

航空情報中心取得 ISO 9001 認證 Aeronautical Information Centre Acquiring ISO 9001 Certification

航空資料發佈主任李淑儀 (航空交通部)
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總電子工程師 (技術及發展) 王炳輝接受香港認證服務有限公司總裁張景來 (左) 頒發 ISO 9001 品質管理證書。

Mr P F Wong, Chief (Technical and Development), was presented with the ISO 9001 certificate from Mr Raymond Cheung (left), Chief Executive of the Hong Kong Certification Services Limited.

二〇〇七年十二月十三日，航空交通部 (管理部) 轄下航空情報中心 (中心) 取得國際標準化組織 (ISO) 9001:2000 品質管理體系標準認證，標誌管理部工作一個重要的里程碑，也是該部技術組人員及中心全體人員一年來努力不懈的成果。

國際民用航空組織 (國際民航組織) 《附件15》規定，航空當局須為轄下航空情報服務推行品質管理體系。該附件又建議，為此建立的品質管理體系，應符合 ISO 9000 系列的品質保證標準，並經認可機構檢定。國際民航組織亞太區航空情報的實施專責小組最近調查發現，在 40 個成員國中，五個成員國的航空情報服務主管當局已取得 ISO 9001 認證，另外九個正籌備認證事宜。

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為確保航空交通管理運作安全而有效率，本處必須收集及處理航空情報，然後向航空交通管理系統、各航空公司及外國飛行情報區發放。為此，中心自二〇〇五年起採用符合國際民航組織《附件11》的安全管理系統程序，務求確保飛行安全，並且不斷求進。透過持續改善措施，提供具有質量保證的航空情報服務，對於現有及日後航空交通管理系統而言都能起到極大的推動作用。因此，本處在二〇〇六年年底決定提昇中心的品質控制流程，以期在二〇〇七年年底符合ISO 9001的要求。

二〇〇七年一月，本處開展ISO 9001認證的專案計劃，導入ISO 9001品質管理體系的方法，以協調方式監督和管理中心各項服務及職能，從而加強中心現行的品質管理體系。中心的品質管理範圍涵蓋國際民航組織成員國提供航空情報服務的責任，以及航空交通管理部在本港的其他工作。中心的服務範圍包括：

- (a) 在香港飛行情報區內提供航空情報服務；
- (b) 收集飛行計劃電報，供航空交通服務系統進一步處理；以及
- (c) 編製在香港飛行情報區內提供航空情報服務及航空交通服務的作業手冊。

專案小組由總電子工程師（技術及發展）王炳輝領導，成員計有高級民航事務主任（技術）王鎮東、民航事務主任趙偉祥、劉敬修，以及筆者。

本處通過公開招標的採購程序，於二〇〇七年一月委聘一家政府認可的認證機構為專案小組提供培訓，並評估中心的品質管理體系。工作計劃開展之初，認證機構進行差距分析，研究



ISO 9001 認證彰顯了航空情報中心致力提供優質服務及持續改善服務的決心。
The ISO 9001 certification shows the commitment of the Aeronautical Information Centre to providing quality services and striving for continual improvement.

品質管理體系／培訓文件及作業紀錄，同時外部審查員與本處人員會晤，以便確定當時的體系與ISO 9001標準相異之處。二〇〇七年五月，專案小組為中心編製新的品管手冊，並調查客戶對本處航空情報服務的滿意程度。二〇〇七年七月九日，中心正式採用經改良的品質管理體系。

二〇〇七年八月，外部審查員及航空交通管理部的認可審查員相繼完成預習審查。專案小組根據審查結果，確定需要再作修正的地方，以符合ISO 9001認證準則。根據ISO 9001以客為本的原則，本處推行的品質控制計劃側重安全管理，蒐集有關客戶需求的資料以及衡量客戶滿意程度的工作有所不足。為達到要求，小組革新文件編製、紀錄、客戶調查、數據分析、員工培訓及管理層／員工會議等範疇的規劃和流程。

ISO 9001指定的管理檢討，是認證的重要準則，中心的管理人員需與前線人員攜手合作，顯示有能力尋求優化機會，按照以客為本的原則，改善及革新品質管理體系。二〇〇七年十月，一切所需文件備妥，各項改善及內部審查工作亦告完成，首次管理檢討會議隨即於二〇〇七年十一月六日

召開。管理層與員工代表一起商討員工培訓、資源分配、客戶意見等事宜，並建議改善運作的方法。會議會定期舉行，以便檢討有待改善之處。

認證評估工作於二〇〇七年十一月十四、十六日進行。認可認證機構詳細審查中心的運作以及文件後，評定中心完全符合ISO 9001的要求，同事的努力取得了成果。認證三年有效，其間外界審查員每年都會到中心視察。

為使中心順利轉用新的品質管理體系，中心為所有合資格的人員提供一套電腦輔助訓練課程，以便學習ISO 9001品質管理方法，並認識中心的品質管理體系特定的程序。管理部現正籌備其他學習計劃，提名人員參加外界舉辦的ISO 9001培訓課程或研討會，學習在航空情報服務以外的範疇應用品質管理原則，從而培養注重品質的文化。

身為ISO項目小組的核心成員，我發覺日常工作如採用符合ISO 9001要求的品質管理體系，中心及同事都會受惠，當中的效益包括：

- (a) 改進中心規劃和運作的架構安排、品質指標、過程、程序及持續改善的方法；
- (b) 推廣以客為本的精神；
- (c) 激勵中心人員充分參與，實踐品質指標；
- (d) 精益求精，甚而超越客戶期望；及
- (e) 民航處提供的優質航空情報服務獲國際認許。

取得ISO 9001 認證後，本處在新民航處大樓項目下推行航空情報服務，會更著重以客為本，並進一步電腦化。航空公司使用中心的新服務，將更方便快捷。具有質量保證的航空資訊是數據式航空情報服務的核心，也是本處即將推行的航空情報管理策略的關鍵。這項服務配合本處的安全管理系統以及取得ISO 9001 認證的品質管理體系，會繼續為本處的航空交通管理系統及業務伙伴提供適時而準確的運作數據。中心的人員會準備就緒，迎接不斷轉變的挑戰，確保航空情報暢達無阻，以維持安全、穩定、有效率的國際航空服務。

December 12, 2007 was a milestone for Air Traffic Management Division (ATMD) when certification to the International Organisation for Standardisation (ISO) 9001:2000 Quality Management Systems Standard was awarded to our Aeronautical Information Centre (AIC). The achievement was the result of a whole year of hard work by the ATMD Technical Section and all AIC staff.

ICAO Annex 15 requires the implementation of a quality system in the provision of Aeronautical Information Services (AIS). It also recommends that the quality system so established should be in conformity with the ISO 9000 series of quality assurance

standards and certified by an approved organisation. From a recent survey conducted by the ICAO Aeronautical Information Implementation Task Force in the Asia-Pacific Region, among 40 member states five AIS authorities had been ISO 9001 certified, while nine were planning the certification.



ISO 9001 認證確認了航空情報中心的品質管理系統，符合相關標準。The certificate attests that the Quality Management System set up by the Aeronautical Information Centre has met the requirements of the ISO 9001 Standard.

To ensure safe and efficient Air Traffic Management (ATM) operations, aeronautical information must be acquired, processed and disseminated to our ATM systems, airline operators and overseas Flight Information Regions (FIR). To accomplish the tasks and strive for safety and continuous enhancement, the AIC has adopted Safety Management System (SMS) procedures in compliance with ICAO Annex 11 since 2005. Through continual improvement initiatives, the provision of quality assured AIS was recognised as a key enabler of the present and future ATM systems. In this regard, in late 2006, we decided to upgrade our AIC quality control processes to meet ISO 9001 requirements with a target date of completion by the end of 2007.

The Project Plan for ISO 9001 Certification was launched in January 2007. The project was to enhance the existing AIC Quality Management System (QMS) through adopting the ISO 9001 QMS methodology for directing and controlling of all AIC services and functions in a coherent manner. The extent of AIC quality management encompasses the ICAO AIS state responsibilities as well as other

ATMD local tasks. The scope of our AIC services covers:

- (a) Provision of AIS within the Hong Kong FIR;
- (b) Acceptance of flight plans for further processing in the Air Traffic Services (ATS) systems; and
- (c) Production of instruction manuals for delivering AIS and ATS within the Hong Kong FIR.

The Project Team was headed by Mr P F Wong, Chief (Technical and Development). Team members included Mr C T Wong, Senior Operations Officer (Technical), Mr Matthew Chiu and Mr Elisha Lau, Operation Officers, and myself.

In January 2007, subsequent to an open tender procurement exercise, a government accredited certification body was engaged to conduct the training of the project team and the assessment of our QMS. The project was kicked off with a gap analysis to identify differences between the QMS at the time and the ISO 9001 Standard by examining system/training documents and operational records, and interviewing staff by the external auditors. A new AIC Quality Manual was developed by the Project Team and a



航空情報中心的服務包括為香港飛行情報區內的航班提供航空資料。

The scope of AIC services includes the provision of Aeronautical Information Services within the Hong Kong Flight Information Region.

customer satisfaction survey on our AIS was conducted in May 2007. The enhanced AIC QMS has been officially in service since July 9, 2007.

Preparatory audits commencing in August 2007 were conducted both by the external auditors and our own ATMD approved auditors. Given the audit results, areas requiring further tuning to fulfil the ISO 9001 certification criteria were identified. Applying the ISO 9001 principle of customer focus, it was noted that the aspects of collecting customer needs and measuring customer satisfaction were not adequately covered in our quality assurance scheme which had been more safety management oriented. In that connection, new documentation, records, customer survey, data analysis, staff training and management/staff meeting were undertaken to address the requirements.

The Management Review stipulated by ISO 9001 was a key certification criterion. It required AIC management and operational staff joining together to demonstrate the capability of seeking opportunities for improvement and the need for changes to the QMS with a customer focus. When all necessary

documentation, improvements and internal audits had been completed in October 2007, the first Management Review Meeting was held on November 6, 2007. Management and staff representatives met to discuss issues on staff training, resource allocation, customer feedback, etc. and recommended actions for operational enhancements. The meeting will be conducted regularly to review areas requiring improvement.

The Certification Assessment took place on November 14 and 16, 2007. The hard work paid off and our full conformity with ISO 9001 requirements was endorsed by the accredited certification body after a thorough examination of our AIC operations and documentation. The certification is valid for three years and there will be annual surveillance visits by the external auditors.

To assist the successful transition into the new QMS, all AIC qualified staff was given an e-Learning Package on the ISO 9001 quality management methodology and specific procedures of the AIC QMS. Further learning programme is being prepared for nominated staff to attend external ISO 9001 training courses or seminars on quality management

principles applicable beyond the AIS so as to foster a quality culture.

Being a core member of the ISO Project Team, I see the following benefits to AIC and colleagues arising from the introduction of the ISO 9001 compliant QMS in the operations:

- (a) Enhancing organisation arrangement, quality objectives, processes, procedures and continual improvement methods applicable to the planning and operation of the AIC;
- (b) Promoting customer focus;
- (c) Motivating full involvement of AIC staff to achieve quality objectives;
- (d) Realising continual improvement to exceed customer expectation;
- (e) Achieving international recognition of CAD's provision of a quality assured AIS.

Following ISO 9001 Certification, we shall be able to implement under the new CAD Building project, a more customer oriented and computerised aeronautical information services. The new AIC services will be more accessible to airline operators. As a core source of quality assured aeronautical information which will be the linchpin of the forthcoming Aeronautical Information Management strategy, our data-driven AIS, complemented with our SMS and the ISO 9001 certified QMS, will continue to provide our ATM systems and our business partners with timely and accurate operational data. Our AIC staff will be well placed to embrace the ever changing challenges of ensuring the seamless flow of information necessary for the safety, regularity and efficiency of international air navigation.

蒙特利爾國際民航組織大會第36屆會議

The 36th Session of ICAO Assembly in Montreal

譚禮漢助理處長（計劃）

by Mr Anthony Tam, Assistant Director-General of Civil Aviation (Project)

二〇〇七年九月十八至二十八日，民航處處長羅崇文和五位由各分部委派的同事，以中國代表團成員身份，出席加拿大蒙特利爾國際民航組織總部舉行的國際民航組織大會第36屆會議。

大會有179個締約國和44個觀察員代表團出席，與會代表合共1 488人。中國代表團由中國民用航空總局副局長楊國慶率領，一行約30人，成員來自內地、香港和澳門的代表。

大會討論的議程項目共62項，涵蓋林林總總的主題，由技術、法律事宜，以至行政和財政問題。大會亦通過了國際民航組織二〇〇八至二〇一〇年的工作綱領和財政預算。

62項議程項目中，行政、財政和選舉事宜約佔半數，其餘項目涉及航空安全和保安、航空導航和環境保護、航空運輸政策，以及各項與航空相關之經濟、疾病防控和法律事宜。國際民航組織秘書處、成員國和國際航空組織，向大會提交371份工作文件，供與會人士討論。

選舉理事國

議程的一個重要環節是選舉理事國。國際民航組織由大會、限定理事國數目的理事會，以及秘書處組成，最高

層人員為理事會主席和秘書長。理事會由大會選出的36個國家組成，任期三年，負責執行國際民航組織的監管職能。理事國按以下準則推選：

- 在航空運輸方面舉足輕重的國家
- 在提供航空設施方面有最大貢獻的國家
- 當選國家可確保世界各主要地區在理事會中均有代表

經三輪投票後，以下國家當選理事會成員：

阿根廷	澳大利亞
巴西	喀麥隆
加拿大	中國
多米尼加共和國	厄瓜多爾
埃及	薩爾瓦多
法國	德國
加納	冰島
印度	意大利
日本	馬來西亞
墨西哥	納米比亞
尼日利亞	大韓民國
羅馬尼亞	俄羅斯聯邦
沙特阿拉伯	西班牙
新加坡	南非
瑞士	突尼西亞
烏干達	阿拉伯聯合酋長國
英國	美國
烏拉圭	委內瑞拉

大會討論了不少議題，特此摘錄一些備受關注的議題，供各位參閱：

檢查液體、凝膠和噴霧類物品的保安管制指引

鑑於實施檢查液體、凝膠和噴霧類物品這項保安措施的國家越來越多，所以有迫切需要協調各國做法，便利乘客在機場過境。國際民航組織理事會接獲指示，每當民航面對新威脅，須因應迫切及緊急的程度處理，務求減少因混亂、推行或詮釋所需措施不一致而令航程受到不必要的干擾。



羅崇文處長與中國駐國際民航組織代表馬濤（左）及澳門民航局局長陳穎雄（右）出席大會。

Mr Norman Lo, DGCA, with Mr Ma Tao (left), Representative of China on the Council of ICAO, and Mr Chan Weng Hong (right), President of Civil Aviation Authority of Macao, at the Assembly.

普遍保安審計計劃

理事會匯報，自二〇〇二年開展普遍保安審計計劃以來，已進行了169次航空保安審計和77次跟進訪問。事實證明，審計有助找出和解決航空保安問題。分析顯示，由初次審計至跟進訪問期間，大多數國家實施《附件17標準》的平均比率顯著增加。理事會接獲指示，在兼顧締約國需要知道尚未解決的保安問題，與避免公眾掌握敏感保安資料的情況下，考慮稍為提高航空保安審計結果的透明度。

普遍安全監督審計計劃

自二〇〇五年一月採用全面的系統方法以來，截至二〇〇七年七月三十一日，已進行了61次審計。安全監督審計以六年為一周期，現行周期會延續至二〇一〇年年底結束。與此同時，國際民航組織已開始探討該計劃在二〇一〇年之後的路向，務求採用更積極主動的方法，以及更有效運用該計劃的資源。國際民航組織會研究各個方案是否可行，例如按照普遍安全監督審計計劃的基本原則，為該計劃在二〇一〇年之後的施行，制訂包含分析安全風險因素的持續監察計劃。

飛機噪音

若干締約國強調需要檢討部分國家或



國際民航組織大會第36屆會議在加拿大蒙特利爾舉行。

The 36th Session of the ICAO Assembly was held in Montreal, Canada.



羅崇文處長、中國民航總局副局長楊國慶（中）與民航處同事於晚宴上合照。
Mr Norman Lo, DGCA, with Mr Yang Guoqing (middle), Vice-Minister of CAAC, and CAD colleagues at a dinner reception.

機場實施的夜航限制。全球航空運輸不斷增長，夜航限制對航空交通流量造成負面影響，令有關機場的航班延誤和擠塞情況加劇。國際民航組織航空環境保護委員會已著手研究機場限制噪音的問題，此事已納入平衡噪音管理項下，以便處理。

飛機廢氣

有關減輕飛機引擎廢氣污染的工作已經展開，但歐洲聯盟（歐盟）認為單憑技術措施，不足以解決問題，還需要市場措施配合。歐盟最近決定，由二〇一一年一月一日起，把航空廢氣納入排污交易計劃。對於這項安排，大部分代表重申，國際民航組織應在雙方同意的情況下才實施國際航空排污交易計劃。有鑑於此，大會促請各締約國，除非與另一國家達成協議，否則不應對該國的航空公司實施排污交易計劃。大會要求理事會設立國際航空與氣候變化小組，成員包括各地區的高層官員代表，制訂國際航空與氣候變化的積極行動方案，並向理事會提交建議。

英語能力要求

大會了解到，部分締約國未能在二〇〇八年三月五日或之前達到國際民航組織訂立的英語能力要求，遂通過決議，促請締約國：

- (i) 對於未能符合英語能力要求的飛行員在其領空飛行，豁免有關要求，由二〇〇八年三月五日生效日期起計算，為期不超過三年，但條件是簽發飛行員執照或批准飛行員執照有效的締約國，要讓其他締約國得知有關將會實施計劃的詳情；以及
- (ii) 不限制本身國家從事商業或一般航空運作的航空公司，進入航空交通管制

人員或無線電通訊員英語能力尚未符合要求的其他締約國所管轄或負責的空域，由二〇〇八年三月五日生效日期起計算，為期不超過三年，但條件是這些國家要讓其他締約國得知有關將會實施計劃的詳情。

預期香港的航空管制人員和飛行員，可以在二〇〇八年三月五日或之前達到國際民航組織有關英語能力的要求。

有關各項議程的工作文件和報告全文，可瀏覽國際民航組織網頁 www.icao.int。

Mr Norman Lo, DGCA, and five CAD colleagues, nominated from various Divisions, attended the 36th Session of the ICAO Assembly as members of the Chinese delegation on September 18-28, 2007 in ICAO Headquarters, Montreal, Canada.

Present in the Assembly were 179 contracting states and 44 Observer Delegations with 1 488 participants in total. The Chinese delegation was led by Mr Yang Guoqing, Vice-Minister, General Administration of Civil Aviation of China (CAAC). He was supported by some 30 delegates respectively from the Mainland, Hong Kong and Macao.

There were a total of 62 agenda items covering a wide spectrum of subjects ranging from technical and legal matters to administrative and financial issues. The Assembly also approved the work programme and budget of the Organisation for the period 2008-2010.

About half of the 62 Agenda items were

on administrative, finance, and election matters. The other agenda items were on aviation safety and security, air navigation and environmental protection, air transport policies, and various economic, medical and legal aviation issues. To provide material for discussion, there were 371 Working Papers submitted to the Assembly by the ICAO Secretariat, member states and aviation-related international organisations.

Election of Council Members

One of the highlights of the agenda was election of Council members. ICAO is made up of an Assembly, a Council of limited membership and a Secretariat. The chief officials are the President of the Council and the Secretary General. The Council is the governing body of ICAO and it composes of 36 states to be selected by the Assembly for a three-year term. Council members are chosen in accordance with the following criteria:

- States of chief importance in air transport
- States that make the largest contribution to the provision of facilities for air navigation
- States whose designation will ensure that all major areas of the world are represented.

After three rounds of voting, the following states were elected into the Council:

Argentina	Australia
Brazil	Cameroon
Canada	China
Dominican Rep	Ecuador
Egypt	El Salvador
France	Germany
Ghana	Iceland
India	Italy
Japan	Malaysia
Mexico	Namibia
Nigeria	Rep of Korea
Romania	Russian Federation
Saudi Arabia	Spain
Singapore	South Africa
Switzerland	Tunisia
Uganda	United Arab Emirates
United Kingdom	USA
Uruguay	Venezuela

Amongst the massive discussion that made by the Assembly, a few items of interest are extracted for sharing by readers and summarised below:

Security Control Guidelines for Screening liquids, aerosols and gels (LAGs)

With more and more countries implemented the security measures on LAGs, it is realised that there is an urgent need for harmonising the practice internationally, thus facilitating transfer of passengers at airports. The ICAO Council was therefore directed to act with the requisite urgency and expedition to address new and emerging threats to civil aviation, with a view to mitigate unnecessary disruption to air travel as a result of confusion or inconsistent implementation or interpretation of necessary measures.

Universal Security Audit Programme (USAP)

The Council reported that 169 aviation security audits and 77 follow-up missions have been conducted since the commencement of the Universal Security Audit Programme (USAP) in 2002. The audits have proven to be instrumental in the ongoing identification and resolution of aviation security concern. Analysis revealed that the average implementation rate of Annex 17 Standards in most States has increased markedly between the period of the initial audit and the follow-up mission. The Council was directed to consider the introduction of a limited level of transparency with respect to aviation security audit results, balancing the need for States to be aware of unresolved security concerns with the need to keep sensitive security information out of the public realm.

Universal Safety Oversight Audit Programme (USOAP)

Since the adoption of the comprehensive systems approach in January 2005, 61 audits had been conducted as of July 31, 2007. The current six-year cycle of safety oversight audits will extend through the end of 2010. In the meantime, ICAO has already started

looking at the future of the Programme beyond 2010, with a view to adopting a more proactive approach and making more effective and efficient use of the resources made available to the Programme. A study will be conducted on the feasibility of various options, such as the development of a continuous monitoring programme (CMP) that would include the analysis of safety risk factors for the evolution of USOAP beyond 2010, while adhering to the fundamental principles of USOAP.

Aircraft Noise

Several States highlighted the need for a review of night curfew restriction imposed in some States or airports. With the growth of global air transport, such restriction would have negative impact on flow of air traffic and would result in further increase delays and congestion at those airports. The ICAO Committee on Aviation Environmental Protection (CAEP) has already undertaken a study of airport noise curfews and this subject is being addressed as part of the balanced approach to noise management.

Aircraft Emission

Whilst work is underway to lower the contamination effect caused by aircraft engine emissions, the European Union (EU) considered that technical measures would not be sufficient to address the problems and the recourse to market-based measures was necessary. The EU had recently decided to include aviation in the Emissions Trading Scheme as from January 1, 2011. In response, the majority of delegations re-stated their views that ICAO should only implement emissions trading for international aviation on the basis of mutual agreement. The Assembly therefore urged States not to implement an emission trading scheme on other States' aircraft operators except on the basis of mutual agreement. The Assembly requested the Council to form a new group on International Aviation and Climate Change composed of senior government officials representative of all ICAO regions, with purpose of developing and recommending to the Council an aggressive Programme of



譚禮漢助理處長（計劃）（右）與高級民航事務主任王麗芬（左）探訪中國駐國際民航組織理事會代表處顧問馮志榮。

Mr Anthony Tam (right), Assistant Director-General of Civil Aviation (Project), and Miss Alison Wong (left), Senior Operations Officer, visited the office of Mr Alva Fung, Adviser to Permanent Mission of China to ICAO.

Action on International Aviation and Climate Change.

English Language Proficiency Requirement (ELPR)

Recognising that there are States not able to meet the ICAO ELPR by March 5, 2008, the ICAO Assembly passed a resolution urging:

- (i) States to waive the requirement in the airspace under their jurisdiction for pilots who do not yet meet the ICAO ELPR, for a period of not exceeding three years after the applicability date of March 5, 2008, provided that the States which issued or rendered valid the pilot licences have made their implementation plans available to all other States; and
- (ii) States not to restrict their operators, conducting commercial or general aviation operations, from entering the airspace under the jurisdiction or responsibility of other States where air traffic controllers or radio station operators do not yet meet the ELPR for a period not exceeding three years after the applicability date of March 5, 2008, provided that those States have made their implementation plans available to other States.

In Hong Kong, both the air traffic controllers and pilots will be able to meet the ICAO ELPR by March 5, 2008.

Full contents of the working papers and reports on the discussion of various agenda items are available in the ICAO Website www.icao.int.

部門活動花絮 Department Activities

15-16.10.2007



梁煥然助理處長（工程及系統）（前排中）在杭州主持第三屆港、澳及內地飛行校驗研討會。

Mr W Y Leung (front middle), Assistant Director-General (Engineering and Systems), chaired the 3rd Annual Hong Kong, Macao and Mainland Flight Calibration Review Meeting in Hangzhou.

25.10.2007



美國運輸安全管理局局長Mr Kip Hawley（右二）到訪民航處。

Mr Kip Hawley (second from right), Administrator of the US Transportation Security Administration, paid a courtesy call to the CAD.

10.11.2007



高級民航事務主任王鎮東多謝各同事鼎力支持他參與毅行者比賽。王隊以15小時24分勇奪元老組冠軍，隊員（左起：Mr Chris Wardlaw，王鎮東，Mr Stuart Leonard及Mr Peter Tanner）的平均年齡為57歲。

Mr Peter Wong, Senior Operations Officer, thanked all the colleagues who had supported his Trailwalker team. The Ancient Mariners, (from left) Mr Chris Wardlaw, Mr Peter Wong, Mr Stuart Leonard and Mr Peter Tanner, at an average age of 57, won the Veteran Category in 15 hr 24 min.

22-26.10.2007



羅崇文處長率代表團到西安出席亞洲及太平洋區民航局局長第四十四次會議。會上代表團與國際民航組織亞太區主管Mr L B Shah（左六）、及中國民航總局副局長楊國慶（左七）會面。

Mr Norman Lo, DGCA, led a delegation to attend the 44th Conference of Directors General of Civil Aviation, Asia and Pacific Regions in Xian. The delegation met with Mr L B Shah (sixth from left), ICAO Asia and Pacific Regional Director; and Mr Yang Guoqing (seventh from left), Vice Minister of CAAC, in the conference.

7.11.2007



Guild of Air Pilots and Air Navigators 會長Captain Roger W Gault（右四）到訪民航處。

Captain Roger W Gault (fourth from right), Master of the Guild of Air Pilots and Air Navigators, visited the CAD.

18.11.2007



民航處在政府飛行服務隊總部開放日設置展覽攤位，介紹部門的工作。

An exhibition booth to introduce the work of the CAD was set at the Government Flying Service Headquarters Open Day.

20.12.2007



總部的聖誕聯歡會洋溢一片歡樂氣氛，各同事大快朵頤，盡興而返。
Headquarters staff enjoyed a wonderful Christmas lunch party with fun and laughter.



羅崇文處長獲運輸及房屋局局長鄭汝樺（右）頒發「三十年優良服務獎狀」，以表揚羅處長自一九七六年加入政府以來，竭誠為政府和市民服務，表現卓越。

Ms Eva Cheng (right), Secretary for Transport and Housing, presented to Mr Norman Lo, DGCA, the 30 Years' Meritorious Service Certificate in appreciation of his long and meritorious service rendered to the Government since 1976.



運輸及房屋局局長鄭汝樺（左二）出席總部的聖誕聯歡會。
Ms Eva Cheng (second from left), Secretary for Transport and Housing, shared Christmas joy with colleagues at the party.



21.12.2007



於機場工作的民航處同事在東涌舉行聖誕聯歡會。
CAD airport staff had a jolly Christmas party in Tung Chung.



啤酒競飲大賽令現場氣氛高漲。
The beer-drinking contest brought the excitement of all participants to the climax.

國際民航組織亞太區意外調查工作坊

ICAO Regional Accident Investigation Workshop Asia Pacific Region

高級適航主任趙景聖（飛行標準及適航部）

by Mr K S Chiu, Senior Airworthiness Officer, Flight Standards & Airworthiness Division

二〇〇六年九月國際民用航空組織（國際民航組織）為亞太區意外調查員，在南韓舉行工作坊，適航標準總監曾煜本與本人也有出席。工作坊由韓國航空及鐵路事故調查委員會主辦，除了介紹意外調查工作和技巧外，另一目標是探討區內就意外調查的合作。會議結束時，民航處答允主辦二〇〇七年的工作坊。

去年初，曾煜本、曾炳坤、王鎮東、呂松錦、莊智仁、陳鴻芬與本人組成工作組籌備工作坊。工作組面對的首個難題是挑選場地。工作組建議了多個場地，不過大部分場地若非在預定日期已被租用，便是場租太貴。在各成員通力合作和本處其他分部的協助下，第二屆工作坊最終在二〇〇七年九月八至九日假香港中央圖書館圓滿舉行。

是次工作坊除了探討上屆所訂下的目標外，亦徵詢各代表對下列事項的意見：

- (a) 在亞太區繼續舉辦這個工作坊；
- (b) 鼓勵成員國參與工作坊；
- (c) 研究藉培訓和／或參與工作坊提高調查質素；以及
- (d) 推動區域合作。

工作坊有來自12個不同國家／政府／國際組織逾57名代表出席，包括國際

本、南韓、新加坡、斯里蘭卡，以及美國聯邦航空管理局和國家運輸安全局。民航處處長羅崇文於開幕典禮致辭時，承諾香港會全力協助國際民航組織，推動區內合作調查意外，以及通過培訓提升調查質素。對於香港本年度有機會主辦這個重要的工作坊，他深感榮幸。

在兩天的工作坊中，國際民航組織、澳洲、中國香港、法國、南韓、新加坡和美國代表均有發言，論述的課題包括：調查機關的架構、多國參與意外調查的問題、調查技巧、培訓、求生事項、個案研究、資源共享和區域合作。蒙特利爾國際民航組織事故調查和預防科技術官員Thormodur Thormodsson匯報國際民航組織的最新工作，又告知與會人士事故調查和預防專業會議將在今年十月十三至十七日舉行。與會人士對各代表的發言反應熱烈，討論十分踴躍。

亞太區共享資源資料庫一直由南韓協助備存，工作坊完結時，南韓呼籲所有國家／政府提交或更新資料。

工作坊亦決定邀請其他國家／政府主



羅崇文處長在開幕禮上致辭。

Mr Norman Lo, DGCA, delivered a speech at the opening ceremony.

辦明年及之後的工作坊。民航處把這項邀請向所有出席代表轉達。與會人士亦建議國際民航組織在二〇〇七年的民航局長會議中鼓勵各國／政府參與這個一年一度的工作坊。工作坊設有圓桌討論環節，邀請各代表發表對工作坊的意見。澳洲運輸安全局Alan Stray表示希望日後的工作坊有更多交流，提議增加討論時間。中國澳門民航局蔣仲良亦建議把會議延長至三天。法國空中失事調查局Alain Guillard告知與會人士，該局利用ECCAIRS軟件擬備意外調查報告並向國際民航組織提交，以及與德國航空意外調查局交換資料。他表示樂意協助其他國家／政府使用該套軟件。日本航空鐵道事故調查委員會Kazushige Daiki認為工作坊有助出席代表交流資訊，建立網絡。巴基斯坦民航局Abbas M Petiwala建議國際民航組織研究審計等衡量意外調查質素的方法。最後，

美國國家運輸安全局Frank Hilldrup表示希望各代表可加強交流，又希望可預先獲知出席人士有意討論的事宜，以便該局因應他們的興趣或有關主題預先擬備發言內容。

Thormodur Thormodsson致閉幕辭時表示，工作坊取得豐碩成果，讓與會人士得以交流經驗和資訊，建立網絡。他代表國際民航組織和所有出席人士多謝民航處鼎力主辦。他重申工作坊應繼續舉辦，並擴大規模。他感到尤其鼓舞的是，澳洲運輸安全局、法國空中失事調查局和美國國家運輸安全局這些首屈一指的調查機關能出席工作坊，介紹各項最佳措施，這些寶貴資料為區內國家／政府提供非常有用的指引。最後，他表示下屆工作坊於今年九月初在新加坡舉行，歡迎與會人士參加。

Mr Y P Tsang, Chief, Airworthiness Standards, and I attended the International Civil Aviation Organization (ICAO) workshop for accident investigators for the Asia and Pacific Region in September 2006. The workshop was generously hosted by the Aviation and Railway Accident Investigation Board of the Republic of Korea. The objective of the workshop was to explore intra-regional cooperation in accident investigation in addition to presentations on accident investigations and techniques. At the conclusion of the workshop the Civil Aviation Department had committed to host the one in year 2007.

At the beginning of 2007, a working



國際民航組織亞太區意外調查工作坊在二〇〇七年九月順利舉行。
The ICAO Regional Accident Investigation Workshop Asia Pacific Region was successfully held in September 2007.

group which comprised Mr Y P Tsang, Mr B K Tsang, Mr Peter Wong, Mr Alec Lui, Capt. Alan Chong, Mr Steven Chan and myself had been formed to organise the workshop. The first problem the working group faced was the choosing of venue. Some venues were suggested by group but most of them were either not available at the time of the workshop or were too expensive. With cooperation of the working group members and the support from other CAD divisions, the second workshop was, at last, successfully held on September 8-9, 2007 in the Central Library, Hong Kong.

In addition to the objectives established at the 2006 workshop, the workshop this year was canvassed for its views to:

- (a) continue the series of workshops in the region,
- (b) promote participation in the workshop,
- (c) explore the ideas of improving the quality of investigation through training and/or participation in the workshop, and
- (d) promote regional co-operation.

The workshop was well attended by over 57 participants from 12 different States/Administrations/international organisations, including ICAO, Australia, China, France, Japan, Republic of Korea, Singapore, Sri Lanka, and USA (FAA and NTSB). At the opening ceremony, DGCA, Mr Norman Lo, pledged Hong Kong's strong support to help ICAO in promoting intra-regional cooperation in accident investigation and in improving the quality of investigation through training. He was encouraged that Hong Kong was given the opportunity to host such important accident investigation workshop this year.

During the two-day workshop, presentations were given by ICAO, Australia, Hong Kong China, France, Republic of Korea, Singapore and USA. A wide range of topics were covered, including organisation of investigation agencies, investigation problems associated with multi-national involvement in accident investigation, investigation techniques, training, survival aspects, case studies, sharing of resources and regional co-operation,

and assistance from rescue and fire fighting services. Mr Thormodur Thormodsson, Technical Officer of Accident Investigation and Prevention Section (AIG), ICAO Montreal, gave an update on the recent work by ICAO and informed the workshop of the AIG Divisional Meeting to be held on October 13-17, 2008. The presentations were well received and stimulated a good level of interaction.

At the conclusion of the workshop, the Republic of Korea had kindly been maintaining a resource sharing database for the region and asked all States/Administrations to submit or update their data.

The workshop also decided that other States/Administrations would be invited to host future workshops from 2009 onward. CAD conveyed this invitation to host future workshops to all participants. It was also suggested that ICAO should make use of the opportunity in the forthcoming DGCA Conference, to encourage States/Administrations to participate in



羅崇文處長致送紀念品予蒙特利爾國際民航組織事故調查和預防科技術官員Mr Thormodur Thormodsson(右)。
Mr Norman Lo, DGCA, presented a souvenir to Mr Thormodur Thormodsson(right), Technical Officer of Accident Investigation and Prevention Section, ICAO Montreal.

this yearly workshop. A round table discussion was also initiated to invite comments from representatives about their views on the workshop. Mr Alan Stray from ATSB, Australia said that he would like to see

more interactions in future workshops and suggested to have more time for discussion. Mr Johnson Cheong from AACM, Macao, China, also suggested that the workshop should be extended to three days. Mr Alain Guillard from BEA, France, informed the workshop that they were using ECCAIRS (a software) to compile and submit accident investigation reports to ICAO. They also used it to exchange data between BEA and BFU in Germany. BEA would be happy to assist other States/Administrations in the use of the software. Mr Kazushige Daiki from the Aircraft and Railway Accidents Investigation Commission of Japan expressed that the workshop was useful

for information sharing and networking. Mr Abbas M Petiwala from CAA Pakistan suggested ICAO to look into means, including audits, of measuring the quality of accident

investigation. Finally, Mr Frank Hilldrup from



逾50位來自海外機構的嘉賓參加是次工作坊。
Over 50 participants from overseas organisations attended the Workshop.

NTSB, USA stated that he would like to see more interaction and would prefer to be informed of preferred subjects to be discussed at the workshop beforehand so that they could prepare their presentations according to the interest or theme.

In the closing remark by Mr Thormodur Thormodsson, on behalf of ICAO and all the participants, he was most appreciative of CAD for hosting such excellent workshop for sharing of experience, information exchange, and networking. He reiterated that the series of workshop should continue and be further expanded. He was also particularly encouraged to have leading investigation agencies (ATSB, BEA and NTSB) joined the Hong Kong workshop. Their participation presented valuable information on best practices and provided helpful guidance to States/Administrations in the region. Finally he invited participants to attend the next workshop that would be held early September 2008 in Singapore.

在澳洲修讀飛行員訓練課程的點滴

Pilot Training in Australia

飛行標準及適航部的鄺德昌及袁兆基獲部門保送到澳洲，成功修畢專業飛行員訓練課程。本刊邀得他們暢談箇中寶貴經驗。

Mr Allen Kwong and Mr Michael Yuen of the Flight Standards and Airworthiness Division successfully completed the Professional Pilot Training Course in Australia under the sponsorship of the Department. They told CADlink about their precious experiences.

航空安全事務主任（行動）鄺德昌（飛行標準及適航部）

by Mr Allen Kwong, Safety Officer (Operations), Flight Standards and Airworthiness Division



鄺德昌在阿德萊德接受商用飛行執照課程。

Mr Allen Kwong received Commercial Pilot's License training in Adelaide.

作為一位民航事務主任，我希望能在航空運作管理的範疇上，不斷汲取新知識及增進工作經驗。在參與是次課程之前，我已不時在石崗機場練習飛行，有十年的飛行經驗。

在二〇〇五年，在商用飛行執照訓練遴選委員會的推薦下，我和袁兆基同被挑選前往澳洲阿德萊德飛行訓練中心，報考一個飛行選拔計劃。通過選拔考試後，我們便從二〇〇六年八月開始在飛行訓練中心，開展了為期十五個月的密集式商用飛行執照訓練課程。我衷心感謝部門給予我是次珍貴的訓練機會。

在訓練期間，我和袁兆基被編排到國泰航空第二十五班，除了我倆，其餘十位全是國泰航空公司的見習機師學員。一眾年青人都充滿熱誠，矢志成為出色的航空公司飛機師，當中更不乏已擁有專業機師執照程度飛行經驗的學員！

回想起最具挑戰性的環節，要數香港商用飛行執照總飛行測試、多發動機飛機等級測試和儀表飛行測試、以及香港民營運輸機飛行員執照地面課程考試。我認為能成功越過這些挑戰絕非僥倖，主要靠大家努力不懈的練習飛行技巧，充

分的為每次測試作出準備。經過一番奮鬥，我們一班十二名見習機師學員終於能夠順利完成這課程，要知道過去不少班別的退出率高達兩成，今次我們全班都能完成艱辛的訓練課程，殊不輕易。

在完成了商用飛行執照的所有考試後，袁兆基

和我有幸被安排在波音737噴射運輸機模擬器和Kingair 200飛機，進行多名飛行員操作訓練。這部分的訓練引領我在航機運作知識方面更上一層樓。

在過去的十五個月，我們除了要應付飛行技術訓練外，也要面對生活上各方面的不同考驗。身為兩名小孩的父親，要與家庭長時間分隔兩地確實不容易。這次短暫的分離，令我深深感受到家人在我生命中的重要性。此外，我非常感激太太給予我的支持，更忘不了當天在阿德萊德機場看到兒子們的燦爛笑容。

這訓練課程無疑令我的飛行知識和技術有一大躍進。一方面，是次訓練課程令我的飛行技術達到商用飛行執照水平。另一方面，飛行運作方面的知識對我將來的事業發展亦有幫助。我會將所學到的知識用來實踐部門的理想「致力於安全及有效率的航空系統」！在此我希望再一次感謝部門給予我這難能可貴的受訓機會，我也希望對阿德萊德飛行訓練中心一眾經驗豐富、樂於跟學員分享經驗

的資深導師表達我的謝意。

As an aviation administrator, I always look forward to broadening my scope and exposure in order to gain in-depth knowledge and practical skills in flight operations management. Before attending the Commercial Pilot's License (CPL) Training, I kept flying at Shek Kong airfield to upkeep my flying skills in the past 10 years.

In 2005, at the recommendation of the Selection Committee for the Commercial Pilot's License Training, Michael and I were selected to attend the Flight Screening Programme (FSP) conducted by Flight Training Adelaide (FTA) in Australia. After passing the FSP, we started our 15-month intensive CPL training in FTA from August 2006. We would like to express our sincere gratitude to the Department for giving us this valuable training opportunity.

During the CPL training, Michael and I were allocated to the Class of Cathay



鄺德昌（前排左三）、袁兆基（前排左四）與一眾見習機師合照。Mr Allen Kwong (third from left, front row) and Mr Michael Yuen (fourth from left, front row) with other cadets in Adelaide.

Pacific No. 25 (CP25) along with 10 cadets from Cathay Pacific Airways. They are all young fellows with a heartfelt passion to become a successful airline pilot. Some of them have flying experiences up to professional pilot license level.

The most challenging parts of the programme are to undertake the Hong Kong CPL General Flight Test, multi-engine aircraft rating and instrument rating tests and the Hong Kong Airline Transport Pilot's License (ATPL) ground school examinations. The keys to accomplish these challenges are self-discipline in practicing the flying skills and good preparation for every flight and test. There is no short cut for success. All of our 12 cadets are so pleased to be able to complete the rigorous flight training programme. This is not taken for granted since the drop-out rate could be

up to 20% in previous classes.

After completing all the examinations and tests for the Hong Kong CPL, Michael and I were given the opportunity to undergo training on multi-crew jet aircraft operations on a Boeing 737 Jet Transport Simulator and a Kingair 200 aircraft. This part of training has introduced me to a new level of knowledge on the airline operations.

Apart from technical flight training in the past 15 months, we both faced challenges in other aspects of our lives. As a father of very young children, it was not easy for us to have to live away with our families for such a long period. The year-long separation has helped me realise how important family is in my life. I am very grateful for the support of my wife and will never forget the smiles and laughs of my sons when I

met them in the Adelaide airport.

The CPL Training programme is a great leap forward in boosting my knowledge and skills in flight operations. On the one hand, the CPL Training programme has enhanced my flying standards to CPL level; on the other hand, I have also gained valuable knowledge and experience in flying operations which would be very useful in my career development in the year to come. I will contribute what I have learned from the programme to support the vision of our Department - "Committed to a safe and efficient air transport system". Once again, I would like to thank the Department for granting me this valuable training opportunity. I would also like to thank all the instructors in FTA who are experienced, knowledgeable and willing to share their expertise to us during the training period.

航空安全事務主任（技術支援）袁兆基（飛行標準及適航部）

by Mr Michael Yuen, Safety Officer (Technical Support), Flight Standards and Airworthiness Division

「生命就如同一盒朱古力，你永遠不會知道將會得到什麼。」當我在機場揮別帶淚的妻子和母親時，心情真的百感交雜。對家人的不捨，但同時內心正期待著未來十五個月在阿德萊德將會遇到的挑戰。

鄭德昌和我較早期受訓的同事幸運，能夠到阿德萊德飛行訓練中心接受一個綜合的專業機師培訓課程。這絕對是個挑戰，第一項要面對的困難是「飛行評核」，這是一個評估考生對航機指令控制的測試。考生在測試期間只有一次發揮機會，當中所承受的壓力可想而知，我們都悉力以赴。

課程揉合了地面理論和飛行訓練，從全日制地面課程開始，教授基礎航空知識。至於飛行訓練方面，則由Grob G115和Tobago TB10兩架單發動機訓練機開始。我們首先接受基本飛行技巧和目視飛行訓練，當中最大的成功感要算是取得了TB10飛行認證，這是我的首個專業飛行認證。

接著是修讀商用飛行執照課程，課程除了地面理論外，還有進階飛行技巧包括：儀表飛行、夜間飛行以及其他商用航機飛行技巧。當我對TB10的掌控開始得心應手時，又要向下一個階段進發，這次的主角是一架多發動機訓練機Beechcraft BE76。我們只有六堂時間去熟習這機種，便要接受認證測試。完成測試後，我們開始接受危急處理訓練。最後，我終於成功取得商用飛行執照及儀表飛行的資格。

我們隨即投入為期九星期的地面課程，準備一連兩日合共七個科目的香港民營運輸機飛行員執照考試。不難想像，除了充足的準備和良好的記憶，單憑運氣是不可能再在考試中取得佳績。課程的最後階段，我們須在波音737噴射運輸模擬器中進行訓練，為日後操作大型噴射機作出準備。我和鄭德昌甚至有機會駕駛夢寐以求的Kingair 200。我覺得這是全個課程中最有趣的部份，因為它讓我像專業民航機師一樣，在大型噴射機上發號令。



袁兆基在阿德萊德訓練中心學習地面理論及飛行技巧。
Mr Michael Yuen received ground theory training and flying training in Adelaide.

在閒暇時，我會想辦法放鬆緊張的情緒。雖然阿德萊德並沒有多姿多彩的城市生活（正正是個讀書的好地方！），但我卻喜歡這個悠閒的城市。我曾多次到訪澳洲最著名的釀酒區Barossa Valley，令我對紅酒產生了興趣。我也曾參與各式各樣的戶外活動，例如：踏單車、遠足和跑步等等。（我甚至完成了二〇〇七年八月在阿德萊德舉行的全馬拉松！）。

生命中有得必有失。在過去的十五個



袁兆基（左）、鄺德昌（右）與航空交通管理標準總監廖志勇攝於畢業典禮。

Mr Michael Yuen (left) and Mr Allen Kwong (right) with Captain Victor Liu, Chief Air Traffic Management Standards Officer, at the graduation ceremony.

月，我得到寶貴的受訓機會，並成功取得專業機師資格。但另一方面，卻錯過了女兒Skyler的成長片段。她在二〇〇六年十一月出生，我回港陪了她一星期之後，就返回阿德萊德繼續受訓。我希望藉此機會感謝我太太，沒有她的支持和諒解，這飛行的夢想是無法實現。

最後，我衷心感謝部門給予這個寶貴的受訓機會，讓我無論在飛行、學術及個人發展上也有很大的得著。期間更讓我與國泰和港龍的見習機師，建立了深厚的友誼。為了部門和香港航空業的發展，我非常贊成部門繼續支持參與同類型的訓練課程。

"Life's a box of chocolates. You never know what you're gonna get." - my mixed feeling when I waved goodbye to my crying wife and mother at the airport. I wondered what would be waiting ahead in the next chapter of my life - Adelaide, the city where I would spend the next 15 months.

Allen and myself were privileged to receive a continuous and full-time structured pilot training programme at Flight Training Adelaide (FTA) and were much luckier than colleagues who learned to fly in the earlier days. However, I would say this was not an easy task at all. The first and one of the most difficult hurdles was the "Flight Grading". It is an assessment of candidates' potential of command control of an aircraft but one could only have one single chance to demonstrate

his or her ability during the flight test. One could imagine candidates' tremendous pressure and we could only do our best.

The pilot training programme integrated ground theory and flying training. It began with full-time ground school, which provided us with a solid foundation on basic aviation knowledge. It was followed by an ab-initio flying training on two single-engine aircraft, namely the

Grob G115 and the Tobago TB10. At this stage, we were trained to conduct basic flying manoeuvres and VFR navigation, and the most rewarding was of course a TB10 endorsement, which was my first aircraft endorsement.

To prepare cadets for the next hurdle - Commercial Pilot's License (CPL), we received ground theory trainings up to CPL level and more advanced flying skills were introduced including IFR navigation, night flying and other commercial flying skills. When I had full confidence in handling the TB10, a new multi-engine aircraft called Beechcraft BE76 was introduced; we were allowed only six flight sessions to get familiarised with this totally new beast and to master it in the endorsement test. Following the endorsement test, we were trained to handle all kinds of emergency situations. When concluding this stage, we attained the qualification of Commercial Pilot's License with Instrument Rating!

With the hectic schedule, we were immediately back into a nine-week ground course for the Hong Kong Airline Transport Pilot's License (ATPL) examinations. Examinations for seven subjects were held in two days. As you would have imagined, no one could rely on luck but tremendous preparation and superior memory to pass these exams. The final phase was a Line Oriented Flight Training (LOFT) which

made use of a generic 737 Simulator to bridge the gap between operating light piston aircraft and modern jet airliners. I was even able to pair up with Allen in a turbo-propped Kingair 200. Personally, I think this was the most interesting part of the whole course because I felt like a professional pilot making command in a big jet!

Apart from study and flying, I sometimes need to get away from school to relax the tension. Frankly, Adelaide may not be the most exciting place to live (a perfect place for schooling though!). However, I did enjoy myself in this nice city. I have been fascinated by the world of wine after a few visits to Barossa Valley, one of the most renowned wine making areas in Australia. I also enjoyed myself in various outdoor activities such as biking, hiking and running. (I even managed to finish the Adelaide Full Marathon in August 2007!).

Of course, life is a balance of gains and losses. In the past 15 months, I had this magnificent training opportunity and even attained my qualification as a professional pilot. However, I have lost the precious moments to be with my daughter Skyler, who was born in November 2006. After a lovely week with her in Hong Kong, I went back to Adelaide for training. May I use this forum to thank my wife for always giving me the necessary support. Without her, I would not be able to pursue my dream in the first place.

Last but not least, I must thank the Department for offering me this opportunity. I have achieved a lot in terms of flying, academics, personal development, as well as building a lifelong friendship with the Cathay Pacific and Dragonair cadets in FTA. I would recommend CAD to continue supporting it, for the benefit of the Department as well as the aviation industry in Hong Kong.

同事動向 CAD Newsmakers

恭賀榮升之喜 Congratulations to the newly promoted

晉升為	生效日期	Promoted to	Date
陳德配女士 高級民航事務主任	29.6.2007	Ms Chan Tak-pui, Alice	Senior Operations Officer
湯美嘉女士 三級航空交通管制主任	29.6.2007	Ms Tong Mei-ka, Julie	Air Traffic Control Officer III
江詩虹女士 三級航空交通管制主任	14.8.2007	Miss Alice Kong	Air Traffic Control Officer III
麥悅欣女士 三級航空交通管制主任	12.9.2007	Miss Mak Yuet-yan, Annie	Air Traffic Control Officer III
宋琪敏女士 三級航空交通管制主任	10.10.2007	Miss Sung Kei-man, Jasmine	Air Traffic Control Officer III
黃智謙先生 三級航空交通管制主任	30.10.2007	Mr Wong Chi-him, Kenneth	Air Traffic Control Officer III

歡迎新同事 Welcome to the newcomers

梁永邦先生 圖書館助理館長	Mr Leung Wing-bong, Thomas	Assistant Librarian
衛子豪先生 民航事務主任	Mr Wai Tsz-ho, George	Operations Officer
趙曉華小姐 辦公室助理員	Miss Chiu Hiu-wah	Office Assistant
周少麗小姐 二級物料供應員	Miss Chau Siu-lai	Supplies Supervisor II
馮志堅先生 二級行政主任	Mr Fung Chi-kin, Johnny	Executive Officer II
譚凱欣女士 一級行政主任	Ms Tam Hoi-yan	Executive Officer I
朱明心小姐 助理民航事務主任	Miss Chu Ming-sum, Laura	Assistant Operations Officer
邢益傑先生 助理民航事務主任	Mr Ying Yick-kit	Assistant Operations Officer
李慧敏小姐 三級航空交通事務員	Miss Lee Wai-man	Air Traffic Flight Services Officer III
羅貫維先生 三級航空交通事務員	Mr Lo Koon-wai	Air Traffic Flight Services Officer III
雷健恩先生 三級航空交通事務員	Mr Lui Kin-yan	Air Traffic Flight Services Officer III
吳文韜先生 三級航空交通事務員	Mr Ng Man-to	Air Traffic Flight Services Officer III
單嘉玟小姐 三級航空交通事務員	Miss Sin Ka-man	Air Traffic Flight Services Officer III
蘇志明先生 三級航空交通事務員	Mr So Chi-ming	Air Traffic Flight Services Officer III

願退休生活愉快 Best wishes to the retiree

梁華超先生 一級航空通訊員	Mr Leung Wah-chiu, Kenneth	Aeronautical Communications Officer I
黃景新先生 高級民航事務主任	Mr Wong King-sun	Senior Operations Officer



二〇〇七年十月十八日，同事設宴歡送高級民航事務主任黃景新（第二排左六）。祝願黃先生退休後生活愉快、身體健康。

A farewell dinner was hosted for Mr Wong King-sun (sixth from left, second row), Senior Airworthiness Officer, on October 18, 2007. We wish Mr Wong a happy retirement and good health.

再見好同僚 Farewell to those leaving

章美英女士 圖書館助理館長	Ms Cheung Mei-ying	Assistant Librarian
賴滿堂先生 辦公室助理員	Mr Lai Mun-tong	Office Assistant
林美芳女士 文書助理	Ms Lam Mei-fong	Clerical Assistant
李凱欣小姐 文書助理	Miss Lee Hoi-yan	Clerical Assistant
梁耀錫先生 一級行政主任	Mr Leung Yiu-sik	Executive Officer I
邱兆研先生 見習航空交通管制主任	Mr Yau Siu-yin	Student Air Traffic Control Officer

二〇〇七年十一月十五日，總航空通訊監督梁至霖獲公務員事務局局長俞宗怡頒贈「公務員事務局局長嘉許狀」。

Mr C L Leung, Chief Aeronautical Communications Supervisor, was presented the "Secretary for the Civil Service's Commendation" by Miss Denise Yue, Secretary for the Civil Service, on November 15, 2007.

