system at its control towers at this stage, paper strips are still being used in DACC. They have expressed interest to pay a visit to Hong Kong to share our experience to facilitate their planned implementation of EFS.

Common safety nets features such as Predicted Conflict Alert (PCA), Conflict Alert (CA) and Cleared Level Adherence Monitoring (CLAM) are in use at DANS. They shared their experience that fine-tuning of features, in particular those requiring interactions from controllers, to optimal performance was an elaborate and lengthy process.

In preparation for the expected surge of traffic during World Expo 2020 to be hosted in Dubai, they have already embarked with Raytheon on a mid-life hardware upgrade project for its AT3 to further enhance their capability in air traffic management.

## Staff Opinion

DANS shared our experience of challenges to department and staff arising from the transition to a new ATMS. They added that, upon becoming more familiar to operate AT3, their controllers are now so used to AT3 and would not consider moving back to the old system.

## A Fruitful Exchange

The technical visit to DANS is very fruitful. The ATC experts from Dubai have subsequently agreed to join the AT3 users' group, initiated by the CAD, to share operational and technical experience when using the ATMS by Raytheon Company, as well as to enhance users' operations and map out future system implementation, so as to facilitate and expedite the system optimisation in Hong Kong. ATC experts from India and the United States will also take part in the users' group.

## 拜訪杜拜空中航行服務

### 杜拜空中航行服務的背景

杜拜空中航行服務為阿聯酋的四個機場提供空中航行服務，包括獲國際機場協會評定為全球最繁忙國際客運機場的杜拜國際機場、杜拜阿勒馬克圖姆國際機場、艾爾明翰空軍機場和沙迦國際機場，以及杜拜進近控制中心（負責所有在杜拜和阿聯酋北部起飛和降落的航班）。杜拜空中航行服務和香港的民航處一樣，同時提供航空交通工程服務以支援當地的通訊、導航及監察系統、為客戶提供航空情報管理服務，及支援空管運作。

民航處代表團於二〇一七年三月二日拜訪杜拜空中航行服務，是繼二〇一四年四月後，第二次到該處交流。訪問期間，有機會與杜拜空中航行服務的副總裁 Ibrahim Ahli 先生、副營運總裁 Abdulla Al Hashmi 先生、其他高層管理人員和高級技術人員會晤，分享當地於二〇一三年實施一套新航空交通管理系統（航管系統）的經驗、當時的過渡策略、用戶體驗和未來計劃等等。代表團隨後參觀了當地的空管設施，包括杜拜進近控制中心、航空指揮塔、研發室、後備設施和設備室。

杜拜空中航行服務選用的航管系統和香港與印度的相同，都是由雷神公司提供的 AutoTrac III (AT3)，空管人員利用該套航管系統，為杜拜國際機場及阿勒馬克圖姆國際機場提供航空交通管理服務。



DAN's Deputy CEO, Mr Ibrahim Ahli briefs the Director-General of Civil Aviation, Mr Simon Li, on their ATM facilities at the Control Tower. 杜拜空中航行服務副總裁 Ibrahim Ahli 先生在航空指揮塔向民航處處長李天柱介紹當地的空管設施。

### 實施和過渡策略

杜拜空中航行服務以往使用的航管系統相對較為簡單，主要用作情境（雷達）顯示。為了方便培訓和配合過渡至 AT3，當地沒有在二〇一三年啟用新航管系統時，即

時啟用航管系統的所有先進功能，而是循序漸進地分階段實施。一如其他需要處理大量航空交通的空中航行服務提供單位，杜拜空中航行服務採取審慎態度，為過渡至新航管系統而實施了多個星期的空中交通流量管制，同時保留了舊系統三十日作為後備。

### AT3 的運作

杜拜空中航行服務表示 AT3 自啟用以來一直運作暢順。儘管 AT3 在啟用初期出現了一些磨合期的情況，主要牽涉到與其他系統的介面融合，承包商已作出妥善處理。杜拜空中航行服務亦提到，雷達屏幕曾出現與監察目標相關的情況，例如航機位置短暫未能顯示。杜拜空中航行服務認為這是所有航管系統普遍的現象，包括其舊航管系統，並非一個問題。

杜拜空中航行服務對香港同步啟用電子飛行進程單系統和航管系統表示欣賞。當地的航空指揮塔目前使用獨立的電子飛行進程單系統，而杜拜進近控制中心則仍然使用實體紙條，他們表示有興趣到香港向我們取經，以便按計劃在當地實施電子飛行進程單系統。

杜拜空中航行服務目前使用的安全網功能，包括常見的預測衝突警示、衝突警示和許可飛行高度層遵守監測。根據他們的經驗，微調系統功能以達至其最佳表現是一個複雜而漫長的過程，特別是一些涉及與空管人員互動的功能。

杜拜將於二〇二〇年舉辦世界博覽會，預期屆時的航空交通流量將急升。有見及此，杜拜空中航行服務已聯同雷神公司，積極為 AT3 進行中期硬件升級，以進一步提升他們的航空交通管理能力。

### 員工意見

要過渡至一套新的航管系統，杜拜空中航行服務的員工和我們民航處全人一樣面對一定挑戰。隨著空管人員越趨熟習 AT3 的操作，杜拜空中航行服務的空管人員已完全適應 AT3，絕不會考慮重用舊系統。

### 富有成效的交流

民航處今次到訪杜拜空中航行服務的取得豐碩成果，杜拜的空管專家其後答允參與由民航處牽頭成立的一個 AT3 國際用戶平台，連同印度的代表和廣泛使用雷神航管系統的美國專家，分享雷神航管系統的運作和技術經驗，提升用戶的操作、擬定系統未來發展路線圖，以協助香港盡快完成優化系統的工作。

## Department activities 部門活動花絮



2-11.2016

The Civil Aviation Department (CAD) staff actively participated in the Corporate Games organised by the Leisure and Cultural Services Department between February and November 2016. The Corporate Games is a major multi-sport event for employees of private and public sector organisations, and aims to encourage the working population to exercise regularly. A number of prizes were attained by CAD staff in snooker and tennis events. Picture shows colleagues from the Airport Standards Division taking part in the distance run. 民航處人員積極參與康樂及文化事務署為公私營機構員工舉辦的大型綜合運動會——「工商機構運動會」。該活動於於二〇一六年二月至十一月期間舉行，旨在鼓勵在職人士恆常運動，鍛鍊體魄。民航處人員在桌球和網球比賽項目均有贏得獎項。圖示機場安全標準部同事參與長跑比賽。



17.1.2017

Representatives of the tourism sector, led by Legislative Council (LegCo) Member Yiu Si-wing (tenth left), visited the CAD to appreciate more about the advanced functionalities of the new Air Traffic Management System (ATMS). 立法會議員姚思榮（左十）率領本地旅遊業界的代表參觀民航處，並了解新航空交通管理系統（航管系統）的先進功能。



18.1.2017

The ATMS Expert Panel visited the Air Traffic Control Centre to appreciate more about the operations of the new ATMS. 航管系統專家小組參觀航空交通管制中心，進一步了解新航管系統的運作。



19.1.2017

The LegCo Panel on Economic Development conducted a visit to the CAD to better understand the operation of the new ATMS after its full commissioning. 立法會經濟發展事務委員會到民航處了解新航管系統全面運作後的情況。



15.2.2017

The Deputy Director General of the CAAC Department of International Affairs (Office of Hong Kong, Macao and Taiwan Affairs), Mr Ding Ming (fifth right), led a delegation to Hong Kong. During their stay, a meeting was held with DGCA, Mr Simon Li (fifth left), to exchange views on issues of common concern.

中國民用航空局國際司副司長兼港澳台辦公室主任丁明(右五)率領代表團訪港期間，與民航處處長李天柱(左五)會面，雙方就共同關心的議題交換意見。



15.3.2017

The LegCo Public Accounts Committee conducted a visit to the CAD to observe the operation of the new ATMS.

立法會政府帳目委員會參觀民航處，以視察新航管系統的運作情況。



17.3.2017

Colleagues enjoyed themselves at the Spring Cocktail Reception hosted by the Hong Kong Air Traffic Control Association.

香港航空管制協會舉行春節酒會，同事歡聚一堂。



23.3.2017

CAD delegation attended the 2017 Symposium on Civil Aviation Industry Exchanges between China's Mainland, Taiwan, Hong Kong and Macao in Kunming to strengthen the cooperation in civil aviation.

民航處代表團到昆明出席2017年兩岸暨港澳民航交流座談活動，深化民航合作。



27-28.3.2017

The President of the Aeronautical Radio of Thailand Limited (AEROTHAI), Mrs Sarinee ANGUSUSINGHA (second row, ninth left), led a delegation to visit the CAD to study the successful transition of the ATMS in Hong Kong. AEROTHAI is a state enterprise under the Ministry of Transport and Communications providing communication, navigation, surveillance, Air Traffic Management and related services throughout Thailand's Flight Information Region. It is managing 9 Area Control Centres and 37 Air Traffic Control Towers throughout Thailand.

泰國航空無線電公司(AEROTHAI)主席Sarinee ANGUSUSINGHA(後排左九)率領代表團到訪民航處，向民航處順利更換航管系統取經。AEROTHAI是泰國交通部轄下的國營企業，在泰國飛行情報區提供衛星通訊導航及監察、航空交通管理及相關服務，負責管理遍佈泰國不同地區的9個空管中心和37個空管指揮塔。



10.4.2017

The President & CEO, Mr Shinya Katanozaka (third left) of All Nippon Airways paid a courtesy call to the CAD.

全日空航空社長片野坂真哉(左三)禮節性拜訪民航處。



## Secretary for Transport and Housing visits CAD

### 運輸及房屋局局長到訪民航處

The Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung, visited the Civil Aviation Department (CAD) Headquarters on 7 February 2017 to learn more about the operation of the new Air Traffic Management System (ATMS) after its full commissioning since 14 November 2016. He took the opportunity to express his gratitude to the CAD colleagues for their professional performance.

Professor Cheung, accompanied by the Director-General of Civil Aviation, Mr Simon Li, toured the new Air Traffic Control (ATC) Centre and the ATC Tower to understand more about the operation of the new ATMS. Noting

that air traffic services were maintained to be safe and smooth amid a surge in air traffic flow within the Hong Kong Flight Information Region, Professor Cheung said this was the best proof of the outstanding performance of all air traffic controllers and the new ATMS.

He then met with front-line staff of the CAD, including the Chairman and representatives of the CAD Electronics Engineers' Branch of the Hong Kong Chinese Civil Servants' Association and the President and representatives of the Hong Kong Air Traffic Control Association, as well as colleagues of the ATMS project team. Professor Cheung thanked the CAD colleagues

for their dedication in providing efficient air traffic services to the public round-the-clock during the peak air traffic flow periods in last Christmas and New Year as well as the Lunar New Year holidays. Their efforts in handling the record-breaking number of overflights with ease also contributed in enhancing Hong Kong's status as an international aviation hub in the region.

He said that the Transport and Housing Bureau and the CAD will continue to monitor closely the operation of the new ATMS and ensure the system's safety, offering the public and the global aviation industry reliable and quality air traffic management services.

## ATMS Expert Panel publishes interim report

### 航管系統專家小組發表中期評估報告

The Air Traffic Management System (ATMS) Expert Panel set up by the Civil Aviation Department (CAD) published an interim report on teething issues arising from the commissioning of the new ATMS, and the optimisation and fine-tuning work carried out by the CAD on 3 April 2017.

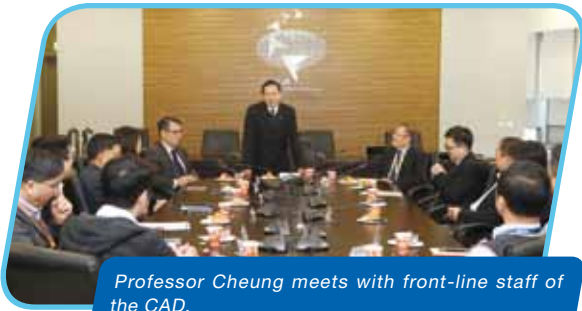
The interim report covered the results of the discussions of the first three meetings and confirmed that, up till the end of February, the new ATMS had been providing safe, reliable and generally smooth air traffic services within the Hong Kong Flight Information Region (HKFIR) and had been compliant with the international safety standard since its full commissioning on 14 November 2016. Although the new ATMS experienced some operational hindrances, the interim report stated that the CAD's staff had handled those occurrences professionally,

as per standing practice, and minimised potential safety risks. The interim report, making comparisons to international best practices and the International Civil Aviation Organization's safety management system process, pointed out that the CAD has in place an effective and established mechanism for responding to different situations occurring after the full commissioning of the new ATMS.

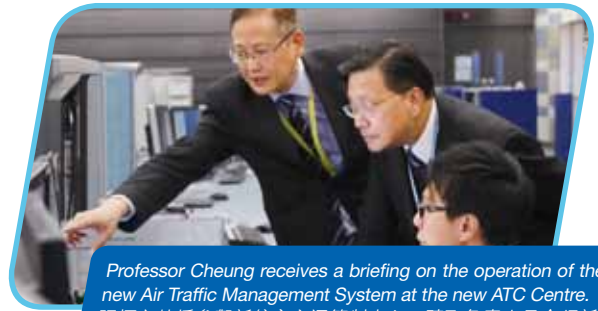
According to the interim report, the ATMS has successfully coped with the challenges of peak traffic demand during the holiday seasons in the end of 2016 and early 2017. The average number of daily air traffic movements handled by the new ATMS increased by 3.75 per cent when compared with the same period a year earlier. It was an assuring indication of the performance of new ATMS as well as the front-line Air Traffic Control (ATC)

staff, the report said. Nevertheless, it noted that the CAD should get prepared for the next round of challenges during the inclement weather and typhoon seasons in the summer of 2017, continue monitoring the performance of the satellite-based Automatic Dependent Surveillance – Broadcast (ADS-B), and further enhance the display of aircraft positions and minimise conflict alert nuisance caused by false targets. Views from the front-line Air Traffic Control Officers (ATCOs) for optimising operational procedures and hardware should be gauged. The interim report also urged the CAD to continue monitoring ATCOs' workload, and to adopt different measures, such as reviewing the break/relief arrangements and providing additional ATC manpower during peak hours/seasons of air traffic, to keep pace with growing air traffic in the longer term.





Professor Cheung meets with front-line staff of the CAD.  
張炳良教授與民航處前線員工代表交流。



Professor Cheung receives a briefing on the operation of the new Air Traffic Management System at the new ATC Centre.  
張炳良教授參觀新航空交通管制中心，聽取負責人員介紹新航空交通管理系統運作情況。

運輸及房屋局局長張炳良教授於二〇一七年二月七日到訪民航處總部，了解新航空交通管理系統（航管系統）自去年十一月十四日全面運作近三個月以來的情況，並就員工的專業表現向他們表達謝意。

在民航處處長李天柱的陪同下，張炳良教授參觀新航空交通管制中心和指揮塔台，以觀察新系統的運作情況。張炳良教授表示，在香港飛行情報區

內航空交通量大幅增加的情況下，民航處仍然保持航空交通服務安全和暢順有序，是全體空管人員和新航管系統良好表現的最佳證明。

他其後與民航處前線員工代表交流，包括香港航空交通管制人員協會會長及代表、香港政府華員會民航處電子工程師分會主席及代表，以及處內負責空管系統項目的專責小組同事。張炳良教授感謝部門人員不分晝夜、堅守崗位，在過

去的聖誕新年和農曆新年假期航班高峰期，不但為香港的市民大眾提供高效的航空交通服務，同時亦妥善處理了破紀錄的過境航班，提升香港作為區內國際航空樞紐的地位。

他表示，運輸及房屋局和民航處會繼續密切監察新航管系統的運作，盡全力確保新系統的安全性，為香港市民和國際航空業提供可靠和優質的航空交通管理服務。

The interim report is available on the CAD's website: [www.cad.gov.hk/english/reports.html](http://www.cad.gov.hk/english/reports.html).

The expert panel's terms of reference are to provide objective and expert advice to the Director-General of Civil Aviation on teething issues arising from the commissioning of the new ATMS and the necessary optimisation work, and to share with the CAD international experience and best practices in relation to the long-term optimisation of the new ATMS. The members have been appointed for a one-year term till 30 November 2017. The expert panel members will continue to meet from time to time to offer advice on the necessary optimisation work of the new ATMS. A final report will be published by November 2017.

民航處成立的航空交通管理系統（航管系統）專家小組於二〇一七年四月三日就民航處全面啟用新航管系統後出現的情況及所進行的優化和微調工作發表中期評估報告。報告涵蓋專家小組首三次會議的成果，確認新航管系統自去年十一月十四日全面啟用至今年二月底，一直按照國際安全標準為進出香港飛行情報區的

航班提供安全、可靠和總體暢順的航空交通管理服務。報告指出，新航管系統在磨合期確曾出現一些不順暢的情況，但民航處的員工憑藉專業訓練和經驗，按既定程序有效和妥善地處理有關情況，沒有影響航空安全。報告亦指出，民航處已有一套有效而既定的機制處理系統過渡後出現的不同情況，符合國際最佳做法和國際民航組織的安全管理系統程序。

報告指出新航管系統順利克服二〇一六年底和二〇一七年初節日假期航空交通流量高峰帶來的挑戰，新航管系統全面投入運作後，平均每日處理的航機數量較前一年同期上升3.75%，肯定了新航管系統和前線空管人員的表現。雖然如此，報告提醒民航處必須為二〇一七年夏天時的惡劣天氣和颱風季節做好準備；繼續密切監察衛星導航監察技術的表現，進一步改善雷達顯示屏幕上有關航機影像的現象和減少因錯誤目標而觸發的警示，並在優化運作程序和硬件的過程中繼續諮詢前線空管人員的意見。報告亦督促民航處繼續留意空管人員的工作量，並應當試透過檢討小休的不同安排和在航空交通高峰時段增加人手等措施，配合長遠航空交通的增長。



The expert panel members comprise local representatives Mr Warren Chim (left), Professor Man Hau-chung (second left) and Mr Albert Lam (third left), as well as the President of the National School of Civil Aviation in France, Mr Marc Houalla (second right), and the Chairman of the ICAO Asia Pacific Regions Air Traffic Management Sub-Group, Mr Kuah Kong Beng (right), as overseas representatives.  
專家小組成員包括本地代表詹永年（左一）、文効忠教授（左二）、林光宇（左三），以及海外代表法國國立民用航空學院校長 Marc Houalla（右二）和國際民航組織亞太地區的航空交通管理小組主席柯冠名（右一）。

中期評估全文已上載至 [www.cad.gov.hk/chinese/reports.html](http://www.cad.gov.hk/chinese/reports.html)。

專家小組的職權範圍包括向民航處處長就民航處全面啟用新航管系統後所遇到的問題及所須進行的優化工作，提供客觀及專業意見；並就新航管系統的長遠優化工作，與民航處分享國際經驗和最佳做法。專家小組的任期為一年，至二〇一七年十一月三十日。在餘下的任期內，專家小組會繼續不時進行會面，就優化和微調新航管系統的工作提供意見，於本年十一月底任期完結時，發表總結報告。

# CAD Newsmakers

## 同事動向

### Welcome to the newcomer 歡迎新同事

Mr Leung Shing-hin	Assistant Clerical Officer	梁承軒先生	助理文書主任
Mr Quinn Ian Douglas	Senior Operations Officer	關奕賢先生	高級民航事務主任
Miss Kung Wing-fai, Bonnie	Clerical Assistant	龔穎輝女士	文書助理
Mr Chan Ngan-tin	Air Traffic Control Officer III	陳雁天先生	三級航空交通管制主任
Mr Cheng Shing-lun	Air Traffic Control Officer III	鄭承麟先生	三級航空交通管制主任
Miss Ma Yim-shan	Air Traffic Control Officer III	馬艷珊女士	三級航空交通管制主任
Miss Pong Yin-chi	Assistant Clerical Officer	龐延芝女士	助理文書主任
Mr Cheung Ka-lok	Assistant Clerical Officer	張家樂先生	助理文書主任

### Farewell to those leaving 再見好同僚

Miss Kam Hau-sze, Fiona	Air Traffic Control Officer II	甘巧思女士	二級航空交通管制主任
Mr Leonczek Mark Richard	Senior Operations Officer	李安澤先生	高級民航事務主任
Miss So Wai-yee	Assistant Clerical Officer	蘇慧兒女士	助理文書主任
Mr Yip Ka-keung, Kris	Assistant Clerical Officer	葉家強先生	助理文書主任
Mr Wong Chin-sing	Assistant Clerical Officer	黃千乘先生	助理文書主任
Mr Cheung Hok-wing	Office Assistant	張學榮先生	辦公室助理員
Ms To Mei-ching, Doris	Assistant Clerical Officer	涂美清女士	助理文書主任
Mr Ng Chun-shing	Motor Driver	吳春誠先生	汽車司機
Miss Chiu Hiu-wah	Office Assistant	趙曉華女士	辦公室助理員



Mr Ng Man-to (first left) and Miss Ku Man-yan (first right)  
吳文韜(左一)和顧文恩(右一)



Mr Lau Lai-sang (right)  
劉禮生(右)



Mr Wong Tat-ming (left)  
汪達明(左)



Mr Ngai Man-ki, Stephen (right)  
倪文基(右)

### Congratulations to the newly promoted 恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Mr Ng Man-to	Air Traffic Flight Services Officer I	20.9.2016	吳文韜先生	一級航空交通事務員	20.9.2016
Miss Ku Man-yan	Air Traffic Flight Services Officer I	20.9.2016	顧文恩女士	一級航空交通事務員	20.9.2016
Mr Lau Lai-sang	Chief Aeronautical Communications Supervisor	24.2.2017	劉禮生先生	總航空通訊主任	24.2.2017
Mr Wong Tat-ming	Chief Air Traffic Control Officer	4.1.2017	汪達明先生	總航空交通管制主任	4.1.2017
Mr Ngai Man-ki, Stephen	Senior Supplies Officer	29.9.2016	倪文基先生	高級物料供應主任	29.9.2016



Mr Au Yeung Kiu-chi (second left) and Mr Lo Koon-wai (second right)  
歐陽喬治 (左二) 和羅貫維 (右二)



Miss Chu Wing-yi (second left), Mr Choi Lai-hong (second right), Clarence and Mr Chu Kwun-pok (first right)  
朱詠兒 (左二)、蔡禮匡 (右二) 和朱君璞 (右一)



Mr Chan Kwun-ho (second left) and Mr Liu Ting-chun (first right)  
陳冠濠 (左二) 和廖廷峻 (右一)



Mr Chiu Chak-keung (third left), Mr Chan Hon-bong (second left), Mr Lau Ho-lun (third right) and Miss Chan Sze-ki (second right)  
趙澤強 (左三)、陳漢邦 (左二)、劉暉麟 (右三) 和陳思琪 (右二)



Mr How Sze-lung (second left) and Mr Li Wai-lung (second right)  
侯思龍 (左二) 和李偉隆 (右二)

Mr Lo Koon-wai	Air Traffic Control Officer II	13.9.2016	羅貫維先生	二級航空交通管制主任	13.9.2016
Mr Au Yeung Kiu-chi	Air Traffic Control Officer II	13.9.2016	歐陽喬治先生	二級航空交通管制主任	13.9.2016
Miss Chu Wing-yi	Air Traffic Control Officer II	13.9.2016	朱詠兒女士	二級航空交通管制主任	13.9.2016
Mr Choi Lai-hong, Clarence	Air Traffic Control Officer II	13.9.2016	蔡禮匡先生	二級航空交通管制主任	13.9.2016
Mr Chu Kwun-pok	Air Traffic Control Officer II	13.9.2016	朱君璞先生	二級航空交通管制主任	13.9.2016
Mr Chan Kwun-ho	Air Traffic Control Officer II	13.9.2016	陳冠濠先生	二級航空交通管制主任	13.9.2016
Mr Liu Ting-chun	Air Traffic Control Officer II	13.9.2016	廖廷峻先生	二級航空交通管制主任	13.9.2016
Mr Lau Ho-lun	Air Traffic Control Officer II	13.9.2016	劉暉麟先生	二級航空交通管制主任	13.9.2016
Mr Chan Hon-bong	Air Traffic Control Officer II	13.9.2016	陳漢邦先生	二級航空交通管制主任	13.9.2016
Miss Chan Sze-ki	Air Traffic Control Officer II	13.9.2016	陳思琪女士	二級航空交通管制主任	13.9.2016
Mr Chiu Chak-keung	Senior Air Traffic Flight Services Officer	5.9.2016	趙澤強先生	高級航空交通事務員	5.9.2016
Mr How Sze-lung	Electronics Engineer	31.8.2016	侯思龍先生	電子工程師	31.8.2016
Mr Li Wai-lung	Electronics Engineer	31.8.2016	李偉隆先生	電子工程師	31.8.2016
Mr Kwong Tak-cheong	Senior Operations Officer	24.6.2016	鄺德昌先生	高級民航事務主任	24.6.2016
Mr Wai Siu-fan, Frank	Senior Operations Officer	24.6.2016	衛兆勳先生	高級民航事務主任	24.6.2016
Mr Ng Kei-cheung, Dominic	Senior Operations Officer	6.12.2016	吳淇祥先生	高級民航事務主任	6.12.2016

### Best wishes to the retiree 願退休生活愉快

Ms Kwong Po-fung, Queenie	Air Traffic Flight Services Officer I	鄺寶鳳女士	一級航空交通事務員
Mr Lung Kai-wing, Raymond	Senior Air Traffic Flight Services Officer	龍啟榮先生	高級航空交通事務員



## DGCA mourns passing of former DGCA Mr Norman Lo

### 民航處處長對前處長羅崇文逝世表示哀悼



The Director-General of Civil Aviation (DGCA), Mr Simon Li, and the staff of the Civil Aviation Department (CAD) were sorry to learn that the former DGCA, Mr Norman Lo, passed away in March 2017.

The CAD staff and the aviation industry have expressed condolences through the memorial corner set up at the CAD Headquarters between 30 March and 9 April.

Mr Lo joined the CAD as a Student Air Traffic Control Officer in 1977 and was appointed as DGCA in April 2004. Throughout some 40 years of service for the CAD, Mr Lo took an active part in developing Hong Kong into an international aviation centre and air logistics hub.

民航處前處長羅崇文今年三月不幸病逝，民航處處長李天柱及各同事深表難過和惋惜。



民航處於三月三十日至四月九日在民航處總部設立追思角。民航處人員和航空業界藉此弔唁並表達對羅崇文的思念。

羅崇文於一九七七年加入民航處任職見習航空交通管制主任，並於二〇〇四年四月起出任民航處處長。他在民航處服務近四十年間，積極參與發展香港成為一個國際航空中心及空運物流樞紐。

#### Editor's notes

The CAD Link is going to expand from two to three issues per annum starting from this year to provide readers with more timely and updated news related to the CAD and the aviation industry.

CAD Link is published by the Civil Aviation Department of the Hong Kong Special Administrative Region Government. For enquiry and subscription, please contact the Public Relations Office of CAD:

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#### 編者按

民航處通訊由今年起會由一年兩冊增加至三冊，讓讀者掌握更多有關民航處和民航業的最新資訊。

《民航處通訊》由香港特別行政區政府民航處出版。如欲查詢或索閱，請聯絡民航處公共關係組：

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