

航空業論壇第二次會議 The 2nd Meeting of the Aviation Industry Forum

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目錄 Content

- 1-4 航空業論壇第二次會議
The 2nd Meeting of
the Aviation Industry Forum
- 4-6 國際民航組織對香港進行保安審計
The ICAO Security Audit of Hong Kong
- 6-7 教育及職業博覽2008
Education & Careers Expo 2008
- 8-9 部門活動花絮
Department Activities
- 10-12 新的體驗 -
我在政制及內地事務局的日與夜
New Experience - My Days and Nights in the
Constitutional and Mainland Affairs Bureau
- 12-13 職員康樂會活動
Staff Club Activities
- 14-15 一九六六至七二年：譚信領導下的民航處
Notes on Thomas Russell Thomson's period in
Hong Kong 1966-72
- 15-16 同事動向
CAD Newsmakers

共有24名業界代表出席三月十二日舉行的航空業論壇第二次會議。
A total of 24 representatives from the industry attended the 2nd Meeting of the Aviation Industry Forum on March 12.

航空業論壇首次會議在二〇〇七年八月一日舉行，目的是加強民航處與業界伙伴的溝通及合作關係。航空業論壇第二次會議在二〇〇八年三月十二日於航空交通管制大樓(空管大樓)召開，向業界匯報民航處各項工作的最新情況，以加強香港機場的航空交通運作。

出席會議的業界代表共有24名，來自香港機場管理局(機管局)、香港國際機場航空公司委員會、國際航空運輸協會、本地航空公司、香港航空交通管制協會，以及飛機維修機構等。除了身處空管大樓的出席者外，民航處多名同事亦在總部會議室利用視像會議設施，同時參與論壇。會議首先由擔任主席的民航處副處長梁汝強簡述會議程序，包括由民航處介紹珠江三角洲(珠三角)空域發展、空域及跑道航機升降容量第一階段研究，以及興建新民航處大樓計劃。他鼓勵各代表就議題踴躍發言，民航處同事會回應各項問題及意見。

(1) 珠三角空域發展

根據珠三角三方空中交通管理規劃與實施方案專題工作組及技術組會議討論的結果，評估組人員匯報珠三角空域發展的最近情況。兩個工作組已制訂航空交通管理實施計劃，改善珠三角運作環境，以應付目前及未來的航空交通需求。三方工作組成員(中國民用航空總局、香港民航處及澳門民航局)同意未來的航空交通管理計劃須以下列三項原則為前提：

- (a) 統一標準
- (b) 統一規劃
- (c) 統一飛行程序設計

自二〇〇四年起，工作組合共舉行11次會議。最近一次的技術組會議在二〇〇七年十月於廣州舉行，回顧二〇〇六及二〇〇七年完成的工作，並制訂二〇〇八至二〇一〇年的工作計劃。技術組會就制訂綜合管理離場航班流量程序，進行可行性研究，以井然有序的方式協調珠三角各機場的離場航班、遷移過境著陸深圳機場航班的航路、開發航班數據及機場資料的通用平台、統一珠三角空域高度表調定值程序，以及增設一條香港至華東航路。

(2) 提高空域及機場容量

為提高香港機場的運作效率，機管局與民航處委託英國國家航空交通服務有限公司，研究香港機場的跑道航機升降及空域容量。研究分兩個階段，第一階段在二〇〇七年七月展開，目的是找出現有運作及系統的限制，建議可行措施，以改善香港機場容量。研究重點包括香港空域結構、運作標準及程序、空中交通管制(空管)運作及人力資源，以及香港機場的基礎建設及運作。更重要的是研究在目前地區及空域的限制下，旨在確定現有兩條跑道系統最終可達至的升降容量。

第一階段研究共提出46項建議，以逐步增加跑道的航機升降容量至二〇一五年的每小時68架次。主要建議涵蓋改善香港空域結構的措施、空管標準、運作程序、人力資源，以及機場基礎建設。最後報告獲民航處及機管局接納，並在二〇〇八年二月發表。民航處其後擬訂由現在至二〇一五年的七年計劃，以便按照策略分階段實施各項建議。民航處會審慎從事，逐

步增加跑道的升降容量。財政司司長已公布，跑道航機升降容量會由現時每小時54架次，增至二〇〇九年的每小時58架次。新空管大樓啟用後，跑道航機升降容量會進一步增加，在二〇一五年會達到每小時68架次。

第二階段的顧問研究在二〇〇七年十一月展開，為香港機場第三條跑道物色合適的地點，以及初步評估三條跑道系統可增加的升降容量。

(3) 新民航處大樓計劃的進展

民航處助理處長(計劃)譚禮漢向與會人士匯報民航處大樓計劃的最新進度。他首先扼述興建新大樓的理由及所涉費用(36億港元)。這項計劃已在二〇〇八年年初獲准撥款，建造工程會如期在二〇〇八年最後一季展開。

他接著展示民航處大樓地盤平面圖。新大樓由三座建築物組成，總作業樓面面積為22,660平方米。他指出，新空管大樓設有先進的空管設備，啟用後會大幅提高自動化水平，以應付直至二〇二五年的航空交通需求。新大樓其他特別設施包括教育徑、資源中心、中央考試中心，以及獨立的意外調查工場。

講解後是公開討論環節，出席的代表就多項課題踴躍發表意見。大部分出席者都關注到香港機場跑道升降容量有限，無法配合不斷增加的航空交通需求。他們對民航處及機管局維持香港機場競爭優勢的改善措施，深感興趣。航空公司代表亦表示，機場容量預測對他們採購飛機的計劃十分重要。此外，興建第三條跑道的可行性研究和籌備時間頗長，出席代表亦表示關注。民航處副處長向與會人士保證，民航處及機管局會竭盡全力改善機場效率及容量，亦會採取各項可行措施，維持香港作為區域航空樞紐的地位。

論壇結束時，民航處副處長感謝各與會人士積極發言。他重申，民航處重視與業界保持溝通，亦需要與業界伙伴建立更密切的合作關係。

總括來說，民航處及機管局致力提高香港機場的容量，得到業界代表普遍



副處長重申民航處重視與業界保持溝通。DDGCA reiterated the Department's stance in maintaining continuous dialogue with the industry.

認同。從業界的良好反應，航空業論壇第二次會議得到圓滿結束。雖然航空公司較為著重香港機場的效率及容量，民航處則從區域角度，介紹航空發展的宏觀局面。無論如何，民航處必須與業界伙伴並肩合作，方能目標一致，為香港提供安全快捷的空運系統，以及維持香港作為區域航空樞紐的地位。

To enhance communication and working relations between CAD and our industry partners, the first meeting of the Aviation Industry Forum (AIF/1) was held on August 1, 2007. With a view to providing the industry with an update on the various CAD's activities to enhance air traffic operations at the Hong Kong International Airport (HKIA), the second Meeting of the Aviation Industry Forum (AIF/2) was convened on March 12, 2008 at the Air Traffic Control Complex.

A total of 24 representatives from the industry attended the meeting, representing the Airport Authority Hong Kong (AAHK), Airline Operators Committee (AOC), International Air Transport Association (IATA), local airlines, Hong Kong Air Traffic Control Association (HKATCA), aircraft maintenance organisations, etc. Apart from those in the ATC Complex, the forum was concurrently attended by many other CAD colleagues in the conference room of the Headquarters through video conferencing. As chairperson of the AIF/2, DDGCA Mr YK Leung opened the forum by thanking all the industry partners for their ongoing support to CAD and their participation in the second Aviation Industry Forum. He gave a brief overview of the AIF/2 program, which

included presentations by CAD on the Pearl River Delta (PRD) Airspace Development, the Phase I Study on Airspace and Runway Capacity and the new CAD Building Project. He encouraged active discussion on the issues being tabled and CAD colleagues would respond to questions and comments from the floor.

(1) The PRD Airspace Development

Officers from the Evaluation Unit gave an update on the latest airspace development in the PRD as a result of the discussion in the Tripartite PRD Air Traffic Management Planning and Implementation Supervisory Group and Technical Working Group. The Working Groups also developed an ATM Implementation Plan to improve the operational environment of the PRD to meet the current and future air traffic demands. Members of the tripartite Working Group (the CAAC of China, HKCAD and Macao CAA) agreed that the future ATM Plan shall premise upon the following three principles: -

- (a) Common standards
- (b) Joint airspace planning
- (c) Harmonised flight procedures design

A total of 11 Working Group meetings have been held since 2004. The last Technical Working Group Meeting was held in Guangzhou in October 2007, which had reviewed the tasks accomplished in 2006/2007 and formulated a work plan for 2008-2010. The Technical Working Group would conduct a feasibility study on developing an integrated departure flow management procedure to coordinate departures from PRD airports in an orderly manner; relocate an air route for over-flights landing Shenzhen Airport, develop a common platform for sharing flight data and aerodrome information, standardise altimeter setting procedures within the PRD airspace and establish an additional air route between Hong Kong and Eastern China.

(2) Enhancement of airspace and airport capacity

In an effort to enhance the operational efficiency of the HKIA, the Airport Authority of Hong Kong, in conjunction with CAD, has commissioned the National Air Traffic Services (NATS) of the UK to conduct a runway and airspace capacity study of the HKIA since July 2007. It was the first phase of a two-phase study, with an aim to identify existing operational and system constraints and to recommend possible measures to improve the capacity of the HKIA. The study focused mainly on airspace structure in Hong Kong, operational standards and procedures, ATC operations and staff resources, as well as the infrastructure and operations of the HKIA. More importantly, it also established the ultimate capacity achievable under the existing two runway system and airspace constraints in the regional context.

The Phase I study concluded with 46 recommendations to progressively increase runway capacity to 68 movements per hour in 2015. The key recommendations comprised measures to improve the local airspace structure, ATC standards, operating procedures, staff resources, as well as infrastructure of the airport. Both CAD and AAHK accepted the Final Report which was issued in February 2008. Subsequently, CAD has developed a seven-year plan to strategically implement the recommendations in phases from now till 2015. CAD would adopt a prudent approach to increase runway capacity in a progressive manner.

As announced by the Financial Secretary, the declared runway capacity will increase from the current 54 per

hours to 58 in 2009. Upon commissioning of the new ATCC, the runway capacity will further increase to 68 movements per hour by 2015.

Phase 2 of the consultancy study also started in November 2007 to identify suitable locations for constructing a third runway at HKIA; and to make preliminary assessment on the potential gain in capacity associated with the three-runway system.

(3) Progress of the new CAD Building Project

ADGCA (Project), Mr Anthony Tam then updated the meeting with the latest progress of the CAD Building Project. He began his presentation by recapitulating the reasons for constructing a new CAD Building and the cost (HK\$3.6 billions) involved. As funding of the project was successfully secured in early 2008, construction works would commence as scheduled in the last quarter of 2008.

He went on to introduce the site plan of the CAD Building, which consists of three annexes with a total operational floor area of 22,660m². He remarked that the future state-of-the-art ATC equipment in the new ATCC would offer a much higher level of automation to meet traffic demand up to 2025. Other special facilities of the new CAD Building include an Education Path, a Resource Centre, a Centralised Examination Centre and a discrete Accident Investigation Workshop.

Following the presentations, the meeting continued with an open discussion whereby participants were very



新民航處大樓選址。
The site for new CAD Building.

forthcoming to share their views on a wide spectrum of topics. Most of them expressed concerns on the mismatch of an ever increasing air traffic demand against the runway capacity constraints at the HKIA. They showed great interests to know more about the improvement measures that CAD and AAHK would take to maintain the competitive edge of the HKIA. Representatives of airline operators also indicated that the forecast airport capacity would be critical to their aircraft procurement plans. Members also expressed concern on the long lead time required in conducting the feasibility studies and construction of the third runway. In response, DDGCA

assured the meeting that both CAD and AAHK would keep up with their best efforts to improve the efficiency and capacity of the airport; and every possible measure would be taken to maintain Hong Kong as the regional aviation hub.

DDGCA then closed the forum by conveying his thanks to members for their active participation in the discussion. He reiterated the Department's stance in maintaining a continuous dialogue with the industry and the need for establishing a closer working relationship with the industry partners.

Representatives of the industry were generally appreciative of the efforts exerted by CAD and AAHK in striving for capacity enhancement at the HKIA. In summary, the AIF/2 was conducted successfully as indicated by positive feedback of the industry. While airline operators tend to focus more on the efficiency and capacity of the HKIA, the Department presented them with a wider perspective on aviation development in the regional context. It is important for the Department to align industry partners with our common vision of providing a safe and efficient air transport system in the territory to maintain the Hong Kong as an aviation hub in the region.

國際民航組織對香港進行保安審計 The ICAO Security Audit of Hong Kong

高級民航事務主任(航空保安支援)葉承偉 (機場安全標準部)

By Mr Matthew Ip, Senior Operations Officer (AVSEC Support), Airport Standards Division

二〇〇八年一月十四日至二十三日，國際民航組織根據轄下普遍保安審計計劃(審計計劃)，對香港進行保安審計。

鑑於香港國際機場的客運量及貨運量龐大，在國際航空領域扮演舉足輕重的角色，國際民航組織建議對香港進行審計。

準備工作

國際民航組織保安審計的相關工作曾在香港進行。二〇〇三年，亞太區首個國際民航組織審計員培訓課程和認證考試在本港舉行。民航處現有兩名人員取得認可審計員資格，曾數度借調國際民航組織，以短期專家身份協助對其他國家進行審計。二〇〇七年五月，民航處處長羅崇文接納國際民航組織對香港進行保安審計的建議，本處隨即展開準備工作，並指派署理助理處長(機場標準)李天柱擔任審計工作的政府統籌員。其後本處正式向香港國際機場相關單位，包括機場管理局(機管局)、香港機場保安有限公司、航空公司、警務處及其他業務伙伴講解，指導如何為審計作好準備。此外，機場安全標準部成立專責小組，管理整項審計工作，並指派身為國際

民航組織認可審計員的署理總民航事務主任(航空保安)曾炳坤和高級民航事務主任(航空保安支援)葉承偉，擔任技術聯絡主任，憑藉過往參與審計的經驗，為準備工作提供技術支援。

根據國際民航組織審計協議，審計日期確定後，民航處須向國際民航組織提供香港航空保安系統的資料。國際民航組織索取這些資料的目的，是讓審計員了解接受審計地區的航空保安系統運作和機場營運規模概況，以便因應可用資源制訂審計計劃。本處須填寫審計前調查表和遵守情況檢查單，以提供有關資料。這兩份文件涵蓋範圍十分廣泛，需要進行廣泛研究，並與機場相關單位密切聯絡。在各方同心協力下，本處在十月初向國際民航組織提交填妥的文件。

在填寫調查表和遵守情況檢查單期間，準備工作亦進行得如火如荼。民航處人員與保安局合作，仔細檢視並修訂有關航空保安的規管文件，確保載述最新資料。民航處也同時檢視機管局、香港機場保安有限公司和航空公司等外間機構發出的文件，並對這些機構進行審計，確保文件所訂程序妥善執行。



國際民航組織對香港的保安審計於一月十四至廿三日進行。

The ICAO Security Audit of Hong Kong was conducted from January 14-23.

十一月，國際民航組織公布審計計劃，準備工作亦進入最後階段。國際民航組織設定的審計工作，從政府和機場兩個層面探討保安措施的實施。在政府層面上，審計工作會評估支援實施航空保安措施的規管架構和組織，以及執行規例的能力。在機場層面上，審計員會研究各方實施政府所訂保安措施的情況，包括執法機關、機管局、航空膳食營辦商、貨運站和香港機場保安有限公司。機場安全標準部同事須進行大量協調工作，籌備多個會議、晤談和探訪，並聯絡國際民航組織審計小組按照審計計劃預定探訪的機構。機場安全標準部其後定出總綱行動計劃，詳列個別成員所需執行的工作。為確保與審計小組會晤的各方作好審計準備，機場安全標準

部安排多節簡介會，向有關各方介紹審計工作的背景，闡述參照國際民航組織《保安審計參考手冊》，審計小組會審計的範疇。機場安全標準部同事更對有關各方進行“模擬”審計，與積極備試無異。

揭曉一刻

經過六個多月辛勤工作，期待已久的審計工作終於在二〇〇八年一月十四日揭開序幕。審計小組由國際民航組織駐蒙特利爾技術統籌員Steve Berti帶領，成員包括三名審計員：來自澳洲的Paul Ross、新西蘭的Warren Tatham 和大韓民國的Lee Joo Hyung。第一項活動是政府簡報會，是國際民航組織審計協議訂明須率先進行的活動，由審計小組自我介紹，闡述審計計劃。簡報會由民航處處長擔任主席，保安局、警務處和業界均派代表參加。另外，中國民航總局一名人員和澳門民航局兩名人員應邀擔任觀察員，分享經驗。

翌日至一月二十一日(一月十九日為休息日，沒有活動)，審計小組進行實地考察，包括會議和探訪，行程緊密。受訪各方衷誠合作，準備充足，令審計員留下深刻印象。

一月二十三日，審計小組與民航處處長舉行審計後簡報會，會上宣布“考試成績”，即初步審計報告。審計小組表示，香港的航空保安水準相當高，加上民航處的支援隊伍專業水平甚高，與機管局、香港機場保安有限公司、警務處、航空營運商及其他機構等相關單位保持良好工作關係，造就完善的機場保安系統，同事頓時鬆一口氣。作為世界最繁忙的國際客運和貨運樞紐之一，香港特區不斷迎接重大挑戰。因此，審計小組就進一步改善本港的保安系統，提出多項建議。

工作後感

對我們來說，這項保安審計固然是一項挑戰，但過程中汲取的經驗十分難得，獲益良多。這項艱巨任務得以順利完成，成績美滿，實有賴機場安全標準部同事通力合作，以及其他分部同事積極配合。借此一隅，謹向所有參與這項工作的同事，致以衷心謝意。

From January 14 to 23 ICAO conducted a security audit of Hong Kong. This audit was conducted under the ICAO Universal Security Audit Programme (USAP).

ICAO proposed to conduct an audit of Hong Kong in recognition of the fact that Hong Kong International Airport (HKIA) handles significant volume of passengers and cargo traffic and plays a very important role in international aviation.

Preparation for the Audit

Hong Kong is not a stranger to the ICAO security audits. The first training and certification for the ICAO auditors in the Asia Pacific Region was conducted in Hong Kong in 2003 and CAD currently has two officers who were accredited as ICAO certified auditors and have been occasionally seconded to ICAO as short-term experts to assist in audit of other States. The preparation work within CAD kicked off as soon as our Director-General, Mr Norman Lo, accepted ICAO's proposal to conduct a security audit on Hong Kong in May 2007 and designated Mr Simon Li, Acting Assistant Director of Civil Aviation (Airport Standards), as the Government Coordinator for the audit. All stakeholders at HKIA including the Airport Authority Hong Kong(AAHK), AVSECO, airlines, Police and other business partners were properly briefed and guided to make their preparations for the audit. The Airport Standards Division also set up a Task Force to prepare for the management of the audit and Mr B K Tsang, Acting Chief Operations Officer (Security), and Mr Matthew Ip, Senior Operations Officer (AVSEC Support), who are both ICAO certified auditors, were designated as Technical Liaison Officers to render technical support and make use their experience in the past audits in the preparation work.

After confirmation of the audit dates, in accordance with the ICAO audit protocols, CAD has to provide

information about the Hong Kong aviation security systems to ICAO. The purpose of ICAO in requiring the provision of this information is to enable the auditors to have a general picture of how the auditee's aviation security systems operate as well as the scale of operations of the airport in order that the auditors can develop an audit plan taking into account the resources they will have. The information was provided by means of filling out a pre-audit questionnaire and a compliance matrix. These two documents are very comprehensive and their completion required extensive research and close liaison with the airport stakeholders. With the concerted efforts the documents were dispatched to ICAO in early October.

The preparation work ran in full steam during the completion of the questionnaire and compliance matrix. CAD officers critically reviewed the regulatory documents relating to aviation security in collaboration with the Security Bureau and made amendments to ensure they are updated. The documents of the outside parties such as those issued by the AAHK, AVSECO and airlines were also reviewed. CAD officers also carried out audits on these parties to ensure the procedures in these documents had been properly carried out.

The preparation work entered into the final phase when ICAO announced the audit plan in November. The ICAO has designed the audit to look into the implementation of security measures in 2 levels: the Government level and Airport level. For the Government level, the audit evaluates the regulatory framework and organisation in supporting the implementation of the aviation security measures and the



國際民航組織審計小組成員與保安局、民航處、警務處和業界代表及中國民航總局和澳門民航局觀察員於簡報會後合照。

ICAO audit team, representatives from Security Bureau, CAD, Police and the industry, together with observers from the CAAC and Macao CAA.

capability in enforcement of the regulation. At the Airport level the auditors look at the implementation of the security measures required by the Government by the various parties including the law enforcement agencies, AAHK, airlines catering operators, cargo terminals and AVSECO. Airport Standards Division (APSD) colleagues had to carry out a lot of coordination work to make preparations for the logistics to the meetings, interviews and visits and liaise with the organisations that the ICAO audit team has scheduled to visit in its audit plan. APSD then came up with a Master Action Plan which laid down in detail the action to be taken by respective members. To enable the parties whom the ICAO audit team intended to meet to get well-prepared for the audit, APSD arranged a number of briefing sessions to provide them with background information on the ICAO audit and informed the parties of the respective areas that the team would look into with reference to the ICAO's Security Audit Reference Manual. Like taking every examination, APSD colleagues carried out 'mock' audits with these parties.

Moment of Truth

After more than 6 months' hard work,

the curtain on the long-awaited audit eventually was unveiled on January 14. The ICAO audit team comprised a Team Leader, Mr Steve Berti, the ICAO Technical Coordinator at Montreal, with 3 auditors, Messrs. Paul Ross, Warren Tatham and Lee Joo Hyung seconded from Australia, New Zealand and Republic of Korea respectively. The first event was a Government briefing, which was one of the events that under the ICAO audit protocols for kick-starting the audit, whereby the ICAO Team introduced the audit team and described its audit plan. The briefing was chaired by the DG and attended by representatives from Security Bureau, Police and the industry. Three observers, one from the CAAC and two from Macao CAA were invited to observe the audit for the purpose of sharing of experiences.

The field work of the audit team commenced on the next day until January 21 except with a rest day on January 19 with a packed programme of meetings and visits. The auditors were impressed with the parties they visited as they were very cooperative and well-prepared.

The 'examination results', that is, the

preliminary audit report, was announced on January 23 at the post-audit briefing to the DG. Colleagues were relieved when they were advised that Hong Kong was found to have a high standard of aviation security, and a well-developed aviation security system supported by a team of highly qualified staff within the Department who maintain a good working relationship with the various stakeholders including AAHK, AVSECO, Police, aircraft operators and other entities. Being one of the world's busiest international passenger and cargo hubs, HKSAR will continue to face considerable challenges. The ICAO Team had made some recommendations for further enhancement of our security systems.

My Post-Audit Remarks

The security audit has been a challenge to us but the experience gained in going through the process is precious and rewarding. The completion of the mission rested on the team work of our APSD colleagues and also support from other Divisions. I wish to make use of this space to express my sincere gratitude to those colleagues who have contributed to make this project a success.

教育及職業博覽2008 Education & Careers Expo 2008

助理部門秘書（招聘）莫慧恩

By Ms Vivien Mok, Assistant Departmental Secretary (Appointment)

教育及職業博覽2008在二〇〇八年二月二十一至二十四日假香港會議展覽中心舉行，主題為“規劃新方向”。

香港貿易發展局自一九九一年起每年都舉辦這個展覽，民航處一直積極參與。作為有遠見的僱主，民航處參展，除了推廣部門形象外，還有一個主要目的，就是宣傳航空交通管制員這份頗為獨特的職業。航空交通管制員入職後，需要接受民航處培訓數載，才合資格執行各項航空交通管制職務。

民航處的展覽攤位設有高架裝置，也放置一望而知屬於民航處的“現場”



民航處同事在場分享航空交通管制中心的工作經驗和解答查詢。
CAD staff were on hand to share their working experience in the Air Traffic Control Centre and to answer enquiries.

航空交通管制雷達控制台。該控制台接駁了液晶顯示器，展示香港國際機場繁忙的航空交通和飛機升降的雷達紀錄，加強真實感。參觀人士可以收聽飛行員與控制員實際的無線電通訊，體會如何處理航空交通序列。攤位除了展示航空交通管制設備外，亦有兩個模擬駕駛裝置遊戲，供參觀人士測試本身的飛行本領。此外，攤位設有民航處問答遊戲程式，加深參觀人士對本處及民航業的認識。

航空交通管理部及行政部派出多名同事，在現場分享航空交通管制中心的工作經驗，提供航空交通管制員這份專業的詳細資料，並解答求職者及其他參觀人士有關聘用的查詢。

在為期四天的展覽中，民航處攤位吸引了數以千計的人士參觀，更派發了逾萬份單張，介紹航空交通管制主任職系的事業前景，可見參展成績美滿。

The 2008 Education and Career Expo, with the theme "Mapping New Direction", was held from February 21 to 24 at the Hong Kong Convention and Exhibition Centre.

CAD has been a supporter of this annual event organised by the Hong Kong Trade Development Council since 1991. Apart from promoting the departmental image,

as a forward-looking employer, one of our major aims for joining this Expo is to promote the rather unique profession of Air Traffic Controllers, who after appointment need to be trained departmentally for several years before they are qualified to perform various duties for controlling the air traffic.

The CAD booth was constructed with high-rise overhead features and a signature 'live' Air Traffic Control Radar Console with LCD monitors showing radar recordings of a busy traffic scenario at the Hong Kong International Airport and aircraft landings and taking-offs to add realism. Visitors to the booth were able to listen in to real radio exchanges between pilots and controllers to experience vicariously the handling of the traffic sequence. Apart from the Air Traffic Control equipment, visitors were also given an opportunity to test their flying skills with two flight simulator games and to beef up their knowledge about the department and the civil aviation industry with the CAD quiz program installed at the booth.

A team of colleagues from the Air Traffic Management Division and Administration Division were on hand to share their working experience in the Air Traffic



本處的展覽攤位設有高架裝置和模擬駕駛裝置遊戲。

The CAD booth was constructed with high-rise overhead features and flight simulator games.

Control Centre, to give more in-depth knowledge about the career of the Air Traffic Controller profession and to answer enquiries about appointment matters from job seekers and other visitors.

As a testament to our success in participating in this annual event, the CAD booth drew an impressive attendance of thousands of visitors and distributed more than 10,000 pamphlets introducing the career prospects of the Air Traffic Control Officer grade during the four-day event.

持續進修 學業有成 Learning Never Ends

本處幾位同事最近學業有成，獲頒發航空管理方面的相關碩士學位。
Congratulations to our colleagues who have obtained their Master Degree in aviation recently.

部門活動花絮 Department Activities

16.1.2008



新加坡民航局航空電訊局局長Yeo Cheng-nam帶領代表團到訪民航處。
Mr Yeo Cheng-nam, Head of Aeronautical Telecommunications, Civil Aviation Authority of Singapore, led a team of delegates to visit CAD.

29.1.2008



公務員事務局局長俞宗怡參觀民航處航管中心的運作。
Miss Denise Yue, the Secretary for the Civil Service, visited the Air Traffic Control Centre to see for herself its operation.

14.2.2008



飛行標準總監廖志勇在ABACE2008 發表演說。
Captain Victor Liu, Chief, Flight Standards, addressing the ABACE 2008 in Hong Kong.

25-27.2.2008



總航空交通管制主任(航空交通事務及人事組)岑兆華在西班牙馬德里舉行的IATA OPS Forum 2008發表演說。
Mr Manuel Sum, Chief (Operations & Personnel), made a presentation at IATA OPS Forum 2008 in Madrid, Spain.

31.1.2008



民航處職員康樂會義工隊為「公務義工傳愛心」活動最積極參與獎的得獎隊伍之一。
CAD Staff Club Volunteer Team was one of the recipients of the Award for Active Participation of the Civil Service Volunteer Action.

12.3.2008



處長羅崇文致送紀念品予到訪的新加坡交通部部長林雙吉。
DGCA Norman Lo presenting a souvenir to the Singapore Minister for Transport, Mr Raymond Lim, who paid a courtesy call to CAD.

14.3.2008



國際航空運輸協會總監及行政總裁Mr Giovanni Bisignani 到訪民航處。
Mr Giovanni Bisignani, Director-General and CEO of the International Air Transport Association, visited the CAD.

27.3.2008



美國國家運輸安全委員會主席Mark V. Rosenker到訪民航處。
The Chairman of the US National Transportation Safety Board, Mr Mark V. Rosenker, visited the CAD.

27.3.2008



約一百六十名同事和來賓參加本處職員康樂會週年聚餐。
About 160 colleagues and guests attended the CAD Staff Club Annual Dinner.

27-28.3.2008



航班事務部同事在三月二十七日至二十八日前往澳門參加三地國際航空法交流會。
Colleagues from Air Services Division attended the Tripartite Meeting on Aviation Law held in Macao SAR from March 27 - 28.

28.3.2008



香港機場行政見習生在工程及系統部參與民航處提供的輔導計劃。
Management trainees of Airport Authority Hong Kong attended the CAD orientation program at Engineering and Systems Division office.

3.4.2008



處長羅崇文頒發獎旗予在「飛躍理想計劃」中獲得東京旅遊獎勵的畢業代表。
Mr Norman Lo, DGCA, presenting the Toyko Trip Award flag to the member representative of the "I Can Fly" Programme.

新的體驗 - 我在政制及內地事務局的日子與夜

New Experience - My Days and Nights in the Constitutional and Mainland Affairs Bureau

署理高級電子工程師 (工程項目) 阮志敬 (航空交通工程及標準部)

By Mr Yuen Chi King, Acting Senior Electronics Engineer (Projects), Air Traffic Engineering and Standards Division

你可知道香港在二〇〇七年八月二十一日、八月二十八日、九月四日、九月十二日、九月十七日、九月十九日、十一月十八日、十二月二日、十二月十二日及十二月二十九日發生何事嗎？它們對於香港的政制發展至為重要，並對香港有不同的意義和影響；我從二〇〇七年八月一日至二〇〇八年一月三十一日暫時被調派往政制及內地事務局工作六個月，以上十個日期正是我在調任期間各個日以繼夜工作項目的完成日期。

日以繼夜為籌謀

特區政府於二〇〇七年七月十一日發表了《政制發展綠皮書》(下稱“《綠皮書》”)。在三個月的諮詢期內，我協助統籌政制及內地事務局局長的公眾諮詢日程，並陪同局長及其他官員出席各項諮詢活動，當中包括與各個專業團體、政黨、社團組織及區議會會面，聽取他們對政制發展的意見；除此以外，我亦負責策劃由超過1,200名公眾人士參加的四個地區人士研討會及兩個公開論壇。

通過組織超過六十場會議和於不同地點舉辦六場研討會/論壇，與及協助籌備另外兩場由全國人民代表大會常務委員會副秘書長於二〇〇七年十二月二十九日在禮賓府和香港會議展覽中心內作主講嘉賓的政制發展座談會，我有機會與社會上各界別及不同階層人士接觸，並和其他政府部門合作。

我的另一項挑戰是在諮詢期後的兩個

月內分析超過18,200份意見書和由市民透過超過十五萬個簽名所表達的意見，從而趕及於二〇〇七年十二月十二日發表諮詢報告。在直接參與分析數據及整理報告的工作中，我對政策局的運作、工作文化及典範有更深刻的體會，包括機動性地調配資源、人性化地建構團隊精神及各團隊成員能在短時間內自我組織起來互相協助和配合，使一個幾乎不可能達成的任務能順利地完成。

成事歡樂悠悠

有鑑於二〇〇四年立法會選舉投票當日的混亂情況，我和政制及內地事務局同事與選舉事務處緊密合作，防止類似事件在二〇〇七年十一月十八日的區議會選舉及十二月二日的立法會補選中重演。在與選舉事務處富建設性的對話後，我們確定用於二〇〇四年立法會選舉的電腦系統在外判合約、設計及測試上均有不足的地方，並採取對應措施為用於二〇〇七年區

議會選舉及立法會補選的電腦系統在上述各環節上堵塞漏洞；在這兩個投票日，當我和其他政制及內地事務局與選舉事務處的同事在中央控制中心看到全港各區的投票及點票程序能順利完成、投票人數及選舉結果可依時地從各票站傳送回中央控制中心，與及電腦系統成功地編制各份統計報表時，我們皆為選舉過程及電腦系統的暢順運作而歡呼。

與熟悉立法事宜的局內同事無拘無束地討論是最富啟發性的體驗，由於我是政制及內地事務局的一位立法會功能界別的合資格選民，我有機會在擬定修改立法會條例（第五百四十二章）的指示文件予律政司時參與討論，當中包括就英國的電機工程師學會與電氣、電子、機械工程師聯合會合併成工程及科技學會和其重整會員架構後，對影響香港功能界別選民資格一事提供意見。



區議會選舉投票及點票程序順利完成。

The polling and counting process for the District Council Election was smoothly concluded.



阮志敬協助整理及出版《政制發展綠皮書》公眾諮詢報告及附錄。
Mr. Yuen Chi King had assisted in the publication of the report and appendices on the public consultation on Constitutional Development.

作為一位工程師而被調派往政策局處理香港政制發展的政治敏感議題，對我個人來說極具挑戰性，亦是新的體驗。當我成功地向自己證明工程師除了解決工程問題外亦能處理政策事務時，我興奮的心情實非筆墨所能形容。在經常與政策局內各團隊成員及主管的互動下，我感到公務員必須以廣闊的視野思考問題；在未來的日子，我期望能在我的分部內推廣政策局的工作文化及典範。

Do you know what happened in Hong Kong on August 21, 2007, August 28, 2007, September 4, 2007, September 12, 2007, September 17, 2007, September 19, 2007, November 18, 2007, December 2, 2007, December 12, 2007 and December 29, 2007? They were significant and had different implications to the constitutional development in Hong Kong. Those dates were also the completion dates of the tasks which occupied all the days and nights in my 6-month secondment to the Constitutional and Mainland Affairs Bureau (CMAB) from August 1, 2007 to January 31, 2008.

Effort of Days and Nights

The Green Paper on Constitutional Development ("the Green Paper") was published by the HKSAR Government on July 11, 2007. During the 3-month

public consultation period, I assisted in coordinating the public consultation programme for the Secretary for Constitutional and Mainland Affairs (SCMA), and accompanied SCMA and other officials to attend consultation activities including meetings with representatives of

different professional bodies, political parties, social organisations and District Councils to solicit their views on constitutional development. I was also responsible for the planning of four regional forums and two open forums which were attended by over 1,200 participants in total. In organising over 60 meetings and six Green Paper consultation forums in different venues, and supporting another two constitutional development forums addressed by the Deputy Secretary General for the Standing Committee of the National People's Congress (NPCSC) at the Government House and the Hong Kong Convention and Exhibition Centre on December 29, 2007, I had the opportunity to meet people from different sectors and levels of the society and work with different departments. The analysis of over 18,200 written submissions and public views through more than 150,000 public signatures within 2 months after consultation for the publication of the consultation report on December 12, 2007 was not only another challenge for me but also the CMAB as a whole. By direct involvement in the consultation process, I had a better appreciation of the operation, working culture and paradigm of the policy bureau in terms of dynamic allocation

of resources, humanistic approach of cultivating team spirit and self-organisation of team members in short time to complement each other in completing an almost impossible mission.

Cheer for Accomplishment

In view of the chaos on the polling day of the Legislative Council (LegCo) Election in 2004, I and other colleagues in CMAB worked closely with the Registration and Electoral Office (REO) to avoid its recurrence in the District Council (DC) Election and LegCo By-election held on November 18, 2007 and December 2, 2007 respectively. Through constructive dialogue with REO, deficiencies in the outsourcing contract, design and testing of the computer system used in 2004 LegCo Election were identified and measures taken to fix the loopholes in these areas of the system for DC Election and LegCo By-election in 2007. I and all other CMAB/REO colleagues in the Central Command Centre (CCC) cheered for the smooth running of the polling and counting process in the territory, the timely returning of the voter turnout figures and counting results from the polling stations, and the successful compiling of all statistical reports at the CCC on the two election days.

Unforgettable New Experience

The experience of open discussion with expert officers on legislative issues was inspiring. As the only qualified registered elector of the functional constituency of LegCo in CMAB, I had the opportunity to express my views when preparing the drafting instruction to the Department of Justice for the amendment of the Legislative Council Ordinance (Cap 542), including the merging of the Institution of Electrical Engineers with the Institute of

Incorporated Engineers under the name of the Institution of Engineering and Technology in UK, and the corresponding change of membership structure affecting the list of registered electors for the functional constituency of LegCo in Hong Kong.

The secondment to policy bureau to

handle politically sensitive issues related to constitutional development in Hong Kong was a new experience and great challenge to me as an engineer. I could not find the words to describe how excited I was when I successfully proved to myself that engineer is not only able to resolve engineering problems but is also capable to manage the government

policy issues. Through frequent interactions with different team members and supervisors in policy bureau, I feel the need for civil servant to think in a broad perspective. I hope I can promote the working culture and paradigm of policy bureau in my division in the years ahead.

職員康樂會活動 Staff Club Activities

高級民航事務主任 (技術行政) 李廣義 (航空交通管理部)

By Mr Peter Lee, Senior Operations Officer (Technical Administration), Air Traffic Management Division

三月二十七日晚上，康樂會假跑馬地紀利華木球會舉行周年聚餐，出席的同事和嘉賓超過160人。在幸運抽獎環節中，有20名幸運兒中獎，另外益智遊戲有七席的同事差不多答中全部15條問題，贏得豐富獎品。當晚，來自不同分部的同事難得聚首一堂，度過了一個充滿歡娛的晚上。

一月三十一日，在「公務義工傳愛心」活動頒獎禮上，康樂會義工隊成為「最積極參與獎」其中一支得獎隊伍，委實感到自豪。獎項由公務員事務局局長頒發，技術員(建築)胡燕容和電子工程師李少聰代表義工隊領獎。這個獎項肯定了他們對康樂會籌辦的義工服務鼎力支持和熱心參與。自去年起，前任執委會在發動義工服務方面一直不遺餘力，我們獲此殊榮，他們功不可沒，謹在此表達謝意。

職員康樂會自二〇〇七年推行義工服務以來，每逢星期六下午都會為香港殘疾人奧委會暨傷殘人士體育協會舉辦的硬地滾球活動提供協助。能夠為運動員略盡綿力，義工隊深感榮幸。球員當中有香港傷殘人士代表隊隊員，代表香港參加海外比賽，世界排名相當高。



飲勝！
Cheers!

我們的服務對象是患有不同程度腦麻痺(痙攣)或肌肉萎縮症的人士，主要工作是在每輪拋踢完畢後，替他們撿回所有皮球。雖然我們只需不時撿起皮球，看來十分容易，但其實頗耗體力，因為重複彎腰屈膝，兩小時後腰腿就會感到痠痛。不過，義工服務意義重大，況且每當運動員擲出好成績時，我們都會一起歡呼，箇中樂趣，即使要忍受痠痛，仍然值得。

借此一隅，謹呼籲各位同事加入義工隊。我可以保證，參與義工服務，除了可多做運動外，看到運動員努力練習，每次拋擲力求完美，更會受他們

堅毅的意志感染。歡迎各位加入我們的大家庭，如有興趣，請與本人(航空交通管理部)或下述任何一位執委會委員聯絡：羅哲偉(航班事務部)、簡柏基(機場安全標準部)、何智忻(航空交通工程及標準部)、熊仲文(飛行標準及適航部)、李燕芬(行政部)和梁耀光(航空交通管理部)。此外，執委會正探討可否擴大義工隊的服務範圍，在本處推廣義工服務。要達到這個目標，實有賴各位支持。借用「公務義工傳愛心」活動的口號——「無私關懷，共建和諧」，期望各位伸出援手，幫助有需要的人士。謝謝！

除了持續進行的義工服務外，我們還希望舉辦其他類型的康樂體育活動，為同事提供更多選擇。我們初步打算開辦草地滾球入門課程。據悉胡燕容已取得草地滾球導師資格，若她願意襄助，我們可望稍後定出課程內容。課程一經落實，我們定會公布，敬請留意。

The Annual Dinner was held on the evening of March 27 at the Craigenower Cricket Club, Happy Valley, over 160 colleagues and guests participated. Twenty colleagues got their lucks during the lucky draw and claimed home their prizes. Seven prizes were also awarded to those tables which have successfully figured out the correct answers to most of the 15 IQ questions. All in all, it was an enjoyable evening for colleagues from all different divisions to get together and share the fun.

The Staff Club Volunteer Team took pride as one of the recipients of the Award for Active Participation which was presented by the Secretary for the Civil Service at the Civil Service Volunteer Action Awards Presentation Ceremony on January 31. I am most pleased to inform that Yvonne YY Wu, Technical Officer (Architect), and Daniel SC Li, Electronics Engineer, have represented our volunteer team to receive the award in recognition of their support and dedication to the voluntary service organised by the Staff Club. I should also like to take this opportunity to acknowledge the efforts of my predecessors in the Excom who has initiated the voluntary service since last year, without which, we would not have been honoured with the award.

Since inception of our voluntary service in 2007, the volunteer team of the Staff Club have continued to provide service on Saturday afternoons in supporting the Boccia activities organised by the



本處義工隊逢周六下午為殘疾人士硬地滾球活動提供協助。
CAD volunteer team provides service on Saturday afternoons in supporting the Boccia activities for the physically disabled people.

Hong Kong Paralympic Committee and Sports Association for the Physically Disabled. It is an honour for the volunteer team to be of help to the athletes, some of whom are members of the Hong Kong Paralympic team representing Hong Kong in overseas competitions and have achieved high international ranking;

Members of the team for which we provide volunteer service are those suffering from various degrees of cerebral palsy or muscular dystrophy, and our help to them was primarily to retrieve all the leather balls for the athletes after each round of throwing.

Although the volunteer service may seem easy to start with as it only involves picking up the leather balls from time to time, it is in fact quite physically demanding because after 2 hours of kneeling down and bending over repeatedly, you would start to feel the sores on the legs and waist. However, the good cause of the service and the fun that we share with the athletes in the cheers and joys for a good throw are all worthy of any sores.

In this regard, I wish to appeal to fellow colleagues to come and join our volunteer team. I can assure that you will have a good exercise and probably

a high spirit too after seeing the efforts of the athletes in practising and perfecting each throw. Please contact any of our Excom members as follows:

- Jeffrey Law (ASD), Vincent Kan (APSD), Joseph Ho (AESD), Raymond Hung (FSAD), Frances Li (AdmD), Andrew Leung and myself (ATMD). We will be more than please to have you on board.

You may also wish to know that the Excom is looking into expanding our volunteer team into other areas so as to promote voluntary service in our department. We will need your support to take this worthy cause further forward - to quote the slogan of the Civil Service Volunteer Action Campaign: "We care, we volunteer", I am looking to you to lend your helping hands to those in need. Thank you!

In addition to this on-going activities in voluntary service, we are hoping to organise other recreational and sport activities so as to offer more varieties to staff. What we have in mind at this point is first to organise a lawn bowl introduction class. It is hopeful that with the help of Yvonne - whom I learnt has attained instructor level in this game - we may perhaps be able to draw up a programme in due course. Please look out for more announcements when this materialises.

一九六六至七二年：譚信領導下的民航處

Notes on Thomas Russell Thomson's period in Hong Kong 1966-72

By Mr Brian Keep, former Director of Civil Aviation

民航處前處長譚信在三月三十一日逝世，終年九十一歲。我們藉此機會在此對他的家人寄予最深切的慰問。

另一位前處長Brian Keep在此分享了譚信的成就以及他在位其間(一九六六年至一九七二年)對香港航空業發展的貢獻。

一九六三年，前肯尼亞內羅畢機場總監譚信(Thomas Russell Thomson)，O.B.E.，加入香港政府，出任民航處副處長。

當時民航處負責本港所有與民航有關的事務，包括啟德機場的運作、香港和南中國海大部分地區(向南延伸至越南)的航空交通管制、飛機登記和適航、搜救、航空通訊，以及香港在英國與其他國家簽訂的民用航空運輸協定(航空協定)中的權益。

一九六六年，譚信升任民航處處長，隨即著手部門改革，檢視部門組織架構，加以改動，使民航處的運作較貼近商業模式。將高級人員的職銜原本類似軍銜(當時大多數高級人員出身皇家空軍或海軍航空隊)，改為更切合商業環境的職銜。舉例來說，機場總監改稱機場總經理，高級航空交通管制主任(皇家空軍職銜)改稱航空交通總經理，確保職位名稱更能如實反映相關人員的職責。此外，成立技術及策劃



一九七〇年的香港啟德機場。
Hong Kong Kai Tak Airport in 1970.

部，以配合迅速發展，與時並進。

與此同時，譚信聯同會計師，就機場營運、航空交通管制，以及海關、警務處和入境事務處等其他政府部門提供服務的成本，開立帳目。會計師確定從商業活動、商店、免稅品銷售所得的巨額收入款額，並根據成本和香港政府投放於相關設施的投資回報，釐訂扣除商業活動收入後向航空公司收取的合理費用、著陸費、飛越領空費等。有關帳目在民航處年報公布。

鑑於預測結果顯示航空服務需求龐大，譚信遂提出多個發展項目徵求批准，並為建造工程申請撥款。這些項目包括分階段興建客運大樓、延長機場跑道、設立航空交通管制系統及相關的通訊、雷達和導航輔助設備。此外，民航處安裝一套儀錶進場系統，引導航機從跑道西北端彎入作最後目視進場，並特意稱之為儀錶導航系統，以便與相反方向跑道的標準直接儀錶進場系統區分。

為配合時代發展，客運大樓設計亦大幅修改，把抵港與離港旅客分流，利用特設的旅客登機橋，升降至客運大樓適當樓層，指引旅客前往離港航機或離開抵港航機。當時尚未預見這項設計對後來實施旅客保安檢查，大有幫助。

九龍與維多利亞港的發展日趨蓬勃，啟德機場位處其中，擴展機會微乎其微。譚信洞悉這方面的限制，遂於一九六九年批准為興建新機場開展策劃工作。他退休時，新機場項目已上軌道。其後新機場選址赤鱗角島，在一九九八年啟用。

在譚信任內，民航處蛻變為以商業主導的機構，廉潔高效，並為航空設施的持續發展定出宏圖大計，因而享譽國際。

譚信在港閒來最愛打高爾夫球，還加入了石澳高爾夫球會。

一九七二年，譚信退休離港，不久重返香江，應邀參與法定機構香港空運牌照局就來往香港與倫敦航線牌照申請展開的聆訊，提供寶貴意見。結果，國泰和英國金獅航空獲准開辦上述航線。

Our former director, Mr Thomas Russell Thomson, passed away on March 31 at the age of 91. We would like to express our deepest condolences to his family.

Mr Brian Keep, another former director, has shared Mr Thomson's achievements and contribution to the development of aviation in Hong Kong during 1966-1972.

Thomas Russell Thomson, O.B.E. took up the post of Deputy Director of Civil Aviation in the Civil Aviation Department of the Hong Kong Government in 1963 from his former post of Airport Commandant of Nairobi Airport, Kenya.

At that time, the Civil Aviation Department was responsible for all matters affecting civil aviation in Hong Kong which included the operation of Kai Tak airport, Air Traffic Control in Hong Kong and over a large area of the South China Sea, extending southwards almost as far as Vietnam, registration and airworthiness of aircraft, search and rescue, aeronautical telecommunications and Hong Kong's interest in Air Service Agreements (ASAs) made between the UK and other countries.

TRT became Director of Civil Aviation in 1966. At that time, he set about changing the Department so that it became structured on a more commercial rather than Government department basis. The department's organisation was reviewed and amended;

the designations of senior posts were changed from being quasi military (most senior officers were ex RAF or Fleet Air Arm) to ones more fitting a business environment. The Airport Commandant became the Airport General Manager; the Senior Air Traffic Control Officer (an RAF title) became the Air Traffic General Manager, for examples. This ensured that the names of the posts more accurately reflected the responsibilities of the staff concerned. A new division, named Technical and Planning was instituted to reflect the need for rapid developments keeping pace with demand.

At the same time, TRT worked with accountants to set up accounts for the costs of operation of the airport, air traffic control and for services provided by other departments of the HK Government, e.g., Customs, Police and Immigration. These accountants were able to quantify the substantial income from commercial activities, shops, duty free sales, etc., enabling charges to airlines, landing fees, over-flying fees, etc., to be set on a logical basis of costs and return on investment by the Hong Kong Government in the facilities, offset by income from commercial activities. The account was published in the

Department's annual report.

The forecasts indicating substantial needs, TRT set about putting forward development projects for approval and the granting of funds for construction work. These projects included phased development of the Passenger Terminal Building, lengthening the airport runway, development of the air traffic control system and the associated communications, radars and navigational aids. An instrument approach system to the curved final visual approach to the runway from the North West was installed and uniquely at that time designated as an Instrument Guidance System (IGS) to differentiate it from the standard, straight-in Instrument Approach system on the reciprocal runway (ILS).

The design of the passenger terminal was substantially modified to reflect modern developments in that inbound and outbound passengers were completely separated in the terminal and directed to or from the aircraft to arrival or from departures by a unique design of lifting passenger bridges, which moved to access the appropriate level of the passenger terminal. This facility inadvertently became later a great help

in achieving adequate security screening of passengers.

Noting that Kai Tak was an airport set within the burgeoning developments of Kowloon and Hong Kong harbour and thus being very limited in its potential for expansion, TRT approved in 1969 the start of planning for a replacement airport. Work on this project was well under way at the time of his retirement, the island of Chek Lap Kok was subsequently selected as the site and the new airport there opened in 1998.

Thus, during his period of service, TRT transformed the Civil Aviation Department to a well-respected, commercially oriented organisation with broad-reaching plans for its ongoing development of aviation facilities and an enviable reputation for efficiency and freedom from corruption.

He retired from Hong Kong in 1972 but temporarily returned later to give valuable service on the Hong Kong Air Transport Licensing Authority, a statutory body, during their hearings of applications for licences to operate between Hong Kong and London which resulting in the entry of Cathay Pacific and British Caledonian to that route.

同事動向 CAD Newsmakers

願退休生活愉快 Best wishes to the retirees

梁煥然先生 民航處助理處長
曾英明先生 高級航空交通事務員

Mr Leung Woon-yin
Mr Tsang Ying-ming, Philip

Assistant Director-General of Civil Aviation
Senior Air Traffic Flight Services Officer

本處同事於二月十九日設宴歡送民航處助理處長梁煥然。祝願梁先生退休生活愉快、身體健康。
A farewell lunch was hosted for Mr Leung Woon-yin, ADGCA, on February 19. We wish Mr Leung a happy retirement and good health.



再見好同僚 Farewell to those leaving

W N Troedson先生 二級航空交通管制主任
梁珮怡女士 文書助理
蘇信堅先生 庫務會計師
陳君瑜女士 一級航空交通事務員
黎健榮先生 二級工人
陳智豪先生 文書助理
謝慧玲女士 高級新聞主任
蕭寶賢女士 文書助理
楊麗虹女士 二級行政主任
李穎廉先生 三級航空交通事務員
陳建良先生 助理民航事務主任
吳柏全先生 二級物料供應員
杜賢哲先生 高級民航事務主任
趙秀蘭女士 三級航空交通管制主任

Mr Troedson Wayne Norris
Miss Leung Pui-yi, Emily
Mr So Shun-kin, Richard
Ms Chan Kwan-yu, Georgiana
Mr Lai Kin-wing
Mr Chan Chi-ho, Louis
Miss Tse Wai-ling, Stella
Miss Siu Po-yin
Miss Yeung Lai-hung
Mr Lee Wing-lim Edwin
Mr Chan Kin-leung, Daniel
Mr Ng Pak-chuen
Mr Duhig Terence Thomas
Miss Chiu Sau-lan, Sandy

Air Traffic Control Officer II
Clerical Assistant
Treasury Accountant
Air Traffic Flight Services Officer I
Workman II
Clerical Assistant
Senior Information Officer
Clerical Assistant
Executive Officer II
Air Traffic Flight Services Officer III
Assistant Operations Officer
Supplies Supervisor II
Senior Operations Officer
Air Traffic Control Officer III

恭賀榮升之喜 Congratulations to the newly promoted



恭喜李廷贊先生(左)和謝紀發先生(右)同時獲晉升為總航空交通管制主任。

Congratulations to Mr Philip Lee (left) and Mr David Tse (right) who were both promoted to the rank of Chief Air Traffic Control Officer.



助理處長(航空交通管理)伍崇正頒授晉升函予其中六位剛晉升為一級航空交通管制主任的同事。

Mr Coleman Ng, Assistant Director-General of Air Traffic Management Division, presented the promotion letters, to six of the colleagues who were recently promoted to Air Traffic Control Officer I.

晉升為	生效日期	Promoted to	Date
李廷贊先生 總航空交通管制主任	18.10.2007	Mr Lee Ting-chan, Philip	Chief Air Traffic Control Officer 18.10.2007
謝紀發先生 總航空交通管制主任	18.10.2007	Mr Tse Kee-fat, David	Chief Air Traffic Control Officer 18.10.2007
鄭綺翠女士 二級航空交通管制主任	10.10.2007	Ms Cheng Yee-chui	Air Traffic Control Officer II 10.10.2007
許雁翎女士 二級航空交通管制主任	10.10.2007	Ms Hui Ngan-ling	Air Traffic Control Officer II 10.10.2007
簡慧琮女士 二級航空交通管制主任	10.10.2007	Ms Kan Wai-king, Judy	Air Traffic Control Officer II 10.10.2007
劉慧寧女士 二級航空交通管制主任	10.10.2007	Ms Lau Wai-ning, May	Air Traffic Control Officer II 10.10.2007
李健彤女士 二級航空交通管制主任	10.10.2007	Ms Lee Kin-tung, Janet	Air Traffic Control Officer II 10.10.2007
李宇明女士 二級航空交通管制主任	10.10.2007	Ms Lee Yu-ming, Alice	Air Traffic Control Officer II 10.10.2007
吳冠庭先生 二級航空交通管制主任	10.10.2007	Mr Ng Koon-ting	Air Traffic Control Officer II 10.10.2007
龐穎琪女士 二級航空交通管制主任	10.10.2007	Ms Pong Wing-kay, Tiffany	Air Traffic Control Officer II 10.10.2007
潘詠施女士 二級航空交通管制主任	10.10.2007	Ms Pun Wing-sze	Air Traffic Control Officer II 10.10.2007
黃振業先生 二級航空交通管制主任	10.10.2007	Mr Wong Chun-yip	Air Traffic Control Officer II 10.10.2007
容榮樂先生 二級航空交通管制主任	10.10.2007	Mr Yung Wing-lok	Air Traffic Control Officer II 10.10.2007
姚金枝女士 一級航空交通管制主任	22.4.2008	Miss Yiu Kam-chee, Connie	Air Traffic Control Officer I 22.4.2008
J M Black先生 一級航空交通管制主任	22.4.2008	Mr Black Jeffrey Maxwell	Air Traffic Control Officer I 22.4.2008
B Debenham先生 一級航空交通管制主任	22.4.2008	Mr Debenham Barry	Air Traffic Control Officer I 22.4.2008
倫詠文女士 一級航空交通管制主任	22.4.2008	Miss Lun Wing-man, Angela	Air Traffic Control Officer I 22.4.2008
張麗娟女士 一級航空交通管制主任	22.4.2008	Ms Cheung Lai-kuen, Mona	Air Traffic Control Officer I 22.4.2008
呂雅珊女士 一級航空交通管制主任	22.4.2008	Ms Lui Nga-shan, Susanna	Air Traffic Control Officer I 22.4.2008
呂松錦先生 一級航空交通管制主任	22.4.2008	Mr Lui Chung-kam,	Air Traffic Control Officer I 22.4.2008
C F Modder先生 一級航空交通管制主任	22.4.2008	Mr Modder Carl Frank	Air Traffic Control Officer I 22.4.2008
鄭寶強先生 一級航空交通管制主任	22.4.2008	Mr Cheng Po-keung	Air Traffic Control Officer I 22.4.2008

歡迎新同事 Welcome to the newcomers

陳嘉詠女士 助理新聞主任	Miss Chan Ka-wing, Fiona	Assistant Information Officer
尹景岱先生 二級行政主任	Mr Wan King-doy, David	Executive Officer II
倫月好女士 二級物料供應員	Ms Lun Yuet-ho	Supplies Supervisor II
劉世龍先生 高級民航事務主任	Mr Lau Sai-lung, Michael	Senior Operations Officer
馬錦標先生 高級新聞主任	Mr Ma Kam-biu, Francis	Senior Information Officer
李鈞濟先生 高級民航事務主任	Mr Lee Ngau-chai, Johnny	Senior Operations Officer
李婉玲女士 二級會計主任	Miss Lee Yuen-ling, Irene	Accounting Officer II
王雙奎先生 文書主任	Mr Wong Seung-fui, Francis	Clerical Officer
王潔貞女士 文書助理	Ms Wong Kit-ching	Clerical Assistant
陳志樂先生 庫務會計師	Mr Chan Chi-lok	Treasury Accountant
鄺健榮先生 民航事務主任	Mr Kwong Kin-wing, Tony	Operations Officer
鄭書皓先生 見習航空交通管制主任	Mr Cheng Helios Su-ho	Student Air Traffic Control Officer
卓凱怡女士 三級航空交通事務員	Miss Churk Hoi-yi	Air Traffic Flight Services Officer III
郭家儀女士 見習航空交通管制主任	Miss Kwok Ka-yee	Student Air Traffic Control Officer
林祖翰先生 見習航空交通管制主任	Mr Lam Cho-hon	Student Air Traffic Control Officer
林嘉兒女士 見習航空交通管制主任	Miss Lam Ka-yee	Student Air Traffic Control Officer
劉偉德先生 見習航空交通管制主任	Mr Lau Wai-tak	Student Air Traffic Control Officer
羅兆佳先生 見習航空交通管制主任	Mr Law Siu-kai	Student Air Traffic Control Officer
李穎廉先生 三級航空交通事務員	Mr Lee Wing-lim, Edwin	Air Traffic Flight Services Officer III
李苑琳女士 見習航空交通管制主任	Miss Li Yuen-lam	Student Air Traffic Control Officer
龍卓侃先生 見習航空交通管制主任	Mr Lung Cheuk-hon, Jeffrey	Student Air Traffic Control Officer
沈仲堯先生 見習航空交通管制主任	Mr Sum Chung-yiu	Student Air Traffic Control Officer
譚嘉敏女士 見習航空交通管制主任	Miss Tam Rebecca Carmen	Student Air Traffic Control Officer
李文先生 民航事務主任	Mr Li Man, Simon	Operations Officer
梁榮勝先生 民航事務主任	Mr Leung Wing-shing, Jimmy	Operations Officer
葉妙玲女士 助理民航事務主任	Miss Yip Miu-ling, Rosa	Assistant Operations Officer