

# 同事動向

## CAD Newsmakers

### 晉升喜訊

### Career Advancement

恭喜伍崇正先生獲晉升為民航處助理處長！十二月二十二日，處長將晉升函頒予伍先生，其晉生效日期為二〇〇六年九月十四日。  
 Congratulations! Mr Colman Ng was recently promoted to the rank of Assistant Director-General of Civil Aviation. On December 22, DGCA presented Mr Ng with his promotion letter, which stated that he reached his present rank starting September 14, 2006.



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

晉升為	生效日期	Promoted to	Date
伍崇正先生 民航處助理處長	14.9.2006	Mr Ng Shung-ching, Colman Assistant Director-General of Civil Aviation	14.9.2006
溫靜研女士 高級民航事務主任	2.8.2006	Miss Wan Ching-yin, Claudia Senior Operations Officer	2.8.2006

### 歡迎新同事 Welcome to the newcomers

J Kroeker 民航事務主任	Mr J Kroeker Operations Officer
劉敬修先生 民航事務主任	Mr Lau King-sau, Elisha Operations Officer
魏仲翔先生 電子工程師	Mr Wei Chung-cheung Electronics Engineer
梁明德先生 系統經理	Mr Leung Ming-tak, Freddy Systems Manager
吳月玲女士 一級會計主任	Miss Ng Yuet-ling, Elaine Accounting Officer I
譚桂珍女士 一級私人秘書	Miss Tam Kwai-chun, Becky Personal Secretary I
周禮強先生 總行政主任	Mr Chow Lai-keung, Albert Chief Executive Officer
吳錦華先生 民航事務主任	Mr Ng Kam-wah Operations Officer
鄧添榮先生 二級統計主任	Mr Tang Tim-wing Statistical Officer II
戴尚誠先生 高級建築師	Mr Tai Sheung-shing, Victor Senior Architect

### 再見好同僚 Farewell to those leaving

阮海峯先生 一級會計主任	Mr Yuen Hoi-fung Accounting Officer I
周軍先生 高級民航事務主任	Mr Chow Kwun, Gabriel Senior Operations Officer
羅麗明女士 二級私人秘書	Ms Law Lai-ming Personal Secretary II
關肇麟先生 二級統計主任	Mr Kwan Siu-lun Statistical Officer II
梁美英女士 總行政主任	Ms Leung Mi-mi Chief Executive Officer
李慧敏女士 二級行政主任	Ms Lee Wai-man Executive Officer II

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

黃順蘭女士 助理文書主任	Ms Wong Shun-lan, Esther Assistant Clerical Officer
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### 恭賀2006年度公務員事務局局長嘉許狀計劃得獎人

### Congratulations to the recipient of The Secretary for the Civil Service's Commendation Award Scheme 2006

薛明寬先生 二級航空交通管制主任	Mr G W Smith Air Traffic Control Officer II
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# CAD LINKY

## ISSUE No. 30

### 民航處通訊

## 行政長官到訪民航處

## CE visits Civil Aviation Department

總電子工程師（技術及發展）王炳輝（航空交通管理部）  
 by Mr P F Wong, Chief (Technical & Development), Air Traffic Management Division



行政長官曾蔭權於二〇〇七年一月二十五日到訪民航處。  
 The Chief Executive, Mr Donald Tsang, visited the Civil Aviation Department on January 25, 2007.

行政長官曾蔭權於一月二十五日到訪民航處，加深了解我們提供的航空交通管制（航管）服務及在香港國際機場的航空交通運作情況。行政長官在羅崇文處長的陪同下，參觀了航空交通管制大樓。

曾先生首先到訪航空交通管制中心，了解中心的運作。該中心的航空交通管制員二十四小時工作，確保在香港飛行情報區內的航機安全及暢順運作。其後他到航空救援協調中心參觀，羅崇文處長向他簡介民航處要肩負起在香港飛行情報區搜索及救援飛機的國際義務。曾先生又參觀了機場控制塔，控制塔為升降航班提供二十四小時服務。現時，我們每日平均處理約七百八十架次離港／抵港的航班。與香港國際機場啟用時相比，航空交通量大幅增加了超過百分之七十。曾先生對我們多年來努力的成果亦深表讚賞。

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行政長官與航空交通管制員交談，了解他們在工作上遇到的挑戰。The Chief Executive chatted with air traffic controllers about the challenges they faced in their work.

(HKIA). He was accompanied by the Director-General of Civil Aviation, Mr Norman Lo, to visit the Air Traffic Control Complex.

Mr Tsang started his visit at the Air Traffic Control Centre where he was briefed on how air traffic controllers worked 24 hours a day to ensure the

safe and efficient flow of aircraft movements within the Hong Kong Flight Information Region (FIR). In the tour to the Rescue Coordination Centre, he was introduced our international obligations in the Search and Rescue of aircraft in the Hong Kong FIR. Mr Tsang also visited the Aerodrome Tower that provided 24-hour aerodrome control services to aircraft operating at the airport. Recognising our present handling of around 780 arrivals/departures a day, Mr Tsang was impressed with the rapid air traffic growth of more than 70% since the opening of the HKIA, a product of our hard-earned efforts over the past years.

Apart from the day-to-day ATC operations, Mr Tsang was also updated with the latest CAD development. They included the future manpower plan to cater for the rapid air traffic growth and robust development in the aviation industry, the replacement of

existing ATC systems and construction of a new CAD Building by 2012, as well as our new initiatives to enhance the runway capacity at HKIA and the long-term strategy in resolving air traffic congestion in the Pearl River Delta Region.

During the visit, the Chief Executive took the opportunity to meet 11 frontline staff of Air Traffic Control Officer (ATCO), Air Traffic Flight Services Officer (ATFSO), and Aeronautical Communications Officer (ACO) grades, to understand the challenges they face at work. He commended their high standard of ATC services. He also expressed gratitude to all frontline staff who had to work round-the-clock to provide a safe and efficient service to the travelling public during the holiday periods.

In concluding the visit, Mr Tsang expressed his appreciation to the contribution by the CAD staff in maintaining Hong Kong as an international and regional aviation hub, particularly the devotion and professionalism of the ATC staff in ensuring a safe and efficient air transport system.



行政長官參觀控制塔台。The Chief Executive visited the Air Traffic Control Tower.

除了日常航管運作，曾先生亦聽取了處長簡報民航處的最新發展，包括未來人手增長計劃，以應付快速的航空交通增長量及香港航空業的持續發展、在2012年更換現有航管系統及興建新民航處大樓、以及增加香港國際機場升降量的新措施和我們解決珠江三角洲空域擁擠問題的長遠策略等。

行政長官在探訪期間與十一位前線航管人員面談，當中包括航空交通管制主任、航空交通事務主任及航空通訊主任職系的同事，了解他們日常工作所面對的挑戰。曾先生讚賞他們為香港提供高質素的航管服務，並向所有在長假期間二十四小時工作，為旅客提供安全及高效率服務的前線員工表示謝意。

曾先生在探訪結束前，讚賞民航處同事對維持香港作為國際及區域航空樞紐所作出的貢獻，並表揚航管人員的工作熱忱和專業精神。

On January 25, the Chief Executive, Mr Donald Tsang, visited the Civil Aviation Department (CAD) to better understand our air traffic control (ATC) services and the ATC operations at the Hong Kong International Airport

## 搜救演練再次順利舉行 Another Successful Search and Rescue Exercise

高級民航事務主任（技術）王鎮東（航空交通管理部）

by Mr Peter Wong, Senior Operations Officer (Technical), Air Traffic Management Division



羅崇文處長接受中國交通部海上搜救中心總主任翟久剛致送紀念品。DGCA received a memento from Mr Zhai Jiu-gang, the Director of the CMSRC.

由民航處主辦的搜索及救援演習（代號「SAREX 2006」），已經於十月二十四日至二十七日順利舉行。

根據《國際民用航空公約》附件十二，民航當局需要籌辦適當的搜索及救援演練，以確保搜救服務的效率。故此，民航處定期跟本地搜救單位舉行搜救演練。

過往一直有參與的政府飛行服務隊、水警、消防處及中國人民解放軍駐香港部隊（駐港部隊），今年再一次參與演練。另外，我們亦邀請到美國的搜救單位及首度參與的中國交通部海上搜救中心派員參加。政府部門方面，海事處、民眾安全服務隊、醫療輔助隊和天文台均全力協助。

今年的搜救演習包括三個主要部份：搜救飛機及器材展覽、長程搜索演練及短程搜救示範。

搜救飛機及器材展覽在香港國際機場舉行。展出的飛機及器材包括美國海岸巡邏隊一架C130型飛機、美國空軍一架C130型飛機、政府飛服務隊一架湍流 JS41 型飛機及一架超級美洲豹直

升機，與及機場消防隊的消防車、救生艇和潛水設備。

今年的長程演練模擬一架客機於香港南面約八十海哩墜毀。在演練開始前一天，我們預先在事發地點放置了一個以四個輪胎組成的模擬目標。搜索行動由救援協調中心內五位搜索及救援課程學員策劃，而美國海岸巡邏隊、美國空軍及政府飛行服務隊各派一架定翼機奉命出動，在海面進行搜索。當時風高浪急，要在飛機上以肉眼進行搜索其實並不容易。美國空軍C130型飛機最終成功地在事發地點西南面十四海哩（約二十五公里）處，發現已在海上飄浮了十八小時的模擬目標。

至於短程搜救示範則於西貢對開的牛尾海進行。演練模擬一架小型公務機急降，機上十二名生還者在海面等候救援。多個救援單位參與這項示範，包括三架駐港部隊直升機、一架政府飛行服務隊直升機、一架中國交通部海上搜救中心直升機，與及海事處、消防處和中國交通部海上搜救中心的船隻。來自香港、內地及海外搜救單位的觀察員，在現場觀看救援十二名

生還者的情況。部份生還者被救上直升機，而其他則被送上消防處的救生艇。長達一百一十米的中國交通部海上救援中心拯救船，則模擬搜索海底的飛機殘骸。

搜救演練一共進行了四天，期間來自不同國家的搜救專家有機會共聚一堂，切磋搜救技術及交換意見。另外，美國海岸巡邏隊、美國空軍及政府飛行服務隊亦就其搜救能力及過往經驗作簡報。對所有參與單位來說，這是一個非常珍貴的學習和交流機會。民航處主辦是次演練，讓大家繼續朝救傷扶危的目標共同努力。

The Civil Aviation Department successfully organised a Search and Rescue Exercise (SAREX 2006) from October 24 to 27, 2006.

Under Annex 12 to the Convention on International Civil Aviation, a civil aviation authority shall arrange appropriate search and rescue exercises to maintain an efficient search and rescue (SAR) service. As such, CAD conducts SAR exercises on a regular basis with full participation of the local SAR units.

The regular participants in the SAREX included the Government Flying Service



生還者被救上駐港部隊的「直九」型直升機。Survivor being winched to safety by a PLA Z9 helicopter



(GFS), Marine Police, Fire Services Department (FSD) and the Hong Kong Garrison of the People's Liberation Army (PLA). Without exception, all our partners participated in the SAREX 2006. Additionally for this year, the US SAR units were invited, and for the first time, the China Maritime Search and Rescue Centre (CMSRC) of the Ministry of Communications also took part. Other Government departments including Marine Department, Civil Aid Service, Auxiliary Medical Service, and Hong Kong Observatory also provided valuable assistance.

The SAREX consisted of three main parts - the SAR aircraft and equipment display, the long-range search exercise and the short-range rescue demonstration.

The SAR aircraft and equipment display was held at Hong Kong International Airport. On display were a C130



政府飛行服務隊派出的「超級美洲豹」型直升機，示範從海上拯救生還者。  
A Eurocopter Super Puma helicopter from the GFS demonstrating the water winching of a survivor.

aircraft from the United States Coast Guard (USCG), a C130 aircraft from the United States Air Force (USAF), a Jetstream JS41 aircraft and a Super Puma helicopter from the GFS, fire engines, rescue boat, and diving equipment from the Airport Fire Contingent.

In the long-range search exercise, a target made up of four rubber tyres was dropped the day before, at a position 80 nautical miles south of Hong Kong, simulating the crash of an airliner at sea. The Rescue Co-ordination Centre, manned by five SAR course students, planned the search. The three fixed-wing aircraft, one each from USCG, USAF and GFS were given the task of finding the target in the middle of the ocean. Given the strong prevailing wind at the time, and the rough state of the sea, it was not an easy task to visually spot the target from the search aircraft. As it turned out, the target was located by some very sharp eyes onboard the USAF C130 about 14 nautical miles (25 km) southwest of its original position, having drifted for about 18 hours.

The short-range rescue demonstration was held in Port Shelter off Sai Kung. A simulated ditching by a light executive jet resulted in 12 survivors to be rescued from the sea. A number of rescue units, including three helicopters from the PLA, one helicopter from GFS,



中國交通部海上救援中心的「S76A」型直升機將生還者送上救援船。  
A CMSRC S76A helicopter winching survivor to their Rescue Vessel.

one helicopter from the CMSRC, vessels from the PLA, Marine Police, FSD and CMSRC took part in the rescue operation. All 12 survivors were rescued under the watchful eyes of observers from Hong Kong, the Mainland and overseas SAR units. Some survivors were winched to safety by the helicopters and the rest rescued by the FSD rescue boat. The 110-metre rescue vessel from CMSRC simulated a search for the under water wreckage.

During the four-day event of the SAREX 2006, SAR experts from various countries had a chance to get together to discuss SAR techniques and to exchange ideas. Presentations on SAR capabilities and past experience on SAR missions were given by the USCG, USAF and the GFS. It was an excellent learning opportunity for all the participants to share their experience with one another. Through this exercise, CAD provided a platform for everybody to work for one common goal - the mission of saving lives.

## 國際民航組織航空人員語言能力要求研討會 ICAO Aviation Language Proficiency Seminar

為進一步提高航空安全水平，國際民航組織規定由二〇〇八年三月五日起，所有機師及航空交通管制員的語言能力，均須達到該組織的新標準。民航處於十一月三十日及十二月一

日，假國際金融中心二期主辦國際民航組織航空人員語言能力要求研討會，讓亞太區內的民航管理機構、航空交通管理服務提供者及航空公司討論有關新標準及交流經驗。今次研討

會共有逾一百二十位來自超過四十個本地及海外機構的代表出席。

羅崇文處長在開幕儀式上指出，國際民航組織新語言能力要求是近年一項



羅崇文處長在研討會開幕禮上致辭。  
DGCA officiated at the opening ceremony of the Seminar.

提高飛行安全水平的新措施，香港亦會逐步實施該組織訂下的新標準。國際民航組織代表Ms Nicole Barrette，亦藉研討會向與會代表簡介新語言能力要求的背景資料，並說明推出這項措施是基於安全考慮。

研討會上，飛行標準總監廖志勇機長簡報了向香港機師實施新標準的策略。他說新要求是希望機師，航空公司和民航處之間可以分擔責任和加強合作，並本著將航空安全提高至最高水平的宗旨，致力於長期語言能力培訓。

署理航空交通管理標準總監謝紀發，向與會代表簡報了國際民航組織新要求的監管方針、制訂規則時的經驗，與及航空交通管理標準辦公室與航空交通管理部應以協作及務實的方式實施新標準。

航空交通管理部高級訓練主任康貫中，介紹了航空交通管理部實施新規定的計劃，並詳述有關評審機制及評審員的培訓。他強調在二〇〇八年三月五日前，所有香港的航空交通管制員會根據國際民航組織的指引及評核標準，完成適當的評核。

至於香港航空公司的準備情況，國泰航空公司代表麥寶玉向與會代表介紹了由該公司設計的語言能力測試，並簡介其發展及評估過程與測試的詳細內容。而香港華民航空公司代表Mr Ron Davis則闡述了規模較小的航空公司及廉價航空公司在實施新標準時遇到的困難。

鑑於有與會代表強烈要求國際民航組織應提供更多指引，Ms Barrette邀請各代表參加於二〇〇七年五月七日至九日，在蒙特利爾國際民航組織總部舉行的第二次國際航空人員語言能力要求研討會，屆時該組織會提供新要求的最新進展。

Ms Barrette致閉幕辭時，代表大會稱讚民航處主辦今次研討會非常成功。她表示各代表在研討會上踴躍發言及經驗交流，令她感到相當鼓舞。

As an initiative to enhance aviation safety, the International Civil Aviation Organization (ICAO) has adopted new requirements on language proficiency for pilots and air traffic controllers with effect from March 5, 2008. To provide a forum for discussion and experience sharing by aviation authorities, Air Traffic Control (ATC) service providers and airline operators in Asia-Pacific region, CAD hosted the ICAO Aviation Language Proficiency Seminar on November 30 and December 1, 2006 at Two International Finance Centre in Hong Kong. More than 120 delegates from over 40 overseas and local organisations attended the seminar.

At the opening ceremony, DGCA, Mr Norman Lo, remarked that the ICAO language proficiency requirement would be one of the most important aviation safety initiatives to be implemented in the coming years; and that Hong Kong would progressively comply with the new ICAO standards. Ms Nicole Barrette from the ICAO Headquarter took the opportunity of the seminar to brief delegates on the background of the language proficiency requirements. She also addressed the safety concerns underlying this initiative.

Captain Victor Liu, Chief, Flight Standards, gave a presentation on the implementation strategies for Hong Kong licensed pilots. He pointed out that the new requirements called for shared responsibilities and cooperation amongst pilots, airline operators and CAD on long-term commitment to language proficiency training with the view to promoting the highest standard of aviation safety.

Mr David Tse, Acting Chief Air Traffic Management Standards Officer, presented the regulatory perspectives of the new ICAO requirements, the experience in formulating regulations and the importance of adopting a collaborative and pragmatic approach between the Air Traffic

Management Standards Office (ATMSO) and the Air Traffic Management Division (ATMD) in meeting the requirements.

Mr Albert Hong, Senior Training Officer of the ATMD, outlined the implementation plan of the ATMD with details on the assessment system and raters training. He stressed that all air traffic controllers in Hong Kong would be properly assessed on their language proficiency according to the ICAO guidelines and the Rating Scale before March 5, 2008.

As regards the readiness of Hong Kong airline operators, Ms Karen Mak of Cathay Pacific Airways presented the Language Proficiency Test developed by her company, outlining the evolution and evaluation processes; as well as detailed composition of the test. In his presentation, Mr Ron Davis of Air Hong Kong highlighted some of the challenges faced by small airlines and low-cost carriers in complying with the requirements.

Noting that some authorities have expressed strong desire for more guidance from ICAO, Ms Barrette invited delegates to attend the Second International Aviation Language Symposium to be held in ICAO Headquarter, Montreal on May 7 to 9, 2007, in which ICAO would provide further update on the language proficiency requirements.

In her closing remarks, Ms Barrette on behalf of all delegates praised CAD for successfully hosting the seminar. She was particularly encouraged to note the lively discussion and the free exchange of experience and ideas during the two-day seminar.

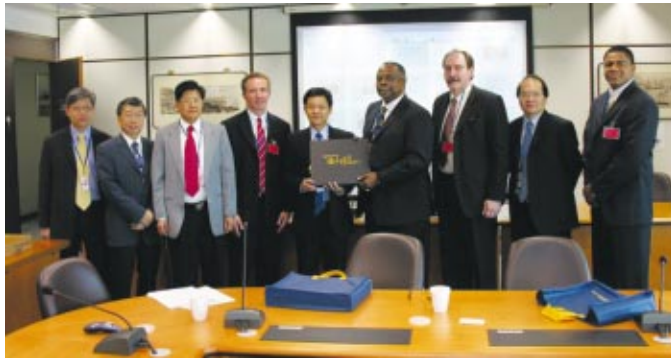


逾一百二十位來自超過四十個機構的代表出席研討會。  
More than 120 delegates from over 40 organisations attended the Seminar.



# 部門活動花絮 Department Activities

16.10.2006



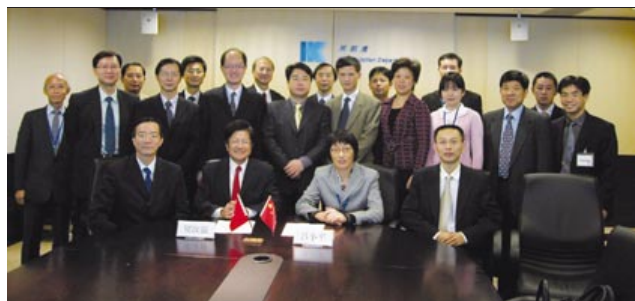
處長致送紀念品予到訪民航處的美國國家審計署民航事務總監Mr Gerald L Dillingham (右四)。  
DGCA presented a souvenir to Mr Gerald L Dillingham (forth from right), Director of Civil Aviation Issues of the United States Government Accountability Office, who paid a visit to ATCX.

21.10.2006



香港工程師學會核子工程部會員到航空交通管制中心參觀。  
Members of the Hong Kong Institution of Engineers Nuclear Division visited ATCX.

29-30.11.2006



香港與內地航空通訊專家組第十六次會議暨日常工作組第二十八次會議在總部舉行。中國民航總局空中交通管理局副局長呂小平(前排右二)率代表團前來參加會議。  
The 16th Technical Working Group Meeting cum 28th Task Force Meeting on Aeronautical Radio Communications was held in Hong Kong. Ms Lu Xiaoping (second from right in the front row), Deputy Director-General of Air Traffic Management Bureau of CAAC, led a delegation to attend.

21.11.2006



Guild of Air Pilots and Air Navigators會長Captain WD Lowe (中)到訪民航處。  
Captain W D Lowe(middle), Master of the Guild of Air Pilots and Air Navigators, visited CAD.

4-8.12.2006



民航處代表團在峇里的第四十三屆亞洲及太平洋區民航局局長會議，與國際民航組織地區總監Mr Lalit Shah (中)、中國民航總局副局長楊國慶(右五)會面。  
CAD delegation met with Mr Lalit Shah (middle), Regional Director of ICAO; and Mr Yang Guoqing (fifth from right), Vice Minister of CAAC, at the 43rd Conference of Directors General of Civil Aviation Asia and Pacific Regions in Bali.

12-15.12.2006



助理處長(航班事務)郭桂源出席於北京舉行的國際民航組織亞太地區安全監督審計研討會。  
Mr Stephen Kwok, ADG(AS), attended the Regional Seminar on the Preparation, Conduct and Reporting of an ICAO Safety Oversight Audit in Beijing.

22-23.12.2006



機場同事假諾富特東薈城酒店舉行聖誕聯歡會。  
The Christmas party for airport staff was held at the Novotel Citygate.



參與啤酒競飲大賽的同事全力以赴。  
Colleagues fought hard in the beer drinking competition.



四位同事在聯歡會上獲頒授政府三十年及二十年優良服務獎狀。  
Four colleagues were presented with government 30 years' and 20 years' meritorious service certificates at the Christmas party.



總部舉行聖誕聯歡會，氣氛熱鬧。  
Headquarters staff had a joyful celebration for Christmas.





# 高級航空教育課程（直升機）

## Advanced Aviation Education Programme (Helicopter)

見習航空交通管制主任李欣然（航空交通管理部）

by Miss Jenny Lee, Student Air Traffic Control Officer, Air Traffic Management Division

去年，我獲部門推薦參加由香港航空青年團主辦的高級航空教育課程（直升機）2005。我們全班共有五十二位學員，而當中五位成績優異的學員更獲頒獎學金。課程完畢後我考獲第一，獲頒獎學金在香港進行五個小時的初級直升機飛行訓練。現在，就讓我和大家分享當中的體驗。

我駕駛的是R22單發動機直升機。除了入門飛行訓練及基本飛行動作之外，我還要學習一些較複雜的動作，例如上升轉向、下降轉向及空中停留等等。

在所有飛行練習中，最富挑戰性的就是學習直升機獨有的空中停留。這種技術並非那麼容易掌握，因為當中需要多種技巧，包括高度的專注力和靈巧的配合。要空中停留穩定，重點是要「輕手」，藉細微、精確的操縱保持平衡。另外，時間的掌握和糾正機身傾斜的技術也同樣重要。初時，我總是用力過度，結果機身便像鐘擺般搖擺不定。幸好，教練不停鼓勵我繼續努力，更在有需要時出手相助，還示範如何正確運用手指和手腕去操縱直升機。經過一輪苦練之後，我開始掌握到停留時的「手感」。和做人一樣，要學好空中停留的技術，關鍵就是決心和下苦功。



李欣然在高級航空教育課程（直升機）2005考獲第一名。  
Miss Jenny Lee came first in the class of the Advanced Aviation Education Programme (Helicopter) 2005.

到第四個小時的訓練，我可以駕駛直升機飛越維多利亞港、天壇大佛和南區。那次經驗相當愉快，更令我想起數年前第一次乘坐直升機時的情景。能夠駕駛直升機俯瞰香港的迷人景致，實在是一件賞心樂事。當然，教練一直都在我身邊。

飛行訓練既開心又充實，它令我有機會寓理於實習，擴闊了我的航空視野。另外，我亦進一步了解機師的需要和直升機的運作限制和特性。經此一役，我知道直升機飛行的時候，機師的手不可以有一刻離開操縱杆。直升機訓練讓我以機師的角度去思考、行動，令我更加明白機師和航空交通管制員之間的互動關係。

很多人都夢想可以在天上傲翔，我也希望將來繼續接受直升機訓練。我向所有熱愛飛行的朋友推薦這個課程，也期望飛行在香港可以更加普及，讓更多人可以實現自己的飛行夢。能夠駕駛直升機，雖然只是寥寥數小時，但已經讓我實現了一部份夢想了。

Last year, I was nominated by the Department to attend in the "Advanced Aviation Education Programme (Helicopter) 2005" (AAEP(H)) organised by the Hong Kong Air Cadet Corps. There were 52 students in the class and a total of five scholarships were awarded to attendees with outstanding performance. At the end of the programme, I came first in the class and was awarded a flying scholarship providing me with five hours of ab-initio helicopter flight training in Hong Kong. It was indeed an indelible experience which I would like to share with my colleagues.

The helicopter I flew was a single engine, rotary-winged R22. Apart from learning elementary flight controls and basic

manoeuvres, I also received training in some more advanced manoeuvres like climbing turn, descending turn and hovering.

Amongst all the exercises, the most challenging activity was learning to hover - a manoeuvre unique to helicopter flying. This skill was not as easy to master as one would have expected. It required a combination of controlling skills - a high degree of concentration and dexterous coordination. The essence of maintaining a stable hover is a balance of small, gentle and well-coordinated input adjustments. The right timings for making the appropriate corrections and neutralising the controls were equally important. Initially when I learned to control the helicopter, I tended to over control and grip the cyclic too tensely. As a result the helicopter swung like a pendulum. However, my instructor encouraged me to carry on and he would take over control when required. He also demonstrated how to use only the fingers and wrist to prevent over-controlling. After a series of practice, I started to grasp the "feel" for hovering. Determination and practice, like many endeavours in life, were really the keys to mastering stable hovering techniques.

I was given a chance to fly over Victoria Harbour, the Big Buddha and Hong Kong South during the fourth hour of my flying training. That was a pleasant flight, which reminded me of my first flying experience as a passenger in a helicopter a few years back. Once again I could enjoy the spectacular scenery of Hong Kong from the sky but this time the difference is I also enjoyed the thrills from actually commanding a helicopter, under the supervision of my instructor of course.



李欣然在R22直升機旁與教練合照。  
Miss Jenny Lee and her instructor posed in front of the R22 helicopter.

The flying training was an enjoyable and rewarding experience. It provided me with a valuable opportunity to apply the theoretical knowledge into practice. It certainly broadened my horizons in aviation and allowed me to better appreciate the needs and concerns of the pilots, as well as the limitations and

behaviour of a helicopter. By now I know that a helicopter pilot can never leave his/her hand off the cyclic control while in flight. The flying training provided me with a good chance to think and act from the pilot's perspective. It also enabled me to appreciate more of the interaction between pilots and air traffic controllers.

I hope I can continue my helicopter flying training in the future. Flying is the dream of many people. I strongly recommend AAEP(H) programme to those with a passion for flying. I sincerely hope flying can become more accessible in Hong Kong, so that more people can have their dreams come true. Flying in a helicopter, although only for a limited number of hours, is part of that dream coming true for me.

## 國際電信聯盟2006年世界電信展在港舉行

### ITU Telecom World 2006 in Hong Kong

電子工程師梁炳強（工程及系統部）

by Mr P K Leung, Electronics Engineer, Engineering & Systems Division

國際電信聯盟主辦的2006年世界電信展已於二〇〇六年十二月四日到八日在香港亞洲國際博覽館順利舉行。國際電信聯盟是聯合國轄下組織，主要職能包括管理無線電頻譜和發展全球電訊。電信展每三年舉行一次，今屆更是自一九七一年首屆電信展以來，首度於國際電信聯盟基地日內瓦以外的地方舉行。全國人大常委會委員長吳邦國更親臨香港擔任開幕儀式的主禮嘉賓。

政府資訊科技總監辦公室邀請了十四個政府部門在「政府館」中設置展覽攤位，向參觀者介紹各部門的工作及服務，民航處亦獲邀參與。我們在攤



約七百家來自世界各地的參展商展示最新的科技及服務。  
About 700 exhibitors from across the world showcased their latest technologies and services.

位內放置了新設計的航空交通管制操作台，當中包含多種符合人體工程學的設計，例如可調較高度的操作台、以懸掛形式裝設的顯示屏等等。操作台展示了先進的航空交通管制顯示系統和資訊，包括雷達顯示系統、航空交通無線電通訊量監察系統、航空交通管制流量顯示系統、管制員與機師之間的無線電對話、機場跑道著陸區監察系統及最新的衛星通訊、導航及監察與航空交通管理系統的發展等等。此外，我們亦在攤位的入口處設置大型電視，播放介紹民航處的影片。

對於身為一個電子工程師的我來說，要籌備這個展覽實在是一項很大的挑戰。除了要預備用作示範的操作台外，我亦要就多項工作與工商及科技局和政府資訊科技總監辦公室緊密聯繫，例如申請各類通行證、安排物資運送及交通工具、預備《焦點交流平台》場刊中介紹民航處的版面、準備工作人員的制服等等。在設計攤位和操作台的時候，我和負責的美術設計師合作愉快，從中獲得難得而寶貴的經驗。

電信展吸引了約六萬名訪客參觀，當中包括不少各國貴賓、中外商務訪客、論壇代表及各地傳媒。在電信展舉行的一個星期間，亦進行了不少研討會、服務／產品推介及展覽會。

除了民航處的攤位外，我也抽空到過其他國家的攤位參觀。中國、加拿大、美國及新加坡的攤位都相當吸引，別具特色。

從我們攤位訪客熱烈的反應，可知民航處參與是次電信展非常成功，實在可喜可賀！

ITU Telecom World 2006, organised by the International Telecommunication Union (ITU) was held at the AsiaWorld-Expo in Hong Kong from December 4 to 8, 2006. ITU is the United Nations Agency for telecommunications with the prime functions in overseeing the management of radio frequency spectrum and the development of global telecommunications. The expo is held regularly once every three years. It is the very first time the event has taken place outside of ITU's home base in Geneva since the launch of the event





部門攤位深受參觀者歡迎。  
CAD booth attracted tens of thousands of visitors.

in 1971. The expo was officiated by Mr Wu Bangguo, the Chairman of the Standing Committee of the National People's Congress of the People's Republic of China.

It was a great honour that CAD was one of the 14 government departments invited by Office of the Government Chief Information Officer (OGCIO) to set up a booth at the "Government Pavilion" to exhibit our work and services to the visitors at the expo. Our booth exhibited a newly designed Air Traffic Control (ATC) console with enriched ergonomics, e.g. adjustable height of the console work panel, swing display panels etc. The console showed the state-of-the-art ATC display systems, tools and information, viz. ATC radio workload monitoring system, ATC

capacity display system, air-ground VHF communications between controllers and pilots, runway CCTV surveillance system, CNS/ATM developments, etc.

Moreover, the CAD corporate video was shown on the plasma TV at the booth. Furthermore, a video which gave an episode on the sophisticated ATC systems and operations was shown on a large LED TV at the entrance of the exhibition hall.

As an engineer, it was really a great challenge for me to organise and work for this exhibition project. Apart from the technical work in setting up the demonstrative console, I had to work closely with the Commerce, Industry and Technology Bureau (CITB) and OGCIO on the arrangement for different classes of access passes, logistics and transportation, "The Platform - Optimised" brochures on the profile of CAD, uniforms of the booth guides, etc. I also gained valuable and

interesting experience by working together with the art design contractor on the booth and panel layout design.

This expo had attracted about 60 000 visitors, comprising VIPs, local/foreign trade visitors, forum delegates and international media representatives. Seminars, service/product presentations and exhibitions were held at the expo during the event week.

Apart from manning the CAD booth, I took the opportunity to visit other booths set up by other countries. The booths of China, Canada, USA and Singapore are regarded as the more attractive and prominent ones.

The great interest and amazement shown by the visitors at our booth proved that our participation in the expo was indeed a great success. Our work had been accomplished with flying colours!

## 持續學習 自強不息 Continuous Learning in CAD

助理部門秘書(總務) 楊麗虹

Miss Jasmine Yeung, Assistant Departmental Secretary (General)

我們生活在一個日益複雜的時代。縱觀全球，各領域的發展快得令人咋舌。轉瞬間，新產品、新款式、新型號紛紛面世，昨天仍被普遍認同的理論和概念，也許不敵時間的衝擊，一夜之間被推翻。現代社會資訊以幾何倍數的速度增長，科技進步一日千里，每一個人都盡力追趕，務求與時並進，以免一時不察被社會淘汰。正因如此，持續學習備受重視，成為現代人生活中不可或缺的一部分。

民航處一直緊貼時代的脈搏，並於二〇〇五年五月於職員會議上通過成立持續進修委員會(委員會)，以代替公務

員培訓處培訓課程工作小組。委員會的宗旨是向非首長級部門職系人員提倡持續進修，進而加強他們的工作才能、提升工作表現及效率，同時讓他們學習新技能，裝備自己，以配合民航處的理想和使命，應付未來的工作要求和挑戰。

委員會由助理處長(飛行標準)劉道全領導，成員包括部門秘書，以及機場安全標準部、航班事務部、航空交通管理部、工程及系統部和飛行標準及適航部的分部訓練經理。委員會定期召開會議，討論各分部的培訓需求及有關事項，集思廣益，並物色適當的培

訓課程和進修機會，向副處長作出意見及建議。委員會方成立一年多，期間已舉辦了多個培訓課程，參與者獲益良多。

專業培訓方面，委員會建議委託香港大學專業進修學院在二〇〇五年下半年為部門舉辦兩屆為高級專業人員和專業職系人員而設的短期法律課程，課題廣泛，包括公法、司法覆核及合約法，其中更有一節專門介紹航空法，與民航處的工作有密切的關係。

委員會成員認為培養創意及啟發思維的重要性與專業知識方面的培訓相比



同事踴躍參加普通話課程。  
The Putonghua Course received overwhelming response from colleagues.

不遑多讓。最近，你可能聽過身邊的同事提及「六頂思考帽」或「水平思維方式」，他們所指的其實是一種由創意思考領域的權威德博諾博士所創立且影響深遠的思考方法。委員會邀請了這種思考法的認可導師 劉彼得先生為部門舉辦了五節研討會，啟發學員的創意思維。鑑於課程備受好評，部門在二〇〇六年下半年一共舉辦了三節創意思維研討會及兩節水平思維深造課程。

普通話培訓是委員會另一個重點推行的項目。除了為部門各同事開辦一般普通話課程外，委員會亦舉辦小組工作坊及導修課程，對象為首長級職系人員以及在工作上經常需要與操普通話的人士接觸的同事。

常言道：「知識就是財富」。今時今日，這句話更加毋庸置疑。唯有不斷自我增值，與時並進，方可走在時代尖端，保持競爭優勢。委員會致力推廣創會使命，勉勵每一位同事開拓個人潛能，善用知識寶庫，不斷自我充實，發揮所長。

We are living in an age of increasing complexity. The world evolves at dizzying speed. In the blink of an eye, new models are launched, latest versions are released, theories and concepts generally accredited as universal truth might not have endured the challenge of time and were overturned, overnight. Modern times are characterised by overwhelming information and neck-breaking advancement in technology. Every one of us is trying hard to catch up lest be thrown overboard. It is exactly against this backdrop that continuous learning is heralded and has become an integral part of our life.

In CAD, we are acutely aware of the pulse of time. In May 2005, pursuant to the directives of the Staff Meeting, the Committee on Continuous Learning (the Committee) was formed based on

the framework of the former Working Group on Civil Service Training and Development Institute Training Courses to promote continuous learning of non-directorate departmental grade staff with the view to strengthening their general core competencies, enhancing their work performance and efficiency and equipping them with new or suitable skills to meet future job requirements and challenges in line with the vision and mission of the Department.

Under the lead of Mr John Lau, Assistant Director-General (Flight Standards), members of the Committee comprise the Departmental Secretary and Divisional Training Managers of APSD, ASD, ATMD, E&SD and FSAD. The Committee convenes regularly to articulate training requirements of divisions, share views on training-related matters and advises the Deputy Director-General of Civil Aviation on training and development needs and make recommendations of suitable training courses and learning opportunities. Over the year since its inception, the Committee has introduced a number of training programmes and many CAD staff have benefited from these training opportunities.

As regards professional knowledge training, the Committee recommended to commission Hong Kong University School of Professional and Continuous Education to conduct two rounds of legal lectures for our staff in the second half of 2005. The Legal Lectures for Senior Professional and Professional Grade Officers covered a wide range of topics from Public Law, Judicial Review to Law of Contract. There was also a session dedicated to Air Law which is considered closely relevant to the aviation field.

It is the consensus of the Committee that creativity and inspirational thinking

method are just as important as professional knowledge. Recently you might have heard your colleagues mention the words "Six Thinking Hats" or "Lateral Thinking". They were in fact referring to an influential thinking method developed by Edward de Bono, a leading authority in the field of creative thinking. The Committee has invited Sir Peter Low, an authorised trainer in the thinking method, to enlighten our colleagues by conducting five sessions of creativity training. Given the positive feedback on the programme, the Course in Creativity was re-run three times whereas the Advanced Lateral Thinking course was held twice in the second half of 2006.

Language training in Putonghua is another key area the Committee focuses on. In addition to the general Putonghua courses open to all CAD staff, workshops and tutorials in small groups are being organised for directorate grade officers as well as officers who have frequent official dealings with our Putonghua-speaking counterparts.

It is often said that knowledge is wealth. The statement carries more weight nowadays than ever. It is vital to stay at the cutting edge. Continuous learning is not a matter of choice, rather a must. The Committee invites all colleagues to tap into the wealth of knowledge and develop our potentials to the full - such is the mission of the Committee of Continuous Learning.



創意思維課程在二〇〇六年八月舉辦。  
The Creativity Course was held in August 2006.