

## 香港與新加坡簽訂 航空器維修諒解備忘錄 Hong Kong and Singapore Ink Aircraft Maintenance Agreement

飛行標準及適航部高級適航主任彭北偉

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處長羅崇文與新加坡民航局局長林金春在新加坡簽訂了「航空器維修技術安排」諒解備忘錄。DGCA Norman Lo signed a Memorandum of Understanding for Technical Arrangement on Aviation Maintenance with DG Lim Kim Choon of Civil Aviation Authority of Singapore.

民航處於八月二十九日與新加坡民航局在新加坡簽訂了「航空器維修技術安排」諒解備忘錄。

新的協定是雙方在二零零四年十二月十六日簽署的諒解備忘錄之伸延，把兩地互相確認航空器維修機構的資格覆蓋範圍擴大至所有飛機、引擎及零部件的維修。

諒解備忘錄准許香港的航空器維修機構不須向新加坡民航局申請，便可替新加坡註冊的飛機提供維修服務。而新加坡的航空器維修機構，亦同樣地不須向香港民航處申請，便可以替香港註冊的飛機維修。



簽署儀式後握手。  
Shaking hands after the signing ceremony.

處長羅崇文表示，各民航局間的資格互認和合作，可以減少重複的批核程序和審計工作，讓作為監管機構的民航局與航空業界都能更有效的運用資源。在資格互認的安排下，透過一套共同認可的適航標準，航空器維修水平必定能有所提升。

香港於二零零五年與加拿大簽訂了同類的飛機維修機構互認協議。民航處將會進一步推展同類互認協議至其他海外地區。

The Hong Kong Civil Aviation Department (CAD) and the Civil Aviation Authority of Singapore (CAAS) signed a Memorandum of Understanding (MOU) known as "Technical Arrangement on Aviation Maintenance" on 29 August 2008 in Singapore.

This agreement is an extension of the MOU signed by both parties on 16 December 2004, and it expands the scope of mutual recognition of approvals of maintenance organisation to cover all aircraft, engine and component maintenance.

The MOU allows maintenance organisations in Hong Kong to maintain aircraft registered in Singapore without seeking additional approval from CAAS. Likewise, maintenance organisations in Singapore may maintain aircraft registered

in Hong Kong without separate approval from CAD.

The Director-General of Civil Aviation, Mr Norman Lo, said, "Partnership and co-operation amongst regulatory authorities through mutual recognition will reduce duplication of approvals and auditing activities, thus maximising the utilisation of resources of both the regulators and the industry partners. It will also bring about an improved quality of aircraft maintenance through the use of common airworthiness standards."

Hong Kong has had similar mutual recognition arrangement on aircraft maintenance with Canada since 2005 and will continue to extend the mutual recognition arrangement to other overseas regulatory authorities.

## 回顧與前瞻 - 慶祝機場啟用十載 Celebration for a decade of challenges

十年前，我們一夜間完成將機場從啟德搬往赤鱘角的創舉，彷彿昨天。

Ten years ago, the monumental task of moving the entire airport from Kai Tak to Chek Lap Kok was completed overnight. It all seems only yesterday.



我們的首長級同事。  
Our directorate colleagues.

回顧過去十年，香港國際機場為區內地域提供高效率及優秀的空中運輸服務。今年，為香港國際機場啟用十周年紀念。香港國際機場在一九九八年七月六日開始運作，為航空業發展和運輸網絡提供了一個服務平台，也

展現了航空業在新時代的新使命。

### 角色上的轉型

在這十年間，民航處與香港國際機場及其他夥伴努力不懈，協助香港發展成為地區航空樞紐。機場的搬

遷不單給予機場一個新居，同時也標誌著民航處在角色上的轉型。我們成功從機場營運者的角色轉變為民航監管機構。

### 多方面提供服務

在這十年，我們在多方面提供服務。有關數據可見業界對於我們的服務需求更是與日俱增。

十載以來，我們致力協助航空公司和業界的擴展；運用創見引進改善機場保安的新措施；努力不懈地對日益頻繁的航空交通，作出安全及高效率的管理；利用高水平技術維持穩定可靠的空管和導航設備；積極引入新技術及促成與業界及其他民航局的技術合作；堅定不移地解決各種長期存在的空域問題；技巧地釐定縮小垂直間隔的新規定以增加香港空域的交通流量。

在二零零八年七月五日星期六，香港國際機場搬遷十周年紀念的前夕，首長級同事在機場以及市區舉辦了自助餐聚會。當日出席的同事十分踴躍，大家聚首一堂享受著愉快的時光、美味的食物及精彩的娛樂！



反應熱烈!  
Enthusiastic response!

	98/99	07/08	% 增幅 Increase
機場營運商數目 Operators to HKIA	62	86	39%
飛機升降數目 No. of movements at HKIA	164,510	299,639	82%
總客運量 Total passenger throughput	27,600,570	47,443,000	72%
總貨運量 Total cargo throughput	1,643,588 tonnes公噸	3,808,981 tonnes公噸	132%
香港註冊飛機數目 No. of HK registered aircraft	115	224	95%
飛越香港航機次數 Total no. of overflights	70,561	157,654	123%
飛機維修執照 Aircraft maintenance licence	685 (一九九八年 in 1998)	1,386 (二零零八年五月 in May 2008)	102%
飛行員執照 Flight Crew licence	2,215	3,793 (二零零八年五月 in May 2008)	71%



處長與見習航空交通管制主任閒談。  
DG Norman Lo chatted with some of the SATCOs.

In the past ten years, Hong Kong International Airport (HKIA) has been providing the region with highly effective and acclaimed air transportation services. This year, HKIA marks its tenth year in operation. HKIA came into operation on July 6, 1998, providing a service platform for the aviation industry development and the transportation network, revealing new missions of the aviation industry in the new era.

### Changing Role

Together with Airport Authority Hong Kong and other parties, CAD has been putting in a lot of effort to help Hong Kong develop as a regional aviation hub over the last ten years. The relocation of the airport not only gave it a new home, but also signified the shift of the main responsibilities of CAD from those of an airport operator to those of a civil aviation regulator, a role that we have proudly and successfully assumed.

### Growth in Services

Looking back at the past ten years, there has been a phenomenal growth in the demand for our services in the decade as illustrated by the figures shown.

Throughout the decade, we have shown our dedication in facilitating the airlines and other industry players for expansion, innovativeness in introducing pioneering measures to improve the security

and safety of our airport, diligence in controlling the ever increasing day-to-day air traffic safely and efficiently, high level of engineering competence in maintaining high serviceability of ATC equipment and navigational aids, proactiveness in bringing in new technologies and technical cooperation with the industry and other civil aviation authorities, tenacity in resolving various longstanding airspace issues, and, ingenuity in devising reduced separation schemes to enhance the system capacity.

All these form a great cause for us to celebrate. Free buffet gatherings were held both at the Airport and in the city on Saturday July 5, 2008, the eve of the 10th anniversary of the relocation of the airport. The gatherings were attended by a great deal of enthusiastic staff. We had a delightful time with good food, nice wine, pleasant company, and great entertainment!

# 國際民航組織安全監察審查的準備工作

## Preparation for the ICAO Safety Oversight Audit

副香港安全監察統籌員張守德

By Mr S.T. Cheung, Deputy Hong Kong Safety Oversight Coordinator



處長在國際民航組織全球航空安全監督審計之準備、進行及報告工作的地區研討會上致開幕辭。  
DG Norman Lo speaks at the opening session at Regional Seminar on the Preparation, Conduct and Reporting of an International Civil Aviation Organisation (ICAO) safety oversight audit.

### 引言

根據全球安全監察審查計劃(審查計劃)，國際民用航空組織(國際民航組織)定於二零零九年三月三日至十二日到香港進行審查。民航處各分部和香港天文台(天文台)為了這件大事，都在嚴肅認真地準備。本文詳述香港為這項審查所作的一切準備。

### 背景

審查計劃最初在一九九八年由國際民航組織制訂，其後在一九九九年一月推行，目的在於通過對各締約國定期進行審查，確定各國安全監察的能力，從而促進全球航空安全。初時，審查計劃範圍限於附件1 —《人員執照的頒發》、附件6 —《航空器的運行》和附件8 —《航空器適航性》，因為這些附件所涉範圍會即時對航空器的安全運行有直接影響。二零零零年十一月，國際民航組織根據這階段的審查計劃，就這三個指定附件對香港進行安全審查，結果香港獲得很高的評價。

鑑於對各締約國進行的第一輪審查工作順利實施，國際民航組織遂於二零零三年決定進一步擴大審查範圍至涵蓋國際民航組織其他附件。此外，新一輪審查工作會採用全面的系統方

法，按安全監察制度的八大元素，評定各國的安全監察制度整體是否健全。相比以往按個別附件方式進行審查，新方法涵蓋所有與安全有關的附件，重點審查各國安全監察的整體能力，而不僅着眼於各國能否符合附件所訂的標準和建議措施。

### 安全監察制度的主要元素

- 主體航空法例
- 具體運作規例
- 國家民航系統和安全監察職能
- 技術人員的資格和培訓
- 技術指引、工具和提供對飛行安全有極大影響的資料
- 發牌、核證、授權及/或批准責任
- 監察責任
- 關乎安全問題的決議

二零零四年，國際民航組織大會通過全面的系統方法後，國際民航組織在二零零五年四月推行新方法。截至二零零八年年中，約有100個締約國(包括中國)按新方法接受審查。

### 國際民航組織附件

- 附件1 人員執照的頒發
- 附件2 空中規則
- 附件3 國際航空氣象服務
- 附件4 航圖
- 附件5 空中和地面操作中所使用的計量單位
- 附件6 航空器的運行
- 附件7 航空器國籍與登記標誌
- 附件8 航空器的適航性
- 附件9\* 簡化手續
- 附件10 航空電信
- 附件11 航空交通服務
- 附件12 搜索與救援
- 附件13 航空器失事調查
- 附件14 機場
- 附件15 航空情報服務
- 附件16 環境保護
- 附件17\* 保安
- 附件18 危險貨物的安全空運

(註：航空安全監督審計計劃的審計範圍不包括附件9和17。)

### 香港為新一輪審查所作的準備

等候接受審查期間，民航處早在二零零四年成立專責工作小組，展開一連串的準備工作。工作小組由民航處各相關分部人員組成，負責統籌審查準備工作。由於其中一個審查範疇為附件3 —《國際航空氣象服務》，所以天文台也是工作小組的成員。工作小組自二零零四年成立以來，共召開14次會議，協調各項審查準備工作，包括：在二零零五年，統籌填寫國家航空安全活動問卷和遵守情況檢查單所需的資料，並把有關問卷和檢查單提交國際民航組織；以及協調在國際民航組織的特設網頁，定期更新及提交這些文件的資料。

二零零八年二月，國際民航組織通知民航處，對香港和澳門的審查定於二零零九年三月進行。工作小組



研討會的部分本地和外地的參加者合照。  
Group photo of some of the local and overseas delegates of the USOAP seminar.

隨即加緊為審查作最後準備，包括檢查和更新國家航空安全活動問卷、遵守情況檢查單及各項協議、手冊和文件的資料，以及研究其他締約國的審查結果，務求從中汲取經驗。為確保規管當局和業界都作好審查準備，民航處已為或準備為業界舉行簡介會。在國際民航組織到港審查前，民航處亦會按工作小組的工作程序進行內部審查。

### 國際民航組織審查計劃研討會

民航處為審查計劃進行的主要準備工作之一，是於二零零八年七月在香港舉辦審查計劃研討會。研討會為期三天，承蒙國際民航組織及東南亞互助拓展安全運作及持續適航計劃(東南亞互助計劃)鼎力襄助，與我們籌辦這個研討會。研討會有雙重好處：一方面由國際民航組織專家親自主講，提供寶貴機會，讓民航處及業界伙伴直接深入認識安全監察審查工作。另一方面，本地及海外參加者又可交流加強空運系統安全監察的寶貴經驗。

二零零八年七月十四日，研討會開幕，由處長羅崇文先生擔任主禮嘉賓。研討會共有超過一百二十名代表參加，包括來自孟加拉、不丹、日本、韓國、澳門、蒙古、新加坡、泰國及瓦努阿圖等地民航機關的高級官員，也有民航處和天文台的同事，以及本地業界伙伴代表。各參加者都踴躍發言。

國際民航組織講者致閉幕詞時表示，研討會取得美滿成績，感謝民航處付出不少心血。本港業界伙伴指出，研討會提供的訊息非常詳盡、有用，讓他們更了解審查計劃。此外，韓國民航安全局及東南亞互助計劃人員交流

他們為審查作準備的經驗，民航處同事尤其感謝。

### 總結

研討會圓滿結束後，工作小組已展開國際民航組織安全監察審查最後階段的籌備工作。審查計劃會查核本港航空業的狀況，確保我們的安全監察系統健全，我們的卓越水平亦會藉此機會得到國際公認。民航處、天文台及本港業界伙伴會竭盡所能，以專業態度並肩合作，力求在審查取得佳績，鞏固香港作為區域航空樞紐的地位。

### Introduction

Under the Universal Safety Oversight Audit Programme (USOAP), the International Civil Aviation Organization (ICAO) has scheduled to conduct an audit for Hong Kong on 3-12 March 2009. Preparation by all CAD Divisions and the Hong Kong Observatory (HKO) for this very important event has been in great earnest. This article describes the preparation work undertaken by Hong Kong to prepare for the audit.

### Critical elements of a safety oversight system

- Primary aviation legislation
- Specific operating regulations
- State civil aviation system and safety oversight functions
- Technical personnel qualifications and training
- Technical guidance, tools and provision of safety-critical information
- Licensing, certification, authorisation and/or approval obligations
- Surveillance obligations
- Resolution of safety concerns

### Background

The USOAP was first established by ICAO in 1998 and launched in January 1999 with the objective of promoting global aviation safety through auditing Contracting States on a regular basis to determine States' capability for safety oversight. Initially, the scope of the USOAP was limited to Annex 1 – Personnel Licensing, Annex 6 – Operation of Aircraft and Annex 8 – Airworthiness of Aircraft in view of their direct and immediate impact on safe

(下轉第八頁 To be cont'd on P.8)

### ICAO Annexes

- Annex 1 – Personnel Licensing
- Annex 2 – Rules of the Air
- Annex 3 – Meteorological Service for International Air Navigation
- Annex 4 – Aeronautical Charts
- Annex 5 – Units of Measurement to be Used in Air and Ground Operations
- Annex 6 – Operation of Aircraft
- Annex 7 – Aircraft Nationality and Registration Marks
- Annex 8 – Airworthiness of Aircraft
- Annex 9 – Facilitation \*
- Annex 10 – Aeronautical Telecommunications
- Annex 11 – Air Traffic Services
- Annex 12 – Search and Rescue
- Annex 13 – Aircraft Accident and Incident Investigation
- Annex 14 – Aerodromes
- Annex 15 – Aeronautical Information Services
- Annex 16 – Environmental Protection
- Annex 17 – Security \*
- Annex 18 – The Safe Transport of Dangerous Goods by Air

(Note: The two Annexes marked \* are not covered by the USOAP.)

# 部門活動花絮 Department Activities

14.5.2008



處長出席「亞洲國際航空展覽會暨論壇2009」記者會。展覽會將於二零零九年九月七至十日在亞洲國際博覽館舉行。  
DG Norman Lo attended press conference that unveiled the plans for Asian Aerospace 2009 to be held at Hong Kong Asia World-Expo on 7-10 September 2009.

20.5.2008



航空交通工程及標準部設於港龍大廈的新辦公室開幕。  
Opening ceremony of Air Traffic Engineering and Standards Division new office at Dragonair House.

11.6.2008



新任機管局主席張建東到訪航空交通管制大樓。  
New AAHK Chairman, Mr Marvin Cheung, visited the ATCX.

5.7.2008



同事熱烈支持香港國際機場搬遷十周年紀念自助餐聚會，大家聚首一堂享受著愉快的時光、美味的食物及精彩的娛樂！  
Buffet gathering in celebration of 10th anniversary of the relocation of the airport were attended by a great deal of enthusiastic staff. We had a delightful time with good food, nice wine, pleasant company, and great entertainment!

10.7.2008



香港中國企業協會航空業委員會到訪航空交通管制大樓。前排左二為代表團團長中國航空公司(香港)有限公司副總經理林一凡。  
The aviation delegation of the Hong Kong Chinese Enterprises Association visited the ATCX. The delegation was led by Mr Lin Yi Fan, Deputy General Manager, China National Aviation Corporation (Hong Kong) Limited. (front row, second left)

19.8.2008



運輸及房屋局副局長邱誠武參觀航空控制塔的運作。  
Under Secretary for Transport and Housing, Mr Yau Shing-mu, visited the Air Traffic Control Tower.

1-5.9.2008



處長帶領本處團隊及香港天文台同事出席於泰國曼谷舉行的國際民航組織亞太地區航行規劃和實施小組會議。  
DG Norman Lo, leading the CAD Team together with HKO colleague, attended the ICAO APANPIRG/19 Meeting in Bangkok, Thailand.

28.9.2008



本處義工隊與北京2008年殘疾人奧運會香港硬地滾球代表隊暢遊海洋公園，分享他們在北京殘奧奪得兩面獎牌的喜悅。  
CAD Staff Club Volunteer Team went to Ocean Park with the Hong Kong Paralympic boccia team, to share the joy of their winning of two medals at the Beijing 2008 Paralympic Games.

## 晉升喜訊 Career Advancement



恭喜楊海雲先生晉升為總電子工程師。  
Congratulations to Mr Peter Yeung on his promotion to the rank of Chief Electronics Engineer.



恭喜黃嘉華女士、王漢忠先生及潘綺雯女士晉升為高級民航事務主任。  
Congratulations to Miss Clara Wong, Mr Eric Wong and Ms Amy Poon on their promotion to the rank of Senior Operations Officer.



aircraft operations. Under this phase of the USOAP, ICAO conducted a safety audit of Hong Kong in respect of these three specific Annexes in November 2000 and Hong Kong fared well in the audit.

Following the successful implementation of the first round of global USOAP audits to all Contracting States, ICAO decided in 2003 to further expand the scope of the audits to other ICAO Annexes. Moreover, these audits would adopt a comprehensive systems approach to assess the overall health of a State's safety oversight system in terms of the eight critical elements of a safety oversight system. Compared to the previous Annex-by-Annex approach, this new approach covers all safety-related Annexes and focuses on the overall capability of States for safety oversight rather than merely on the States' ability to comply with the Standards and Recommended Practices as prescribed in these Annexes.

With the approval of the ICAO General Assembly in 2004, the comprehensive systems approach was launched by ICAO in April 2005. Up to mid-2008, some 100 States including China had been audited under this new approach.

### Preparation by Hong Kong for the new Audit

Whilst awaiting our slot for the new audit, preparation work by the CAD commenced as early as in 2004 when an ad hoc Working Group was formed to start the work. The Working Group, comprised of CAD officers from the relevant Divisions, was charged with the responsibility of coordinating the preparation work for the audit. HKO also participated in the Working Group as Annex 3 – Meteorological Service for International Air Navigation is one of the areas covered by the audit. Since its establishment in 2004, the Working Group has conducted 14 meetings to coordinate Hong Kong's preparation for the audit including the coordination of inputs and submission of Hong Kong's returns to ICAO in respect of the State Aviation Activity Questionnaire and Compliance Checklists in 2005 as well as the coordination of subsequent regular

updating of these documents to the ICAO Safety Oversight Audit Office through a special ICAO website developed for such purpose.

In February 2008, CAD was notified by ICAO that the USOAP audits on Hong Kong and Macao would be conducted in consecutive weeks in March 2009. The Working Group immediately stepped up its efforts in the final preparation for the audit including a review and updating of information in the State Aviation Activity Questionnaire, the Compliance Checklists and various protocols, manuals and documents as well as a review of the audit results of other States with a view to learning from their experiences. Briefings to our industry partners have been or are being conducted to ensure that the regulatory authorities as well as the industry will both be ready for the audit. Internal audits will also be conducted ahead of the ICAO audit in accordance with the Working Group's work programme.

### ICAO USOAP Seminar

As an integral part of our preparation for the USOAP audit, CAD took the opportunity to host a USOAP Seminar in Hong Kong in July 2008. This three-day seminar was coordinated with, and held in close consultation and support of, ICAO as well as the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South East Asia (COSCAP-SEA). The benefits of this seminar are two-fold: It provided CAD and its industry partners with an invaluable opportunity to gain an in-depth knowledge of USOAP direct from the responsible ICAO experts who conducted the seminar. It also provided a highly useful forum for local and overseas participants to share

their valuable experience in improving the safety oversight of their respective air transport systems.

The seminar was officially opened by the Director-General of Civil Aviation, Mr Norman Lo, on 14 July 2008. Over 120 delegates, including senior government officials from the civil aviation administrations of Bangladesh, Bhutan, Japan, Korea, Macao, Mongolia, Singapore, Thailand and Vanuatu, CAD and HKO colleagues as well as representatives from our local industry partners, participated actively in the seminar.

In closing the seminar, the ICAO speakers expressed their appreciation to CAD for organising such a high quality seminar. Feedback from our industry partners indicated that they found the seminar extremely informative and useful in broadening their knowledge about USOAP. CAD colleagues were particularly appreciative of the sharing of experience by the Korean Civil Aviation Safety Authority and COSCAP-SEA in their audit preparations.

### Conclusion

Following the successful conclusion of the seminar, the Working Group has commenced the final phase of its preparation for the ICAO safety audit. The audit will provide an opportunity for our aviation industry to have a health check to ensure the integrity of our safety oversight system and to gain international recognition of our good standards. CAD, HKO and our industry partners will work together diligently and professionally to strive for respectable result in the audit to secure our position as the aviation hub of the region.



討論焦點之一包括安全監察制度的主要元素。  
Critical elements of a safety oversight system were among the major topics of discussion.



# 第一二二次「國際航空運輸協會」航班協調會議

## The 122<sup>nd</sup> IATA Schedules Conference

航班事務部署理高級民航事務主任(航班協調)顏輝泉

By Mr Franco Ngan, Acting Senior Operations Officer (Schedule Coordination), Air Services Division



本處由7月6日開始接手負責航班時刻分配工作。  
The Department has taken up the schedule coordination function since 6 July.

第一二二次「國際航空運輸協會」航班協調會議於二零零八年六月十四至十七日在美國波士頓舉行，署理高級民航事務主任(航班協調)顏輝泉和民航事務主任(航班協調)王鎮華聯同兩位運輸及房屋局同事，代表香港參加了這次會議。

### 「國際航空運輸協會」航班協調會議

航班協調會議是「國際航空運輸協會」最大規模的會議：來自大約三百家航空公司的航班策劃員會約見來自全球超過二百多個最繁忙機場的協調員/促進員，以便設法獲得最理想的航班到達或出發時刻。

### 香港航班協調

民航處，作為香港的民航監管機構，過去一直任命本地最大型的航空公司國泰航空公司為香港國際機場的航班協調員。但是鑑於近年香港航空業的迅速發展，於是對這個安排進行了檢討。在諮詢航空業界後，決定在國泰航空公司於今年七月六日任命完畢時，開始由民航處親自擔任航班協調職務。

### 香港航班協調辦公室

為了準備提供這個新的服務，民航處航班事務部於今年四月成立了「香港機場航班協調辦公室」。國泰航空公司亦借調兩位職員提供協助至二零零九年七月五日。

### 「國際航空運輸協會」支持民航處新任務

在這次會議上，我們會晤了國際航空運輸協會管理層，得到他們全力支持我們的新任務。在會議期間，我們亦趁機參加了「全球機場航班協調員組」(WWACG)和「代表團首長」(HoD)等的會議，向彼等介紹了我們的轉變。

### 總結

能夠參加航班協調會議而結識到來自全球的航班策劃員和機場協調員是一次很有成效的經驗。與航空公司航班策劃員會談，我們可以瞭解他們操作上的困難、飛機的調度問題、機組人員的短缺情況、市場的需要、航線網絡及機隊的拓展計劃等。這些會談大大增進了我們的工作關係，並且使我們對航空公司操作上的限制加深了體會，在分配航班時刻予個別航空公司時，如果沒有他們期望的時刻，也可以分配其他適合的時刻。

透過全球機場航班協調員組會議，我們從其他協調員瞭解到在他們國家，有關航班協調的條例與規則的最新發展，以及其他熱門話題例如二手交易和時刻拍賣。同樣透過代表團首長會議，我們知道將會對全球航班協調指南(WSG)所作出的修改及其原理。

總括而言，我們達到了此行的目的，就是向與會人士介紹有關我們在七月

六日後的新任務。香港機場航班協調辦公室將會繼續根據國際航空運輸協會全球航班協調指南，以中立、透明和非歧視方式去做好協調員的角色，從而提供一個公平的競爭環境予所有在香港國際機場營運的本地及外國航空公司。我們會致力將機場的容量予以最適當的運用以配合航空業的增長需求，幫助維持香港國際機場的國際及區內航空樞紐的地位。

The 122<sup>nd</sup> IATA Schedules Conference was held in Boston from 14 to 17 June 2008. Mr Franco Ngan, Acting Senior Operations Officer (Schedule Coordination) and Mr Eric CW Wong, Acting Operations Officer (Schedule Coordination), together with two colleagues from the Transport and Housing Bureau, attended the Conference as part of the Hong Kong Delegation.

### IATA Schedules Conference

IATA Schedules Conference is IATA's largest event: schedule planners from up to 300 airlines meet with schedule coordinators/facilitators of more than 200 congested airports around the world to try to obtain the slots that will allow them the best possible schedule.

### Schedule Coordination in Hong Kong

CAD, being the aeronautical authority in Hong Kong, has in the past appointed the largest home based carrier, Cathay Pacific Airways (CPA), as the Schedule Coordinator for the Hong Kong International Airport (HKIA). In view of the rapid development of the airline industry in Hong Kong, a review of the arrangement was conducted. After consultation with the airline industry, it has been decided that CAD will take up the schedule coordination function on 6 July 2008 after the expiration of CPA's last term of appointment.

## Hong Kong Schedule Coordination Office

The Hong Kong Schedule Coordination Office (HKSCO) has been set up under the Air Services Division of CAD in April 2008 to prepare for the take-over. Two staffs from CPA were seconded to HKSCO to provide the necessary backup support until 5 July 2009.

## IATA Support CAD's New Role

During the 122<sup>nd</sup> Schedules Conference, we met with IATA management and gained their full support of our new role. During the Conference, we also took the opportunity to participate in the Worldwide Airport Coordinators Group (WWACG) meeting and Head of Delegation (HoD) meeting to introduce our change to the coordinators' community and all Heads of Delegation respectively.

## Conclusion

It was a fruitful experience to participate in the Conference and met schedule planners and airport coordinators/facilitators from all over the world. Through discussions with airline schedule planners, we understand their operational difficulty, aircraft rotation problem, crew shortage issue, marketing requirements, network and fleet expansion plans and etc. This greatly enhanced our working relationships and improved our appreciation on airlines' operational constraints so that their desired or if not, the next appropriate slots can be assigned to the particular airline.

Through the WWACG meeting, we also understand from fellow coordinators the latest development in rules and regulations of schedule coordination in their countries

as well as other hot topics like secondary trading and slot auction. Also through the HoD meeting, we learned the proposed changes to IATA WSG and their rationale.

In conclusion, we achieved the purpose of introducing ourselves to the participants of IATA Schedules Conference in preparation of our new role from 6 July. After the take-over, HKSCO will continue to conduct the role of schedule coordinator in a neutral, transparent and non-discriminatory manner in accordance with the IATA WSG, thereby providing a level playing field to all local and overseas airlines operating through HKIA. We aim to make the best use of the airport capacity to meet the growing needs of the airline industry and in turn, help to maintain the status of HKIA as an international and regional aviation hub.

# 二零零八年航空交通管制國際會議暨展覽 ATC Global 2008 Conference & Exhibition

## 航空交通工程及標準部策劃主任梁智雄

By Mr Bill Leung, Project Officer, Air Traffic Engineering and Standards Division



二零零八年航空交通管制國際會議暨展覽代表團。  
The Team of ATC Global 2008.

## 背景

航空界每年的世界級盛事航空交通管制國際會議暨展覽，今年三月十一至十四日在阿姆斯特丹RAI會議中心舉行。全球各地逾200家器材供應商及顧問參展，向有興趣的顧客推廣他們的尖端科技及服務，包括航空資料管理、話音通訊及轉換系統、控制塔模擬器、監察系統、工程系統及航空交

通管理顧問服務。由於我們正整理新航空交通管制系統的操作要求，專責小組藉此機會了解市場的最新發展趨勢。代表團由署理總電子工程師(工程項目)楊海雲先生率領，團員包括前線航空交通管制主任、電子工程師、評估主任、策劃主任及香港航空交通管制協會的代表。

在為期四天的展覽中，我們不但認識了各大航空交通管制(空管)系統供應商，還出席了多場系統示範，我深深感受到，隨着通訊、導航、監察及航空交通管理的科技日新月異，我們作為航空交通管制員所擔當的角色也在不斷演變。

## 監察系統的改進

舉例來說，現今的監察系統具備超卓的數據處理速度和能力，越來越「高智能」。傳統上，雷達管制員較為“被動”，十分依賴雷達屏幕上顯示的資料確定飛行中航機的位置和控制航機。不過，人機溝通已成為未來監察系統一項必備的功能。系統須不時更新飛行情報，確保準確預測飛行軌迹，協助管制員制定策略飛行計劃，即時作出決定。更重要的是，現今的監察系統不僅接收雷達訊號，還能同時接收非雷達訊號，例如廣播式自動相關監察系統的訊號。這種功能已成為一項標準功能。



符合環保的史基浦機場。  
Environmental-friendly Schiphol ACC Building.

## 飛行計劃紀錄條

另一種已採用數十年的傳統管制工具——飛行進度紙條，亦逐漸由電子飛行計劃紀錄條系統所取代。新系統模擬傳統飛行進度展示板的設定和功能，例如利用手寫筆使紀錄條翹起，或在輕觸式屏幕顯示的電子紀錄條上寫字，讓管制人員一方面可享受數碼化所帶來的好處，一方面可沿用傳統方式，在紀錄條上作標記和管理飛行進度展示板。

## 實地考察

其間，專責小組亦參觀了二零零七年十一月啓用的希斯路機場控制塔及阿姆斯特丹史基浦機場區域管制中心。

用者為本、符合環保，是這兩項空管設施的共同主題。在項目進行期間，各行動人員都積極參與，就控制台設計、操作區內部設計等不同範疇提供意見。另外，周詳的銜接課程和系統接入課程，使有關各方充分掌握各項更改，令新舊設施得以順利銜接。由於項目管理得當，新設施啓用後備受接納。

## 總結

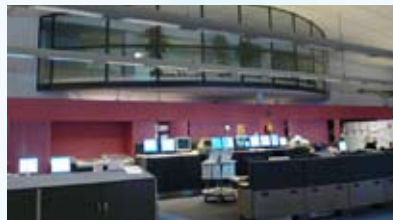
在這個星期裏，儘管行程緊密，專責小組仍能收集大量最新產品資訊，並獲得英國國家航空交通服務和史基浦機場區域管制中心其他專責小組在更換空管系統和設施方面的寶貴經驗。

## Background

ATC Global 2008 was one of the world-class annual events in aviation held in Amsterdam RAI congress centre between 11th and 14th March this year. More than 200 equipment suppliers and consultants including Aeronautical Information Management (AIM), Voice Communication and Switching System (VCSS), Control Tower Simulators (CTS), surveillance

systems, engineering systems and air traffic management (ATM) consultants all over the world were there promoting their cutting edge technologies and services to potential customers. The Project Team took this opportunity to keep abreast of the latest development trend of ATC systems in the market as we are fine-tuning the operational requirements (OR) of the replacement ATC systems.

During the four-day exhibition, we met all the major ATC system suppliers and attended numerous demonstration sessions. Listening to the presentations given by different suppliers, I greatly appreciated that our role as an air traffic controller was being evolved as the technologies in Communications, Navigation, Surveillance and Air Traffic Management (CNS/ATM) develop.



設於史基浦機場區域管制中心。  
Viewing Gallery inside Schiphol ACC.

## Surveillance Systems

For example, today's surveillance systems are becoming more "intelligent" with their extraordinary data processing speed and power. Traditionally, radar controllers are relatively "passive" in the sense that they rely very much on the information displayed on the radar screen to locate and control aircraft in flight. However, interactions between humans and the machine have become a vital component in future surveillance systems. The system requires constant update of flight information to ensure accurate flight

trajectory projections which assist the controller to formulate tactical plans and making real-time decisions. Importantly, the surveillance systems nowadays are not limited to just receiving radar signal, the capability of integrating non-radar signals such as Automatic Dependent Surveillance - Broadcast (ADS-B) has become a standard feature.

## Flight-progress Strip

The paper flight-progress strip, another conventional controlling tool, which has been adopted for decades is being gradually replaced by electronic flight progress strips (EFPS). Mimicking the conventional strip-board setting and functions like cocking up the strips and writing on the e-strips displayed on a touch-screen panel with a stylus enables controllers to enjoy the benefits of digitization while keeping the legacy of strip marking and strip-board management.

## Operational Visit

The Project Team also managed to visit Aerodrome Control Tower in Heathrow Airport commissioned in November 2007 as well as the Schiphol Area Control Centre (ACC) in Amsterdam.

## Conclusion

Despite the tight schedule during the week, the team was able to gather much up-to-date product information and valuable experience in replacing ATC systems and facilities gained by the other project teams of NATS and Schiphol ACC. Individuals also benefited through the visits and discussions with the various system suppliers and project experts, which I believe has broadened his/her horizon in terms of the development trend of future ATC systems and project management.



代表團成員觀看系統操作示範。  
Team members attending various demonstration sessions.

# 同事動向 CAD Newsmakers



## 太平紳士委任 Appointment of JP

恭喜！民航處助理處長(航空交通管理)伍崇正獲委任為太平紳士，任期由七月一日開始。  
 Congratulations! Mr Colman Ng, Assistant Director-General of Civil Aviation (Air Traffic Management), was appointed as an Official Justice of Peace (JP) with effect from July 1.

## 歡迎新同事 Welcome to the newcomers

洪承發先生	文書助理	Mr Hung Shing-faat	Clerical Assistant
劉美玉女士	二級私人秘書	Ms Lau Mei-yuk	Personal Secretary II
陳詩詩女士	二級行政主任	Ms Chan Sze-sze, Cissy	Executive Officer II
盧衛安先生	民航事務主任(計劃)	Mr Lo Wai-on, Louis	Operations Officer (Project)
蘇慧兒女士	助理文書主任	Ms So Wai-yee	Assistant Clerical Officer
曹志偉先生	電子工程師	Mr Tsao Chi-wai, Felix	Electronics Engineer
許文豪先生	電子工程師	Mr Hui Man-ho	Electronics Engineer
鄭玉鳳女士	一級會計主任	Miss Cheng Yuk-fung, Anita	Accounting Officer I
王德源先生	電子工程師	Mr Wong Tak-yuen, George	Electronics Engineer
關安琪女士	電子工程師	Ms Kwan On-ki, Angel	Electronics Engineer
劉滿原先生	電子工程師	Mr Lau Moon-yuen, Stanley	Electronics Engineer
夏金寶先生	合約高級民航電子工程師	Mr Ha Kam-bo	Contract Senior Civil Aviation Electronics Engineer
趙偉祥先生	電子工程師	Dr Chiu Wai-cheung, Matthew	Electronics Engineer
朱啟剛先生	助理物料供應主任	Mr Chu Kai-kong	Assistant Supplies Officer
黃嘉榮先生	電子工程師	Mr Wong Ka-wing, Paul Ka-pui	Electronics Engineer
何炳強先生	技術員(建築)	Mr Ho Ping-keung	Technical Officer (A)
陳嘉祺先生	見習航空交通管制主任	Mr Chan Ka-kei	Student Air Traffic Control Officer
陳啟文先生	見習航空交通管制主任	Mr Chan Kai-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
李熙民先生	見習航空交通管制主任	Mr Lee Clement Hei-man	Student Air Traffic Control Officer
李佩芝女士	見習航空交通管制主任	Miss Lee Pui-chee, Catherine	Student Air Traffic Control Officer
梁諾文先生	見習航空交通管制主任	Mr Leung Lok-man	Student Air Traffic Control Officer
胡中熙先生	見習航空交通管制主任	Mr Wu Chung-hei	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
余偉豪先生	見習航空交通管制主任	Mr Yu Wai-ho	Student Air Traffic Control Officer
何智忻先生	電子工程師	Mr Ho Chi-yun, Joseph	Electronics Engineer
曾憲嚴先生	文書助理	Mr Chang Him-im	Clerical Assistant

## 再見好同僚 Farewell to those leaving

吳愛琮女士	二級私人秘書	Ms Ng Oi-king, Doris	Personal Secretary II
蕭可恩女士	二級私人秘書	Ms Siu Ho-yan, Carol	Personal Secretary II
蔡穎德女士	一級航空交通事務員	Ms Tsoi Wing-tak, Michelle	Air Traffic Flight Services Officer I
石美寶女士	一級航空交通事務員	Ms Shek Mable	Air Traffic Flight Services Officer I
李燕芬女士	二級行政主任	Ms Li Yin-fun, Frances	Executive Officer II
冼家寶女士	見習航空交通管制主任	Miss Sin Ka-po	Student Air Traffic Control Officer
饒子玲女士	二級物料供應員	Miss Yiu Tsz-ling	Supplies Supervisor II
胡燕容女士	技術員(建築)	Miss Wu Yin-yung, Yvonne	Technical Officer (A)
李力行先生	見習航空交通管制主任	Mr Lee Lik-hang	Student Air Traffic Control Officer

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

晉升為	生效日期		Promoted to	Date
胡志光先生	高級電子工程師	2.6.2008	Mr Wu Chi-kwong, Richard	Senior Electronics Engineer
楊海雲先生	總電子工程師	20.6.2008	Mr Yeung Hoi-wan, Peter	Chief Electronics Engineer
黃嘉華女士	高級民航事務主任	14.10.2008	Miss Wong Clara	Senior Operations Officer
王漢忠先生	高級民航事務主任	14.10.2008	Mr Wong Hon-chung, Eric	Senior Operations Officer
潘綺雯女士	高級民航事務主任	14.10.2008	Ms Poon Yee-man, Amy	Senior Operations Officer

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

張紹光先生	助理文書主任	Mr Cheung Shiu-kwong	Assistant Clerical Officer
O R Evans先生	二級航空交通管制主任	Mr Evans Owen Raymond	Air Traffic Control Officer II
郭偉雄先生	高級會計主任	Mr Kwok Wai-hung, Dennis	Senior Accounting Officer
王銘昌先生	高級民航事務主任	Mr Wong Edmund Ming-cheong	Senior Operations Officer

## 恭賀2008/2009長期優良服務公費旅行獎勵計劃得獎人

### Congratulations to the recipients of Long and Meritorious Service Travel Award Scheme 2008/2009

張紹光先生	助理文書主任	Mr Cheung Shiu-kwong	Assistant Clerical Officer
梁展華先生	貴賓車司機	Mr Leung Chin-wah	Chauffeur