

民航處計劃進度報告 CAD Project – Progress Report

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畫家筆下的新民航處總部大樓正門入口。

An artist's impression of the main entrance of the new CAD Headquarters.

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重重挑戰

在二零零七年六月出版的第31期《民航處通訊》，民航處處長欣然告訴大家，「民航處計劃」正全速進行，內容包括更換航空交通管制(空管)系統、興建新航空交通管制中心，以及興建民航處大樓，讓各分部的辦事處設於同一地點。現在由工作組向大家匯報計劃的最新進展。

自二零零七年六月以來，種種挑戰接踵而至。為此，本處成立民航處計劃工作組，由一位民航處助理處長領導，共有42名專責組員，包括一名由建築署借調的高級建築師，以確保計劃可依時順利進行。

為了監督計劃的執行及進展，本處亦成立一個由各分部高層管理人員組成的民航處新總部計劃督導委員會。督導委員會一共設立了16個不同功能的小組，專責制定計劃各方面的策略和要求。這些小組負責：計劃協調；設計和基礎設施；環境和協同作用；保安和安全；資訊科技和先進技術的應用；空管工作環境；空管系統和設施；空管培訓和人力資源計劃；會議、培訓設施和辦公地方；過渡和搬遷安排；行政和人員編制；空域管理和飛程序序；意外事故調查；資源分配；整合協調操作要求和企業關係；以及在督導委員會的定期會議上討論專責小組所提交的建議，通過後便採納為新大樓的設計要求。

更換空管系統

於二零零七年五月，立法會財務委員會通過撥款15.65億元，用以更換空管系統。工作組遂專注制定操作要求和系統結構的詳細設計，以及草擬招標規格。

新空管系統共涉及14個主要系統、三個訓練設施和各種配套組件及子系統。新系統屬於最先進系統，提供更佳的安全功能和提高運作效率。設計同時兼顧系統擴展、互通能力、人類工程學、安全管理和環保等不同範疇。新系統能夠處理預計至二零二五年在香港飛行情報區內的航班流量。

本處採取了最適當的採購策略，將不同系統分為數組招標項目，因而減低計劃風險和成本，同時更有效整合及管理各個系統。首先招標採購的是新指揮塔模擬器，此項目正積極進行標書的評審。新模擬器計劃在二零一零年四月投入服務，其餘各項目陸續於二零零九至一零年度分階段進行招標。

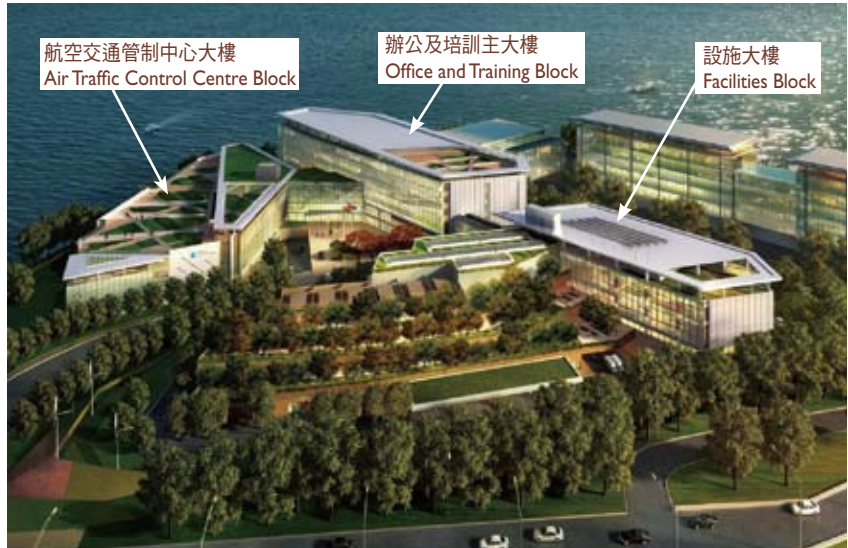
興建新民航處總部

我們就新總部進行了全面深入的選址工作，最後選定一幅位於現有港龍/中航大廈以北、佔地共約29,800平方米的土地。建議選址獲香港機場管理局鼎力支持，其董事會在二零零七年七月撥出該幅土地供本處興建新民航處總部。

施工前所需的初期工程，包括土地勘測、交通影響評估、初步環境審查、地形測量和樹木調查等，均已在二零零七年下半年完成。與此同時，工作組與政府產業署緊密合作，編製面積分配表，列明各分部用戶以及特別功能和共用設施的樓面面積需求。二零零七年十月，產業檢審委員會通過面積分配表。基於選址受機場高度規限，發展空間有一定限制，所以在編製樓面面積時已審慎考慮，在確保符合運作要求之餘，會充分顧及未來擴充的靈活性。

根據產業檢審委員會通過的面積分配表，新總部大樓的建築樓面面積約為65,000平方米，淨作業樓面面積約為22,660平方米，其中約11,000平方米會用作新空管大樓及相關設施，3,300平方米用作行政及規管辦公室，8,400平方米用作其他設施，包括專設的飛機意外調查設施、多用途會議廳、圖書館暨資源中心、導賞室和教育徑。

而新民航處總部的撥款申請於二零零



畫家筆下的新民航處總部大樓全貌。
An artist's impression of the overview of the new CAD Headquarters.

七年十二月二十一日提交立法會工務小組委員會，然後在二零零八年一月十一日提交財務委員會審議，最後通過撥款19.97億元，用以興建新總部。

新總部建築工程以「設計及建造」方式進行，優點在於初期地面工程和各階段的詳細內部設計工作可同步進行，從而加快工程進度。在立法會財務委員會通過撥款後，本處隨即在二零零八年二月就合約進行第一次招標。由於沒有投標者符合招標要求，合約在二零零八年九月重新招標，同年十二月收回標書，經過有民航處代表參與的評審委員會嚴格評審後，投標評審報告已於二零零九年四月獲中央投標委員會批准。建築署於二零零九年五月將合約批與香港寶嘉建築有限公司，預計建造需時為三十四個月。

未來工作

民航處計劃一直穩步推展，獲得所需撥款並展開各項系統的招標工作後，工作組會踏入一新發展階段，並繼續全力執行相關工作。「設計及建造」合約既已批出，工作組會聯同建築署和承辦商緊密合作，為新民航處總部落實詳細設計。正如招標規格訂明，新總部必須是集教學與可持續發展用途於一身的高科技環保建築，以切合民航處的機構形象。與此同時，亦趁此機會建立民航處機構主題和設計民航處新標誌，以更適切反映部門的理想、使命及信念。未來數月，工作組會致力確保上述設計概念融入詳細設計圖則。

本處同事們一貫均樂於分享經驗，提出切實可行的意見。我深信工作組得到各同事不斷支持，定會繼續努力不

懈，為大家創建一個理想舒適的工作環境。

The Challenge Continued

In Issue No. 31 (June 2007) of the CAD Link, the Director-General was pleased to announce that the CAD Project, which aims to replace the existing ATC system, the establishment of a new ATCC and to house all CAD divisions under one roof in a new CAD Headquarters, was going full steam ahead. I believe it is high time for the CAD Project Team to provide a report to all readers regarding the latest development of the Project.

The challenge continued on all fronts since June 2007. As last reported, to ensure the smooth and timely implementation of the project, a CAD Project Team with 42 officers, including a Senior Architect seconded from the Architectural Services Department(ASD), was established under the leadership of an Assistant Director-General of Civil Aviation (Project).

A Steering Committee for the New CAD Headquarters Project (SCNCP), comprising representatives from senior management of CAD divisions, was formed to oversee the execution of project activities and its progress. Under the ambit of the SCNCP, 16 different functional task forces were established to formulate strategies and requirements for various aspects of the project. These task forces included project coordination; design and infrastructure; environment and synergy; security and safety; IT and application of advanced

technology; ATC working environment; ATC system and facilities; ATC training and manpower plan; conference, training facilities and accommodation; transition and relocation arrangements; administration and staff establishment; airspace management and flight procedures; accident investigation; resource allocation; integration and coordination on operational requirements and corporate relations. The recommendations of the task forces were deliberated at the regular meetings of the SCNCP and adopted as user requirements of the project.

Replacement of the ATC System

Having secured a sum of HK\$1,565M from the LegCo Finance Committee for the replacement of the system in May 2007, the Project Team had concentrated the effort on the formulation of operational requirement and detailed design of the system architecture and the drafting of tender specifications.

The replacement ATC system involves a total of 14 major systems, three training facilities and various ancillary components and sub-systems. When commissioned, the new system will be one of the most advanced system with enhanced safety features and operational efficiency. System expandability, inter-operability, ergonomics, safety management and environmental issues were also taken into consideration in the design. It will be able to handle the projected traffic movements operating in the Hong Kong Flight Information Region up to year 2025.

In order to reduce project risks and costs and allow for more efficient inter-system integration and management, an optimum procurement strategy was adopted by consolidating the various systems into a number of tender groups. The first one being the tender for the procurement of the new Tower Simulator; preparations for the rest are on-going and the tenders will be rolled out in phases in 2009/2010.

New CAD Headquarters

A thorough and comprehensive site search for the development of our new Headquarters had been conducted and a site to the north of the existing Dragonair House/CNAC Building with a total area of approximately 29,800m² was identified

for the construction of the new CAD Headquarters. The Airport Authority Hong Kong (AAHK) was most supportive to our proposal and the site was allocated to us in July 2007 by the AAHK Board.

The necessary on-site pre-construction activities had all been completed during the second half of 2007. At the same time, the Project Team had worked closely with the Government Property Agency in the preparation of the schedule of accommodation (S of A) which sets out the floor area requirement of all the user divisions and special functional and common facilities. The S of A was finally endorsed by the Property Vetting Committee (PVC) in October 2007.

Taking into account the limitations due to airport height restrictions of the site, prudent considerations were exercised in the process to ensure operational requirements were met with flexibility for future expansion and development of the department. The new Headquarters building will have a construction floor area in the order of 65,000m² providing a total net operation floor area of approximately 22,660m² as approved by the PVC. Of the 22,660m², about 11,000m² will be assigned for the new ATCC and its associated facilities, 3,300m² for administration and regulatory offices and 8,400m² for other facilities including a dedicated aircraft accident facility, a multi-purpose auditorium, a library cum resource centre, a tour presentation room and an education path.

The funding application of the new CAD Headquarters was tabled to the LegCo Public Works Sub-committee and the Finance Committee on December 21, 2007 and January 11, 2008 respectively. With the support from LegCo members, a sum of 1,997M was approved for the construction of our new Headquarters.

A design-and-build (D & B) approach is adopted for the construction of our new Headquarters. Such an approach will have a merit by overlapping the initial ground works and detailed internal design stages, thus enhancing the efficiency of the construction programme. The D & B contract was first tendered in February 2008 right after the funding approval from



畫家筆下的新民航處總部大樓大堂。
An artist's impression of the entrance hall of the new CAD Headquarters.

LegCo Finance Committee. Since none of the bidders met the tender requirements, the contract was re-tendered in September 2008 and the tender bids were returned in December 2008. The bids were thoroughly assessed by the tender assessment panel which CAD was represented. The tender assessment report was approved by the Central Tender Board in end April 2009 and the contract was awarded to Dragages Hong Kong Ltd. in May 2009. The estimated construction period is 34 months.

More Works to Come

The Project has been making steady progress throughout its implementation. By securing all the necessary fundings and the commencement of the tendering exercises for the replacement ATC system, the Project Team will forge ahead and venture into another new phase of development of the project. Now that the D & B contract had been awarded, the Project Team will need to work in close collaboration with the ASD and the contractor for the actual detailed design of the new CAD Headquarters. As clearly spelt out in our tender specifications, the new Headquarters should be a hi-tech, environmental friendly, sustainable and educational building which will be able to suitably reflect CAD's corporate image. In this connection, opportunity is taken to develop a CAD corporate theme and a new design of the CAD logo which will best reflect the departmental vision, mission and values. In the coming months, the Project Team will concentrate its effort in ensuring such design concepts are gracefully incorporated into the detailed layout.

I am most confident that with the continuous support from staff members who are most willing to share their experience and pragmatic ideas, the Project Team will strive to develop a pleasant and comfortable workplace for CAD colleagues in the future.

國際民航組織對香港航空系統進行安全監督審查

The ICAO Safety Oversight Audit on Hong Kong Aviation System

高級民航事務主任(安全監理)黃嘉華

By Miss Clara Wong, Senior Operations Officer (Safety Oversight)



以Dhiraj Ramdoyal先生(中)為首的國際民航組織五人審計小組與民航處的同事合照。
A team of five ICAO auditors led by Mr Dhiraj Ramdoyal (middle) with CAD colleagues.

繼上期通訊(第35期)報道準備工作的進度後，現向大家匯報國際民用航空組織(國際民航組織)全球安全監督審查計劃(審查計劃)審查香港民航系統的工作重點及初步結果。

實地審查工作

民航處及本港航空界連月來努力不懈，加緊準備。二零零九年二月二十六日至三月六日，審查計劃實地審查階段在香港展開。國際民航組織五人審計小組以Dhiraj Ramdoyal先生為首，負責執行這項工作。

對於民航處積極投入準備工作的同事，審查確實猶如審判日，心裡充滿問號：「我們整整一年辛勤準備，工作成果會否得到審計員接受和認同?」、「我們會否通過審查?」等等。審計員根據千多條常規問題提問，查核遍及不同層面的實證，鉅細無遺，審查由始至終氣氛可說相當緊張。

審計小組花了六天實地審查和造訪業

界後，終於在二零零九年三月六日的總結會議宣告「裁決」。

Ramdoyal先生及審計小組其他成員逐一講述實地審查期間對八個常規審查範疇的評價，又讚賞民航處整體準備及統籌完善。直至那一刻，我們才可以鬆一口氣。國際民航組織審計小組總結審查工作時，指出香港的成績甚佳，而且維持非常有效的航空安全監督系統，我們深感鼓舞。

根據國際民航組織所定的時間表，對

香港航空系統進行的安全監督審查計劃的最後報告約於實地審查九個月後(二零零九年十二月)公布。民航處目前已收到中期報告，截至二零零九年六月，共有129個國家/地區完成安全監督審查，維持有效的航空安全監督系統的全球平均水平為59.34%，而香港整體取得94.47%的成績。

我們學到甚麼?

審查計劃實地審查階段現已告一段落，但苦樂參半的經歷會永留心。我們對利用系統方法監察安全一向習以為常，經過審查階段後加倍重視。民航處各個技術分部在國際民航組織附件不同範疇的協調和合作更為緊密。我們為審查積極準備，又與審計小組討論、交流，當中所得的知識及經驗，受用無窮。民航處汲取了寶貴經驗，又加強合作，不但更能勝任維持航空安全的工作，而且更有條件不斷為香港航空業完善安全系統。

下一步?

審查工作得以順利進行，成績美滿，



國際民航組織全球安全監察審查計劃的開幕會議。
Opening meeting of the ICAO Universal Safety Oversight Audit.



審計小組到香港飛機工程有限公司參觀。
ICAO audit team visited Hong Kong Aircraft Engineering Company Limited.

全賴所有參與其事的同事和各航空業界夥伴的鼎力支持。大家付出不少時間和心血，群策群力，謹此代表專責小組向各位衷心致謝。審計之後還有各項跟進工作，我們期望繼續與各位緊密合作，力求民航處的安全監督系統盡善盡美，持續發展，以配合未來需要。

Following the progress report given in the last issue (Issue 35), I would like to share with you some highlights of the audit activities and the preliminary results of the International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Programme (USOAP) audit on the civil aviation system of Hong Kong.

On-site audit activities

After a long period of diligent preparation by the CAD and our aviation industry, the on-site phase of the USOAP audit was conducted in Hong Kong between February 26 and March 6. A team of five ICAO auditors led by Mr Dhiraj Ramdoyal took part in this mission.

For those CAD colleagues who had been actively involved in the audit preparation work, it certainly felt like Judgment Day. “Would our year-long hard work be accepted and rewarded by a nod of approval from the auditors?”, “Can we

save this finding?”, etc. Tension and uncertainty hung in the air during the entire audit which was premised on about 1,000 audit protocol questions being asked by the auditors with supporting evidence thoroughly checked at all levels.

After six days of on-site audit including the industry visit, the “verdict” was finally delivered at the Closing Meeting on March 6. Mr Ramdoyal and each of his team members took turn to recount their observations on the eight audit protocol areas. They commended Hong Kong on the excellent preparations and co-ordination observed during the audit. During the closing presentation, we were also encouraged to note that Hong Kong was found to have continued to maintain a highly effective aviation safety oversight system.

In accordance with the ICAO timeframe for post-audit activities, the final safety oversight audit report for Hong Kong is expected to be available nine months after the completion of the audit (i.e. December 2009). In the meantime, CAD has received an interim audit report from ICAO. It is noted that whilst the global average score of effective implementation of a safety oversight system was 59.34% up to June 2009 with 129 States/Places audited, Hong Kong has achieved an overall score of 94.47% in the audit based on the interim report.

What have we learnt?

Though the on-site phase of USOAP audit is now over, our reminiscences of it (both the sweet and the bitter ones) will always be with us. The concept of a systems approach to safety is indigenous to us and is becoming stronger than ever. There is now closer co-ordination and co-operation among the various technical divisions on and across all aspects of the ICAO Annexes. The knowledge and experience gained during the audit preparations and through discussions and exchanges with the ICAO audit team will enable us to be better equipped to maintain our safety standards and to sustain the ongoing development of an improved safety system for the aviation industry in Hong Kong.

What's next?

Without the team effort of all concerned and strong support from the aviation industry partners, it would not have been possible to make this audit exercise a success. On behalf of the Task Force, may I express our sincerest gratitude to all those of you who have contributed and given so much of your time and dedication to bring about the very satisfactory result achieved. We look forward to working closely with you on the post-audit follow-up work to make our safety oversight system even better and more sustainable in the years to come.



審計小組在港龍航空有限公司檢視相關文件。
Auditor team members inspecting documents at Hong Kong Dragon Airlines Limited.

二零零八年調查和防止意外專業會議

Accident Investigation and Prevention Divisional Meeting 2008

副總意外調查主任曾煜本

By Mr YP Tsang, Deputy Chief Inspector of Accidents

前言

二零零八年調查和防止意外專業會議(二零零八年會議)於去年十月十三至十八日在國際民用航空組織(國際民航組織)總部舉行。適航標準總監曾煜本及高級民航事務主任伍子安以中華人民共和國代表團成員身分出席會議，與會者包括世界各地二百多名飛機意外調查主任及安全專家。上次會議是一九九九年會議，距今大約十載。

二零零八年會議

國際民航組織《國際民用航空公約》附件13《航空器失事調查》載有調查飛機意外及事故的國際標準和建議措施，二零零八年會議重點討論一系列修訂建議。由於近年出現不少嶄新航空概念(如無人駕駛飛機系統)，二零零八年會議認為，飛機意外及事故的調查需顧及這些新概念。民航處需要特別留意的修訂建議，涉及附件 13 第5.1.1 段關於意外所在國調查嚴重事故的現行建議措施。二零零八年會議提議把這項建議措施提升為標準措施，但只適用於最大重量超過2,250 千克的飛機。民航處肩負調查飛機意外及事故的任務，這項建議落實後，凡屬指定重量類別的飛機發生事故，我們都有責任調查。在這項標準措施生效前，民航處需要審慎評估意外調查部人手及組織架構所受的影響。

總結

我們除了與各地代表正式討論外，亦與他們非正式溝通。大家都抱着鍥而不捨的精神，對意外及事故肇因尋根究底，務求提升航空安全水平。二零

零八年會議結束時，各地代表順利就一系列改善飛機意外及事故調查建議達成協議，加強全球航空安全。相關建議會提交國際民航組織空中航行委員會及理事會考慮。

Introduction

The Accident Investigation and Prevention Divisional Meeting 2008 (AIG/08) was held at the headquarters of the ICAO from October 13 to 18, 2008. Mr Y P Tsang, Chief, Airworthiness Standards and Mr Raymond Ng, Senior Operations Officer attended this meeting as a part of the PRC delegation. Altogether more than 200 aircraft accident inspectors and safety experts attended the meeting. The last AIG meeting, namely AIG/99, was held about 10 years ago in 1999.

AIG/08

The AIG/08 focused the discussion on a series of proposed amendments to the international Standards and Recommended Practices (SARPs) for aircraft accident and incident investigation currently contained in ICAO's Annex 13 – Aircraft Accident and Incident Investigation to the Convention on International Civil Aviation. As new aviation concepts (such as unmanned aircraft systems) have emerged in recent years, the AIG/08 considered the need to address these new concepts in the context of aircraft accident and incident investigation. Among all the proposed amendments, of particular note to CAD is that currently, it is a Recommended Practice in Annex 13 Paragraph 5.1.1 for the State of Occurrence to institute an investigation into a serious incident. The AIG/08 recommended upgrading this Recommended Practice to a Standard while limiting its



來自加拿大的會議主席Mr N Stoss (中)，來自新加坡的第一副主席陳永強(右)與曾煜本合照。
Mr N Stoss (Canada) Chairman of the meeting (middle), Mr W K Chan (Singapore) first Vice-chairman of the meeting (right) and Mr YP Tsang.

applicability to aircraft of a maximum mass over 2,250 kg. This will effectively mean that CAD, being responsible for the investigation of aircraft accidents and incidents, will be obliged to carry out investigations into aircraft incidents occurring to aircraft meeting the specified weight category. Closer to the time when this Standard takes effect, CAD will need to critically assess the implications on the manpower resources and organisational setup of the Accident Investigation Division.

Conclusion

Through the formal discussion with the meeting delegates and informal interactions with them outside the meeting room, we share the passion of the accident investigators coming from every part of the world in ascertaining the root causes of accidents and incidents, with a view to enhancing the level of aviation safety. At the end of the AIG/08, the delegates were pleased to conclude a series of recommendations aimed at improving aircraft accident and incident investigations for the enhancement of aviation safety worldwide, which will be submitted to the ICAO Air Navigation Commission and Council for consideration.



中國民用航空局副局長李健與民航處代表曾煜本合照。
Chief Delegate, Vice-Minister of CAAC Mr Li Jian and CAD representative, Mr YP Tsang.

英國民航局實習計劃

The UKCAA Attachment Programme

一級航空交通管制主任張麗娟，電子工程師趙偉祥

By Ms Mona Cheung (Air Traffic Control Officer I) and Mr Matthew Chiu (Electronics Engineer)

前言

既然已訂立井然有序的航空導航服務安全管理系統，為何還需要規管機構監督航空導航服務的安全表現？這個問題實在令人費解。不過，我們修畢本處航空交通管理標準組在二零零八年七月二十一至三十日舉辦的入職培訓後，漸漸明白箇中原因。我們參加英國民航局去年十二月一至五日的考察實習計劃後，就更了解當中的意義了。

職責分明

在英國民航局實習期間，我們除了在倫敦與空域政策首長執行署多位民航局安全專家密切交流外，更有機會在蓋特威克機場與航空交通標準部的安全專家深入接觸。英國規管機構與服務機構職責分明，令我們留下深刻印象，尤其是規管機構既能維持運作效率，又能有效監察航空安全，令人眼界大開。

安全監察

通過這項實習計劃，我們更深入認識英國的安全監察制度和航空交通標準部的規管職能。英國實行混合編制，運作專家和工程專家在同一部門一起工作，我們從中得到不少啟發。這套制度對於規管航空交通標準運作安全，以及監督通訊、導航及監察系統的表現，極具成本效益。雖然實習計劃歷時不長、課程編排緊湊，但幾乎涵蓋所有航空導航服務的規管範疇，例如政策和法律架構、空域管理、飛行程序、航空資料管理和繪圖、安全管理系統、組織架構、可接受的安全水平等。

英國民航局強調，制訂安全規例時，必須參考其他民航當局的規管原則和最佳作業模式。另外，與航空導航服務機構的安全管理隊伍保持緊密合作，比與保養承辦商或設備供應商建立密切關係更加重要。要建立一套有效的監察制度，服務機構的高層人員必須致力奉行安全管理原則。

總結

這次暫駐英國民航局實習，令我們

獲益良多。對工程師來說，加深認識通訊、導航及監察／航空交通管理系統安全評估工作，擴闊了視野。對航空交通管制員來說，更深入了解安全監察系統與前線實際遇到的安全事宜之間的關係。參加實習計劃後，我們更有信心處理各項與安全有關的工作，包括新航空交通管制中心計劃。

Introduction

The need to have a regulator to oversee the safety performance of air navigation services (ANS) is indeed questionable while the latter has already put in place a structured safety management system (SMS) within their organisation. The answer became clear after attending induction training course conducted in-house by the Air Traffic Management Standards Office (ATMSO) on July 21-30, 2008 and was even more obvious after participating in the Familiarisation Attachment Programme to the Civil Aviation Authority of the United Kingdom (UKCAA) on December 1-5, 2008.

Clear separation

The attachment to the UKCAA enabled us to interact closely with various CAA safety experts from the Directorate of Airspace Policy (DAP) at London and the Air Traffic Standards Division (ATSD) at the Gatwick Airport. The clear separation of the UK regulators from service providers impressed us most; and the regulator's achievement on safety oversight without compromising operational efficiency was indeed phenomenal.

Safety oversight

The Attachment Programme provided us with deeper insights on the UK's safety oversight system and the regulatory functions of the ATSD. It also enlightened us on their mixed team establishment with operational and engineering experts working together under the same department. This UK system is very cost effective in

regulating the safety of ATS operations, as well as overseeing the performance of the communication/navigation/surveillance (CNS) systems. Although the Programme was short and intensive, it covered almost every aspect of ANS regulation such as policy and legal framework, airspace management, flight procedures, aeronautical information management and charting, SMS, organisation structure, acceptable level of safety, etc.

In developing safety regulations, the UKCAA emphasises the need to refer to regulatory principles and best practices of other civil aviation authorities. It is also crucial to establish a close working relationship with the ANSP safety management team instead of the maintenance contractors or equipment suppliers. We also learned that an effective oversight system shall clearly see commitments to safety management from the upper echelon of the service provider.

Conclusion

We found that the UKCAA attachment was very enlightening. It enhanced an engineer's perspectives and knowledge of safety assessment on ATM-CNS equipment. From an air traffic service perspective, it helped a controller better understand the relationship between a safety oversight system and actual safety related issues encountered at the front line. The programme enabled us to manage different safety related subjects, including the new Air Traffic Control Centre project, with more confidence.



英國民航局。
Civil Aviation Authority of the United Kingdom.

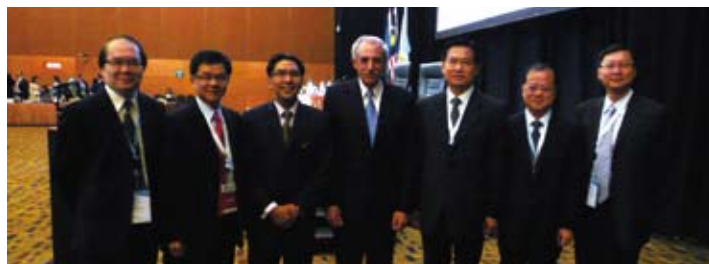
部門活動花絮 Department Activities

5-7. 11. 2008



高級電子工程師陳伯祥在曼谷舉行的國際民用航空組織亞太區研討會中介紹「中國香港在飛行資訊資料化服務的實施發展」。
SEE PC Chan gave a presentation as a sponsored speaker on "Implementation of Datalink Flight Information Service in Hong Kong, China" to the ICAO Seminar in the APAC Regions in Bangkok.

26. 11. 2008



羅崇文處長率領民航處代表團，在馬來西亞吉隆坡舉行的第四十五屆亞洲及太平洋區民航局局長會議上，與國際民航組織理事會主席 Mr Roberto Kobeh Gonzalez (中)及馬來西亞民航局局長 Mr Dato' Azharuddin Abdul Rahman (左三)會面。
DG Norman Lo, led the CAD delegation to meet with Mr Roberto Kobeh Gonzalez (middle), President of the ICAO Council; and Mr Dato' Azharuddin Abdul Rahman, Director General of Civil Aviation Malaysia (third from the left), in the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions in Kuala Lumpur, Malaysia.

12. 2008



自二零零八年十二月起，本處航空交通工程及標準部、建築處與機電工程處成立了專責小組，緊密地監測民航處十八個外站及機場天線裝置區的更新工程進度。

Since December 2008, a task force with representatives from Air Traffic Engineering and Standards Division of CAD, Architectural Services Department and Electrical and Mechanical Services Department has been formed to closely monitor the work progress of renovation works at 18 CAD outstations and airport antenna farms.

1-12. 12. 2008



得到國際民用航空組織與法國民用航空學院支持，本處於香港舉辦了為期兩星期的基於性能的導航程序設計課程。航空交通管理部同事代表也參加了該課程。

With the support of ICAO and the French Civil Aviation University, the two-week ICAO-ENAC Performance Based Navigation Procedure Design Course was held in Hong Kong. Representatives from Air Traffic Management Division also took part in the course.

22. 12. 2008



總部同事與嘉賓出席聖誕聯歡會，歡度佳節。
Headquarters staff and guests had a joyful celebration for the Christmas.

24. 12. 2008



啤酒競飲大賽是機場同事聖誕聯歡會的其中一項精彩節目。
Drinking competition was one of the highlights of the Christmas Party for airport staff.

29. 12. 2008



第五次珠江三角洲空管規劃與實施工作小組會議。
Pearl River Delta Air Traffic Management Planning and Implementation 5th Supervisory Group meeting.

19. 1. 2009



中國民航總局深圳空中交通管理站代表到訪航空交通工程及標準部時與本處同事合照留念。
Representatives from Shenzhen Air Traffic Management Station of CAAC pictured with CAD colleagues during their visit to Air Traffic Engineering and Standards Division.

19-22. 2. 2009



財政司司長曾俊華(左一)在教育及職業博覽展參觀民航處的攤位。
The Financial Secretary Mr John Tsang (first from the left) touring the exhibition booth of the CAD in the Education and Careers Expo.

30. 3. 2009



駐香港部隊到訪航空交通管制大樓。前排右二為代表團團長駐香港部隊副參謀長李安印空軍大校。
PLA Hong Kong Garrison visited ATC. Deputy chief of staff of PLA Hong Kong Garrison, Senior Colonel Li Anyin (front line, second from the right) led the group.

30.3-2.4. 2009



運輸及房屋局與本處的同事參加了在仁川舉行的二零零九國際民用航空組織法律研討會。
Colleagues from Transport and Housing Bureau and CAD attended the 2009 ICAO Legal Seminar held in Incheon.

6. 4. 2009



羅崇文處長出席空中快線全新直升機場開幕儀式及AW139新直升機啟用儀式。
DG Norman Lo attended the opening of Sky Shuttle's new heliport in Hong Kong and the arrival of their first AW139 helicopter.

23-24. 4. 2009



民航處在香港主辦有關亞洲太平洋區航空保安工作計劃發展的地區研討會。
The CAD hosted a regional aviation security seminar on the development of an Asia Pacific Regional Work Programme in Hong Kong.

20.4-25. 2009



本處與律政處同事以中國代表團成員身份參加了在國際民用航空組織總部舉行的外交會議。會議正式通過兩條新的公約，即關於因涉及航空器的非法干擾行為而導致對第三方造成損害的賠償的公約及關於航空器對第三方造成損害的賠償的公約。
Representatives from the CAD and Department of Justice attended the Diplomatic Conference held in ICAO Headquarters as members of the Chinese Delegation. Two new Conventions, namely, the Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft and the Convention on Compensation for Damage Caused by Aircraft to Third Parties were adopted at the Conference.

15.5. 2009



職員康樂會周年聚餐有超過150名同事和嘉賓出席。
Over 150 colleagues and guests participated in the Staff Club Annual Dinner.

14.7. 2009



處長羅崇文與其他同事於曼谷出席國際民航組織亞太區辦事處成立60周年慶典時與國際民航組織理事會主席Roberto Kobeh Gonzalez先生合照。
DG Norman Lo and colleagues with the President of the Council of ICAO, Mr Roberto Kobeh Gonzalez, (second from the left) at the 60th Anniversary of the ICAO Asia Pacific Region Office in Bangkok.



處長羅崇文在圖片展覽會上向國際民航組織理事會主席Roberto Kobeh Gonzalez先生(右一)、國際民航組織亞太區辦事處主任Mokhtar A. Awan先生(左一)和泰國交通部副秘書長Chaisak Angkasuwan先生(右二)簡介香港的民航發展。
DG Norman Lo briefed Mr Roberto Kobeh Gonzalez, President of the Council of ICAO (first right), Mr Mokhtar A. Awan, Regional Director of ICAO Asia and Pacific Office (first left), and Mr Chaisak Angkasuwan, Deputy Permanent Secretary, Thai Ministry of Transport, (second right) on the aviation development of Hong Kong at the photo exhibition.

更換航空交通管制雷達模擬系統的挑戰

Challenges for Replacement of Air Traffic Control Radar Simulator

航空交通工程及標準部電子工程師黃河清

By Mr H C Wong, Electronics Engineer, Air Traffic Engineering and Standards Division

什麼是航空交通管制雷達模擬系統？

航空交通管制(空管)雷達模擬系統的主要功能，是模擬實際的航空交通情況，為航空交通管制員提供訓練，以符合獲發空管執照的要求。模擬系統亦可為在香港國際機場升降的航機，以及飛越由民航處管理的香港飛行情報區的航機，模擬新航線和飛行程序。

背景

舊雷達模擬系統在一九九五年開始運作，近年開始老化，對於為加強空管運作而設的新飛行程序或航線，舊雷達模擬系統不足以支援評估工作。因運算容量和速度的限制，舊系統難以完全模擬香港飛行情報區因航空交通增長而日趨複雜的實際航空交通情況。

招標工作

為應付訓練管制員和評估新飛行程序的迫切需要，民航處向全球公開招標，採購新模擬系統，吸引不少信譽良好的空管模擬系統供應商競投。經過嚴謹的評選後，二零零八年三月批

出合約。

挑戰

合約批出後，首要工作是進行詳細系統設計，特製大批切合香港環境的系統和人機界面。其他挑戰包括設計先進的控制台、整合各個子系統、操作和技術培訓，以及進行過千項驗收測試。由於急需新的空管雷達模擬系統培訓管制員，推行計劃各項工作均編排緊密，並加速進行，務求在合約批出後九個月內完成。

除了推行時間緊迫外，工作組還面對另一制肘，就是安排新模擬系統啟用，而又不致干擾按預定計劃使用舊模擬系統培訓管制員。

模擬系統的新功能

新模擬系統利用尖端電腦科技訓練管制員，配備多項嶄新的先進功能。新模擬系統較舊系統先進的主要功能可參考附表。

成績理想

民航處與設備承辦商同心協力，新模擬系統得以在短短兩個月內通過第一

階段所有驗收測試要求，並在二零零八年十二月一日投入運作，較原定時間提早四天。

What is ATC Radar Simulator ?

Air Traffic Control (ATC) radar simulator is an essential tool to train air traffic controllers through simulation of ATC scenarios to meet ATC licensing requirements. It can also be used to simulate new air routes and flight operation procedures for aircraft landing and departing the Hong Kong International Airport (HKIA) and aircraft overflying the Hong Kong Flight Information Region (FIR) which is managed by CAD.

Background

The old radar simulator was commissioned in 1995 and has recently become obsolescent. It was unable to support evaluation of new flight procedures or air routes for enhanced ATC operations. Also, its limited processing power and speed are unable to simulate the real-life air traffic scenarios in our FIR, which are getting increasingly complicated because



民航處工作組和模擬系統承辦商代表。
Project team members from CAD and simulator contractor.



舊模擬系統 (嵌入控制台內的單色陰極射線管顯示屏)。
Old Simulator (CRT monochrome displays embedded in console).



新模擬系統 (開放式控制台配備可調校的彩色液晶體顯示屏)。
New Simulator (Open-typed console with adjustable LCD colour displays).

of air traffic growth.

Tendering Exercise

To meet the pressing needs for controllers training and new flight procedures evaluation, CAD initiated procurement of a new simulator through a world-wide open tendering exercise. Our tender attracted many reputable ATC simulator system suppliers. After going through a rigorous assessment and selection process, a contract was finally awarded in March 2008.

The Challenges

Following contract award, the immediate task was to carry out detailed system design that involved large amount of system and human-machine interface (HMI) customisations to suit the Hong

Kong environment. Other challenges included design of state-of-the-art console, integration of various sub-systems, operator and technical training, and acceptance tests on over 1000 test items. As there was a pressing need to make available a new ATC radar simulator for controller training, all project works were compressed and fast-tracked for completion within nine months after contract award.

Apart from the tight project programme, the project team had to face another constraint of commissioning the new simulator with no disruption to the pre-scheduled training for controllers using the old simulator.

New Features of the Simulator

The new simulator is a state-of-the-art simulator for controllers training based on advanced computer technology which offers many new and enhanced features. The attached table highlights the salient enhanced features of the new simulator as compared with the old one.

Project Success

With full concerted efforts of CAD and equipment contractor, the new simulator passed all Phase I acceptance test requirements within two months and the system was commissioned on December 1, 2008, being 4 days ahead of the original schedule.

	新模擬系統 New Simulator	舊模擬系統 Old Simulator
雷達顯示屏 Radar display	28吋彩色液晶體顯示屏 28 inches colour LCD display	21吋單色陰極射線管顯示屏 21 inches monochrome CRT display
控制台 Console	開放式控制台，顯示屏位置 / 方向可隨意調校，維修方便 Open-typed console allows controller to adjust display panel position/orientation and facilitate easy maintenance access	密封式控制台，顯示屏嵌入控制台內，可調校幅度有限，維修困難 Close-typed console with display embedded in console rendering limited adjustment flexibility and difficult maintenance access
語音通訊系統 Voice communication system	無線電、對講機和電話頁面可靈活重組 Flexible reconfigurable function on radio, intercom and telephone pages	硬連線系統，重組裝置欠缺彈性 Hard-wired system with little reconfiguration flexibility
工作台數目 Number of positions	4個管制員工作台 4 controllers 8個模擬器飛行員工作台 8 pseudo-pilots 2個督導人員工作台 2 supervisors	4個管制員工作台 4 controllers 4個模擬器飛行員工作台 4 pseudo-pilots 1個督導人員工作台 1 supervisor
處理能力 Capacity	支援4項獨立訓練同時進行 Support running of 4 independently exercises simultaneously	一般進行單項訓練 Normally run on single exercise
語音識別 / 合成 Voice recognition / synthesis	設語音識別 / 合成功能，扮演模擬器飛行員的角色 Voice recognition/synthesis function available to perform the role of pseudo-pilot	不設語音識別 / 合成功能 Voice recognition/synthesis function not available

觸及民心！民航處參與“科學為民”嘉年華2008

Touch the Public Heart!

CAD at Science in the Public Service Fun Fair 2008

航空交通工程及標準部電子工程師劉滿原

By Ir Stanley Lau, Electronics Engineer, Air Traffic Engineering and Standards Division

全賴高級管理層及熱心義工鼎力支持，我們向市民展示了民航處工作不同的面貌，例如管制員如何使用雷達數據展示器、航空交通管制中心及香港國際機場的布局、設立通訊、導航及監察外站的目的，以及與毗鄰飛行情報區的協調。我們沒有讓公眾嘗試操作龐大儀器，着重以平易近人的方式，由同事親自講解。除了介紹民航處運用“哪些”科學知識外，我們更講述“如何”運用，闡明展覽“善用先進科技 達至航空安全”的主題。

籌劃展覽的任務充滿挑戰。由紀念品及遊戲設計、攤位設計及當值人手，以至每日運送物資及配件等，都不容有失，分秒必爭，以確保活動順利進行。我們從平日管制航空交通所用的飛行進度紙條得到啟發，設計了兩款“飛行進度”尺，送贈問答比賽參加者。市民對“飛行進度”尺甚感興趣。

展覽在二零零八年十一月十四至十六日舉行，已圓滿閉幕，參觀民航處攤位的市民超過一萬。市民對我們的工作甚感興趣，特別是中學生。他們全神貫注，聆聽同事講解民航處如何為香港飛行情報區內的飛機提供既安全又高效率的航空交通服務。我們熱誠接待，又與市民親切交談，市民不但報以微笑，而且大為讚賞。

我們利用簡單的問答遊戲、錄影片段及展板也能吸引市民，與眾同樂，其他參展部門的人員都讚嘆不已。我認為主要得力於本處專業人員平易近人的親切作風。

今年的展覽成績美滿，全憑各位同事群策群力，以及管理層多方支持、樂於承擔，謹此再向各位致意。

With the full support from our senior management and invaluable volunteers, we created an image to the public in different facets of our operation, e.g. use of Radar Data Display by our Controllers, setting out of Air Traffic Control Centre and Hong Kong International Airport, purpose of Communications/Navigation/Surveillance outstations and coordination among adjacent Flight Information Regions (FIRs). Instead of having “hands-on” to a bulky equipment, we focused on a “human-touch”; we deliberated on “how-to” on top of “what” science we use to realise our theme of exhibition “Achieving Air Traffic Safety Through Technology”.

The planning for the event was also exceptionally challenging. From souvenir and game design, booth layout and manning, down to daily delivery of material and accessories, all must be conducted swiftly to ensure a smooth

flow of the events. Inspired by those paper flight strip we are using every day for air traffic control, we designed a pair of “Flight Strip” rulers for participants in our quiz game. Our “Flight Strip” had arisen a lot of interest from the public.

The event was held successfully during November 14 to 16, 2008 with over 10,000 citizens visited our booth. Members of the public expressed keen interest in what we have been doing and especially some high school students were very attentive when our staff explained how CAD delivered safe and efficient air traffic services to the aircraft flying in the Hong Kong FIR. We received a lot of praises, recognitions as well as smiles from the visiting public through our warm reception and caring interactions.

Staff of other sister departments were amazed at how our simple quiz game, video and exhibition boards could bring so much attention and joy to the general public. I would say it was all because of the caring “human-touch” exhibited by our professional staff.

Without teamwork and management support and commitment, the event could not be such success. Thank you to all again that made it happened.



署理助理處長（航空交通工程及標準）王炳輝先生（第三排從右第五位）出席「科學為民」嘉年華2008開幕儀式。

A/ADG(AES), Mr P F Wong (3rd row, 5th from the right), attending Opening Ceremony for 'Science in Public Service' Fun Fair 2008.

民航處處長羅崇文先生獲頒發法國航空榮譽勳章

Award of the Medal of Aeronautics to DGCA Mr Norman Lo

法國交通部及民航總局在第四十八屆布爾歇巴黎航空展一百週年紀念期間舉行典禮，授予香港民航處處長羅崇文法國航空榮譽勳章。法國交通部長布瑟侯(Mr Dominique Bussereau) 出席授勳儀式並向羅崇文處長頒發勳章。

法國航空榮譽勳章於法國設立已超過六十年，以表彰在推動航空知識、技術和信念方面有出色表現的英勇人士和先驅。

作為首位獲得該項殊榮的港人，羅崇文處長在航空界具備豐富的專業知識及經驗。羅處長亦是一名專業機師、合資格的航空交通控制主任和飛機意外調查主任。他取得包括飛機和直昇機的民營運輸機飛行員執照，可駕駛的機種包括波音B737、空中巴士A330、S76和EC155型直昇機。他也擁有航空學碩士學位。

他在事業的早期曾擔任皇家香港輔助空軍和飛行服務隊的義務機師，提供緊急及搜救飛行服務。他在工餘時間亦出任香港航空青年團總監一職，致力推動青少年的航空教育。

民航處和其他政府部門於二零零四年與法國駐港領事館和法國空軍花式飛行表演隊緊密合作，成功在港島南區的上空進行首次在香港舉行的大型花式飛行表演。

二零零七年亞洲國際航空展覽會首度在香港舉行，期間，民航處與空中巴士公司和其他相關機構同心協力，促成空中巴士A380型飛機在維多利亞港上空順利示範飛行。

民航處過去數年一直在區內積極推動縮小垂直間隔(RVSM)和基於性能導航(PBN)等新航行技術的推行，藉以進一步提高空域容量、導航的準確性、空管運行效率和提供更合乎環保要求的飛程序。

授勳典禮上，布瑟侯對羅處長過去三十多年為香港民航業所作的卓越貢獻及近年來在推動法國與香港航空業界的交流合作給予了高度的評價及肯定。

The Director-General of Civil Aviation Department of Hong Kong, Mr Norman Lo, has been awarded the Médaille de l'Aéronautique, or Medal of Aeronautics, by the French government at the 100th anniversary of the Paris Air Show at Le Bourget for his contribution in strengthening French and Hong Kong co-operations and exchanges in the aviation industry as well as a recognition for his distinguished career.

Mr Lo joined the Civil Aviation Department (CAD) in 1977 and he has acquired a wide range of professional knowledge and experience in the aviation field. He is a professional pilot, a qualified air traffic controller and an inspector of air accidents. He obtained his Airline Transport Pilot's Licence on aeroplane and helicopter with type ratings on B737, Airbus A330, S76 and EC155 helicopters. He also holds a Master of Aviation degree.



法國運輸部長布瑟侯於二零零九年六月十六日在法國布爾歇巴黎航空展一百週年紀念期間舉行的一項典禮上頒發航空榮譽勳章予民航處處長羅崇文。

The French Minister for Transport, Mr Dominique Bussereau, presenting the Médaille de l'Aéronautique to DGCA, Mr Norman Lo, at a ceremony held during the 100th anniversary of the Paris Air Show in Le Bourget, France on June 16, 2009.

Early in his career, he served as a volunteer pilot with the Royal Hong Kong Auxiliary Air Force and Government Flying Service, providing emergency and search and rescue services. In his spare time, he provides volunteer service to promote youth education in aviation as the Commandant of the Hong Kong Air Cadet Corps.

In 2004, the CAD and other government departments worked very closely with the French Consulate in Hong Kong and the aerobatics team "Patrouille de France" to successfully stage the first fast jet aerobatics display over Hong Kong south.

During the first Asian Aereospace Show held in Hong Kong in 2007, the Airbus A380 fly-past over Victoria Harbour was also accomplished safely under the concerted efforts of the CAD, Airbus and other supporting organisations.

In the past few years, CAD has also actively promoted the implementation of new navigation technologies, such as Reduced Vertical Separation Minima (RVSM) and Performance Based Navigation (PBN) in the region to further enhance the airspace capacity, air navigation accuracy, air traffic control operating efficiency and to provide more environmental friendly flight procedures.

The award was created over 60 years ago in France to honour brave people and pioneers who have played an important role in the promotion of aeronautical knowledge and the skills and values attached to it. Mr Lo is the first Hong Kong citizen to receive this honour.



羅崇文(右三)與法國運輸部長布瑟侯(右四)、法國民航局局長Patrick Gandil (左三)及其他民航處同事合照。

Mr Norman Lo (third from the right) pictured with the French Minister for Transport, Mr Dominique Bussereau (fourth from the right), French Director-General of Civil Aviation, Mr Patrick Gandil (third from the left), and colleagues of the CAD.

同事動向 CAD Newsmakers

歡迎新同事 Welcome to the newcomers

陳冠豪先生	見習航空交通管制主任	Mr Chan Kwun-ho	Student Air Traffic Control Officer
陳穎琳女士	見習航空交通管制主任	Miss Chan Wing-lam, Karen	Student Air Traffic Control Officer
張顯章先生	見習航空交通管制主任	Mr Cheung Henry Hin-cheung	Student Air Traffic Control Officer
朱詠兒女士	見習航空交通管制主任	Miss Chu Wing-yi	Student Air Traffic Control Officer
朱德泉先生	見習航空交通管制主任	Mr Chui Tak-chuen	Student Air Traffic Control Officer
鍾浩賢先生	見習航空交通管制主任	Mr Chung Ho-yin	Student Air Traffic Control Officer
傅詠昌先生	見習航空交通管制主任	Mr Fu Wing-cheong	Student Air Traffic Control Officer
鄺嘉誼女士	見習航空交通管制主任	Miss Kwong Kar-ye, Kerry	Student Air Traffic Control Officer
郭裕鋒先生	見習航空交通管制主任	Mr Kwok Yue-fung	Student Air Traffic Control Officer
樂子駿先生	見習航空交通管制主任	Mr Lok Tsz-chun	Student Air Traffic Control Officer
徐錦基先生	見習航空交通管制主任	Mr Tsui Kam-kei	Student Air Traffic Control Officer
黃顯昕女士	見習航空交通管制主任	Miss Wong Ho-yun	Student Air Traffic Control Officer
黃韻儀女士	見習航空交通管制主任	Miss Wong Wan-ye	Student Air Traffic Control Officer
梁國棟先生	民航事務主任	Mr Leung Kwok-tung, Henry	Operations Officer
彭嘉豪先生	助理民航事務主任	Mr Pang Ka-ho, Steven	Assistant Operations Officer
韓兆邦先生	助理民航事務主任	Mr Hon Shiu-bong, Ben	Assistant Operations Officer
李灝泓先生	助理民航事務主任	Mr Li Ho-wang, Carl	Assistant Operations Officer
顧文恩女士	三級航空交通事務員	Miss Ku Man-yan	Air Traffic Flight Services Officer III
李春榮先生	三級航空交通事務員	Mr Lee Chun-wing	Air Traffic Flight Services Officer III
梁文傑先生	三級航空交通事務員	Mr Leung Man-kit	Air Traffic Flight Services Officer III
陳仲成先生	汽車司機	Mr Chan Chung-shing	Motor Driver
林靖女士	圖書館助理館長	Miss Lam Ching, Julie	Assistant Librarian
區順意女士	文書主任	Ms Au Shun-ye	Clerical Officer
周嘉寶女士	文書助理	Miss Chau Ka-po, Pian	Clerical Assistant
姚永泰先生	貴賓車司機	Mr Yao Wing-tai	Chauffeur
張淑文女士	助理文書主任	Ms Cheung Shuk-man, Ada	Assistant Clerical Officer
龔寶珍女士	署理一級行政主任	Miss Kung Po-chun, Karen	Acting Executive Officer I

再見好同僚 Farewell to those leaving

楊皓敏女士	見習航空交通管制主任	Miss Yeung Ho-man	Student Air Traffic Control Officer
陳義堅先生	見習航空交通管制主任	Mr Chan Yee-kin	Student Air Traffic Control Officer
余海斌先生	見習航空交通管制主任	Mr Yu Hoi-bun	Student Air Traffic Control Officer
梁永邦先生	圖書館助理館長	Mr Leung Wing-bong, Thomas	Assistant Librarian
莫慧恩女士	一級行政主任	Ms Mok Wai-yan, Vivien	Executive Officer I
陳潔鳳女士	助理文書主任	Ms Chan Kit-fung, Queenie	Assistant Clerical Officer
洪承發先生	文書助理	Mr Hung Shing-faat	Clerical Assistant
I K Geary先生	二級航空交通管制主任	Mr I K Geary	Air Traffic Control Officer II
方綺華女士	一級航空交通事務員	Ms Fong Yee-wa, Anita	Air Traffic Flight Services Officer I
蔡漢錦先生	汽車司機	Mr Tsoi Hon-kam	Motor Driver

願退休生活愉快 Best wishes to the retirees

梁燦中先生	電子工程師	Mr Leung Tsan-chung, Chris	Electronics Engineer
黃欽典先生	二級航空交通管制主任	Mr Wong Yan-tien, David	Air Traffic Control Officer II
梁展華先生	貴賓車司機	Mr Leung Chin-wah	Chauffeur
何森培先生	一級航空通訊員	Mr Ho Sum-pui	Aeronautical Communications Officer I

恭賀2008公務員事務局局長嘉許狀計劃得獎人

Congratulations to the recipients of the Secretary for the Civil Service's Commendation Award Scheme 2008

楊啟文先生 高級航空交通事務員
Mr Yeung Kai-man, Alexander Senior Air Traffic Flight Services Officer



公務員事務局局長俞宗怡頒發嘉許狀予楊啟文。
Secretary for the Civil Service Miss Denise Yue presenting the award to Mr Alexander Yeung.

恭賀榮升之喜 Congratulations to the newly promoted

晉升為	生效日期		Promoted to	Date
王炳輝先生 民航處助理處長	3.10.2008	Mr Wong Ping-fai	Assistant Director-General of Civil Aviation	3.10.2008
李國柱先生 總航空交通管制主任	26.9.2008	Mr Li Kwok-chu, Raymond	Chief Air Traffic Control Officer	26.9.2008
熊仲文先生 高級民航事務主任	13.1.2009	Mr Hung Chung-man	Senior Operations Officer	13.1.2009
梁證標先生 高級電子工程師	1.2.2009	Mr Leung Ching-biu	Senior Electronics Engineer	1.2.2009
唐釗光先生 一級航空交通管制主任	26.5.2009	Mr Tong Chiu-kwong	Air Traffic Control Officer I	26.5.2009
容耀威先生 一級航空交通管制主任	26.5.2009	Mr Yung Yiu-wai	Air Traffic Control Officer I	26.5.2009
江婉慧女士 二級航空交通管制主任	8.9.2008	Miss Kong Yuen-wai, Yvonne	Air Traffic Control Officer II	8.9.2008
賴志堅先生 二級航空交通管制主任	8.9.2008	Mr Lai Chi-kin	Air Traffic Control Officer II	8.9.2008
賴慧儀女士 二級航空交通管制主任	8.9.2008	Ms Lai Wai-ye	Air Traffic Control Officer II	8.9.2008
林采玟女士 二級航空交通管制主任	8.9.2008	Miss Lam Choi-mui	Air Traffic Control Officer II	8.9.2008
劉嘉龍先生 二級航空交通管制主任	8.9.2008	Mr Lau Ka-lung, Dickson	Air Traffic Control Officer II	8.9.2008
劉熾霜女士 二級航空交通管制主任	8.9.2008	Ms Lau Yin-sheung	Air Traffic Control Officer II	8.9.2008
馬逢斌先生 二級航空交通管制主任	8.9.2008	Mr Ma Fung-pun	Air Traffic Control Officer II	8.9.2008
汪玉樺女士 二級航空交通管制主任	8.9.2008	Miss Wang Yuk-wah, Shirley	Air Traffic Control Officer II	8.9.2008
袁凱珊女士 三級航空交通管制主任	4.8.2008	Miss Yuen Hoi-shan, Karen	Air Traffic Control Officer III	4.8.2008
顧正瑤女士 三級航空交通管制主任	7.8.2008	Miss Koo Ching-yiu	Air Traffic Control Officer III	7.8.2008
馬家豪先生 三級航空交通管制主任	13.8.2008	Mr Wu Ka-ho	Air Traffic Control Officer III	13.8.2008
馬家威先生 三級航空交通管制主任	15.8.2008	Mr Ma Ka-wai, Marvin	Air Traffic Control Officer III	15.8.2008
胡頌儀女士 三級航空交通管制主任	19.8.2008	Miss Woo Chung-ye, Emily	Air Traffic Control Officer III	19.8.2008
李若冰女士 三級航空交通管制主任	27.8.2008	Miss Lee Yeuk-ping	Air Traffic Control Officer III	27.8.2008
李欣然女士 三級航空交通管制主任	3.9.2008	Miss Lee Yan-yin	Air Traffic Control Officer III	3.9.2008
陳立駿先生 三級航空交通管制主任	9.10.2008	Mr Chan Lap-chun	Air Traffic Control Officer III	9.10.2008
孔桂心女士 三級航空交通管制主任	13.10.2008	Miss Hung Kwai-sum	Air Traffic Control Officer III	13.10.2008
崔鴻傑先生 三級航空交通管制主任	26.3.2009	Mr Tsui Hung-kit	Air Traffic Control Officer III	26.3.2009
王嘉欣女士 三級航空交通管制主任	3.4.2009	Miss Wong Ka-yan, Grace	Air Traffic Control Officer III	3.4.2009
周軀翹女士 三級航空交通管制主任	7.4.2009	Miss Chow Kwok-kiu, Becky	Air Traffic Control Officer III	7.4.2009
王銘嶸先生 三級航空交通管制主任	27.4.2009	Mr Wong Ming-wing, Boris	Air Traffic Control Officer III	27.4.2009
吳華妹女士 航空通訊主任	1.11.2008	Ms Ng Wa-mui, Miranda	Aeronautical Communications Supervisor	1.11.2008
鄭炳富先生 高級航空交通事務員	19.12.2008	Mr Cheng Bing-fu	Senior Air Traffic Flight Services Officer	19.12.2008
蔣美芬女士 高級航空交通事務員	19.12.2008	Miss Chang Mi-fun, Eillie	Senior Air Traffic Flight Services Officer	19.12.2008
麥金珠女士 高級航空交通事務員	19.12.2008	Miss Mak Kam-chu	Senior Air Traffic Flight Services Officer	19.12.2008
蘇淑嫻女士 高級航空交通事務員	19.12.2008	Ms So Suk-han, Margaret	Senior Air Traffic Flight Services Officer	19.12.2008
陳勵賢女士 一級航空交通事務員	20.8.2008	Miss Chan Lai-yin	Air Traffic Flight Services Officer I	20.8.2008
馮德勳先生 一級航空交通事務員	20.8.2008	Mr Fung Tak-fan, Jason	Air Traffic Flight Services Officer I	20.8.2008
郭添聰先生 一級航空交通事務員	20.8.2008	Mr Kwok Tim-chung, Clement	Air Traffic Flight Services Officer I	20.8.2008
黎穎詩女士 一級航空交通事務員	20.8.2008	Miss Lai Wing-sze	Air Traffic Flight Services Officer I	20.8.2008
李偉宇先生 一級航空交通事務員	20.8.2008	Mr Lee Wai-yu	Air Traffic Flight Services Officer I	20.8.2008
吳雯菁女士 一級航空交通事務員	20.8.2008	Ms Ng Man-ching, Agnes	Air Traffic Flight Services Officer I	20.8.2008
譚詠怡女士 一級航空交通事務員	20.8.2008	Miss Tam Wing-ye, Teresa	Air Traffic Flight Services Officer I	20.8.2008
黃碧梅女士 一級航空交通事務員	20.8.2008	Ms Wong Pik-mui	Air Traffic Flight Services Officer I	20.8.2008
施穎怡女士 一級航空交通事務員	20.8.2008	Miss Sy Wing-ye, Phyllis	Air Traffic Flight Services Officer I	20.8.2008
張燕女士 一級航空交通事務員	16.12.2008	Ms Cheung Yin, Amy	Air Traffic Flight Services Officer I	16.12.2008
唐釗光先生 一級航空交通事務員	26.5.2009	Mr Tong Chiu-kwong	Air Traffic Flight Services Officer I	26.5.2009
容耀威先生 一級航空交通事務員	26.5.2009	Mr Yung Yiu-wai	Air Traffic Flight Services Officer I	26.5.2009
王慧芬女士 文書主任	9.3.2009	Miss Wong Wai-fun, Annabella	Clerical Officer	9.3.2009



恭喜王炳輝先生晉升為助理處長。
Congratulations to Mr PF Wong on his promotion to the rank of Assistant Director-General.



恭喜李國柱先生晉升為總航空交通管制主任。
Congratulations to Mr Raymond Li on his promotion to the rank of Chief Air Traffic Control Officer.



恭喜唐釗光先生(左)及容耀威先生(右)同時晉升為一級航空交通管制主任。
Congratulations to Mr Tong Chiu-kwong(left) and Mr Yung Yiu-wai(right) on their promotion to the rank of Air Traffic Control Officer I.

