



香港民航處

Civil Aviation Department Hong Kong

CAD LINK

民航處通訊

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Message from the Director-General of Civil Aviation, Mr Norman Lo 民航處處長羅崇文的話



DG Mr Norman Lo spoke at the Aircraft Pull event.
處長羅崇文於拉飛機活動上致辭。

On 18 March 1911, a Belgium aviator, Mr Charles van den Born, ventured to pilot a Farman biplane and took to the sky over Sha Tin. What he did a century ago marked the beginning of sustained development of aviation in Hong Kong. A hundred years later, Hong Kong has developed to become an important aviation hub with modern jet aircraft operated by 100 airlines carrying more than 50 million passengers per year between HKIA and more than 150 destinations worldwide.

To mark the centenary of the aviation development in Hong Kong and to promote aviation knowledge among youths, we planned to organise a number of activities

throughout this year. Another common goal we have is to raise funds for charity. The Steering Committee composing representatives from major participating organisations had decided that all proceeds from the events, after deduction of costs, will be donated to charitable organisations including that for helping the recent Japan earthquake victims.

With the assistance and support of industry partners, CAD colleagues and various sponsoring organisations, some of these activities were successfully completed as scheduled. These included a photo exhibition organised by the Airport Authority Hong Kong to showcase the local aviation

history, an aircraft pull organised by CAD which created two Guinness World Records, a gala dinner held on the centenary day, a special designed stamp sheetlet was also issued by the Hongkong Post on that day, Dragonair Youth Aviation Academy – Aviation Insights and Cathay Pacific Aviation Knowledge Contest held in June and July respectively.

Most events especially the aircraft pull, involved participants from a wide spectrum of the community and attracted extensive media attention, I am proud to see that we have aroused public awareness in aviation.

Taking this opportunity, I would like to express my heart-felt gratitude to those who helped to make the celebratory events possible. Firstly, I have to thank our industry partners including the Airport Authority Hong Kong, Cathay Pacific Airways, Dragonair, Hong Kong Airlines, HAECO, AVSECO, Heliservices etc. Without their support and generous donation, the 100th anniversary celebratory programmes would not have been viable.

I would also like to thank my fellow colleagues in CAD, as well as those in other departments, such as Government Flying Service, Customs and Excise Department, Fire Services Department, Hong Kong Police Force, Immigration Department, Information Services Department, Auxiliary Medical Service, Hong Kong Observatory, Marine Department, Hongkong Post and the Leisure and Cultural Services Department etc. Their enthusiastic participation and dedication touched me deeply.

Last but not the least, my salute goes to the participating and sponsoring organisations. They include Hong Kong Air Cadet Corps, Hong Kong Aviation Club, Airbus, Bombardier, Bank of Communications, Yuen Yuen Institute, to name but a few. Their generosity and contribution are very much appreciated.

There are more activities such as Hong Kong Airlines Flying Machine Competition 2011, 4D Movie Show and the Aviation Carnival to come in the next few months. I appeal for your continuous support which is vital to the successful organisation of these meaningful events.

I am confident that with all your support and collaboration, the whole industry will excel further and contribute to making Hong Kong as a regional and international centre of aviation.



Chief Secretary for Administration, Mr Henry Tang, signaled the start of the aircraft pull.
政務司司長唐英年按號示意拉飛機活動開始。

於1911年3月18日，比利時航空先鋒查爾斯·溫德邦駕駛費文雙翼機在沙田的淺灘上成功起飛，揭開香港飛行持續發展的序幕。一百年後，香港已發展成為一個重要的航空樞紐，過百間航空公司以現代化飛機，每年接載逾5千萬名乘客往返全球超過150個目的地。

為紀念香港航空業發展一百周年及提升青少年的航空知識，我們計劃年內舉辦一系列的活動。另一個共同目標是為慈善團體籌款，由主要參與機構代表組成的籌委會決定，活動所得款項會於扣除成本後捐贈慈善團體，對象包括早前日本地震的受災者。

全賴業界、民航處同事及各參與機構的協助及支持，某些活動已如期順利完成，包括由香港機場管理局主辦的照片展覽，展示本地航空業發展史；由民航處主辦的拉飛機活動，創造了兩項世界紀錄；於百周年紀念日舉辦的慶祝晚宴，而香港郵政亦於同日發行特別郵票小型張以茲紀念；以及6月和7月分別舉行的港龍青年航空學院——航空職業大探索和國泰航空飛行常識大賽。



Chief Secretary for Administration, Mr Henry Tang, pictured with aviation leaders and guests.
政務司司長唐英年與航空業界領袖和嘉賓合照。

大部分活動，特別是拉飛機活動，涵蓋社會各界人士，並吸引媒體廣泛報導，我們對於能引起大眾對航空的關注而感到自豪。

藉此機會，本人衷心感激令各慶祝活動能順利進行的機構和人員。首先，我要多謝業界夥伴（包括香港機場管理局、國泰航空、港龍航空、香港航空、港機工程、機場保安公司、直升機服務（香港）有限公司等）的鼎力支持。沒有他們的支援及慷慨捐贈，百周年慶祝活動絕不可能如斯順利舉行。

本人亦感謝民航處以及政府飛行服務隊、香港海關、消防處、香港警務處、入境事情處、政府新聞處、醫療輔助隊、香港天文台、海事處、香港郵政及康樂及文化事務署等其他部門的同事，他們的積極參與和不計回報的付出使我深受感動。

最後，我謹向所有參加者及支持機構致意，包括香港航空青年團、香港飛行總會、空中巴士、龐巴迪、交通銀行、圓玄學院等（未能盡錄），感謝他們慷慨解囊和支持。

未來數月，還有一系列活動例如香港航空公司飛行器大賽2011、4D電影放映及飛行嘉年華等將相繼展開，本人祈望能繼續獲得各位支持，使這些意義深重的活動可成功舉行。

有你們的支持及協助，我有信心整個航空業界會百尺竿頭更進一步，致力使香港繼續成為區域及國際航空中心。

Aircraft Pull at HKIA – A World Record-Breaking Event

香港國際機場拉飛機活動——創新世界紀錄

By **Mr Colman Ng**, Aircraft Pull Event-In-Charge
拉飛機活動指揮 **伍崇正**

Many of you may have already learnt from the media that the Aircraft Pull event organised by the CAD was held at the Hong Kong International Airport (HKIA) on 17 March 2011. The collective efforts involving almost all sectors of the airport community in planning and organising this event culminated in the successful attainment of two new Guinness World Records, namely, “The Heaviest Combined Weight Of Aircraft Pulled Simultaneously” and “The Heaviest Aircraft Pulled Over 100 Metres By A Team”. It was the highlight of a series of events to commemorate the 100th Anniversary of Aviation Development in Hong Kong throughout 2011.

After considerable efforts in lobbying support from the community, we were able to secure adequate funding for this large scale event through voluntary donations from sponsors and advertisers in the Corporate Advertisement Charity Scheme. We then focused on tackling the various challenges in planning and organising the event in a prudent and sure-footed manner.

The uncertainty of the spring weather for this outdoor event definitely posed one of the major challenges to us. We had to make plans for fallback arrangements in case of inclement weather conditions that necessitate change of plan or even postponement of the event. To enhance safety of pullers and to ensure sufficient

manpower to move the aircraft manually, we simulated the various abnormal scenarios calling for emergency stops and even pulling the aircraft on wet pavement surface as if in a rainy day. As the event involved a total of about 350 pullers, a long lead time was required in organising the large group of participants for the pre-event practice and briefing sessions. In the beginning, we had planned to make use of the Farman biplane replica hanging from the ceiling of the Passenger Terminal Building. However, due to a number of technical issues in relocating this delicate wood-canvas vintage biplane, the very stringent weather limitations and the high cost involved in moving and restoring the aircraft after the event, the plan was eventually abandoned. It was finally decided to use the Government Flying Service Zlin trainer aircraft to be pulled by a team of young children born on 18 March in commemoration of this special occasion.

To ensure sufficient number of pullers to move all four aircraft simultaneously, we needed to recruit more pullers than what was necessary from amongst airport workers and the general public to cater for the possibility of no-shows. The pullers had to arrive the airport at 6:15 a.m. so as to allow sufficient time for storage of personal articles and the security screening process before entering the Airport Restricted Area.



Aircraft Pull Event-In-Charge, Mr Colman Ng, coordinated the activities of the aircraft pull teams in the Air Traffic Control Tower.

拉飛機活動指揮伍崇正於航空交通管制塔台協調拉飛機隊伍。

On the morning of the event, a central command post was established in the Air Traffic Control Tower where I acted as the overall Event-In-Charge to coordinate the activities of the 4 aircraft pull teams and to orchestrate the timely actions of the various support functions e.g. aerial photography and ATC.

As one of the top-ranking airports in the world, it is perhaps most fitting for this event to have taken place at the HKIA – an airport with the tradition of breaking records year after year in terms of flight movements, passenger and cargo throughput and the number of international



awards attained since its opening in 1998. The success of this unprecedented event at the HKIA is a resounding testimony of the collective achievements of all members of the local aviation community. Through the concerted efforts of the organising committee and every hardworking individual who participated in the pull, the event was successfully held according to plan with 2 world records broken. Besides, it is most gratifying that we have collectively contributed to the good cause of charity in the name of the Hong Kong aviation community.



Group photo of CAD staff
民航處工作人員大合照



Representatives of organiser and co-organisers received certificates from Guinness World Records adjudicator.
主辦及協辦機構代表於活動後由健力士世界紀錄評審手中接過證書。

相信各位已從媒體報導中得知，由民航處主辦的拉飛機活動已於2011年3月17日在香港國際機場舉行。該活動為2011年香港航空業發展一百周年的重點慶祝活動。全賴各個機場夥伴共同努力籌備，活動成功刷新「同一時間拉動的最重的飛機」及「由團隊拉動最重飛機前進100米」兩項健力士世界紀錄。

有賴各界支持，我們得以透過贊助商及企業宣傳計劃廣告商的捐款獲得此項大型活動的經費。其後，我們以審慎務實的態度解決籌備過程中遇到的種種難題。

對於籌備大型室外活動來說，春天的不穩定天氣實在是一大挑戰。我們作好惡劣天氣情況下的後備安排，於需要時改變計劃甚至把活動延期舉行。為確保參加者的安全及有足夠人手拉動飛機，我們模擬各種特殊情況，如緊急停止及於濕滑的地面（如遇上雨天）上拉動飛機。由於活動約有350名參加者，故需要較長時間安排眾多參加者進行事前練習及簡介會。剛開始時，我們計劃拉動懸於客運大樓的費文雙翼

機複製品。然而，由於一連串的技術考慮，包括裝卸該木和帆布製造的古老雙翼機、多變的天氣情況以及活動後搬運及組裝該飛機的高昂費用，計劃最終被迫擱置。我們最後決定由八名於3月18日出生的兒童拉動政府飛行服務隊的Zlin訓練機，以慶祝這特別的日子。

為確保有足夠的參加者同時拉動四架飛機，我們在預計所需的機場員工及公眾數目外另覓更多參加者，以替補當日臨時未能出席的人士。參加者需於早上6時15分抵達機場，以便有充足時間去貯存個人物品及通過機場安全檢查以進入機場禁區範圍。

活動當日早上，航空交通管制塔台設立了中央指揮部，而我則擔任活動總指揮，協調拉飛機隊伍及各項支援工作適時進行，如空中攝影及航空交通管制安排等。

作為全球首屈一指的機場，香港國際機場自一九九八年營運以來，多次在航班升降量、客運量及貨運量上屢創新高，並榮獲多個國

際獎項，可說是最適合成為「打破紀錄」的場地。能於香港國際機場成功舉辦如此空前絕後的活動，本地航空業界所付出的努力及貢獻應記一功。經籌備委員會及每名參加者同心協力，活動按照計劃順利完成，並成功打破兩項世界紀錄。除此之外，我們對於香港航空業界能在百周年慶祝活動中籌集款項捐作慈善用途，亦感欣喜萬分。



Ground marking for Aircraft Pull
拉飛機地面標記

Preparation for the Aircraft Pull Event

拉飛機活動籌備安排

Airport Security Readiness 機場保安事宜

For large scale events like the aircraft pull to be smoothly carried out, careful and systematic planning are essential in venue setup, controlling traffic flow and maintaining airport security.

Taxilane “U” could only be used for the purpose of the event less than 24 hours in advance. The conversion works included the setting up of the stage and sound system, the installation of mobile toilets, timer, first aid kiosks, mills barriers, and the parking of more than ten 40-foot container trucks decorated with promotional designs that served as backdrop to the event.

More than 600 people, including guests, pullers and staff, participated in this memorable event held at the enhanced security area. All participants were subject to airport permit control and security checks at each access point that airport security measures are properly followed. The assembly points for participants had to be chosen carefully. Factors that were taken into consideration included its convenience, accessibility as well as the weather and traffic conditions. The airport hotel was finally chosen as the major assembly point. In order to access event venue efficiently, different working parties were arranged to enter the airport restricted area via different access control gates with a view to spreading the traffic flow. For example, while most participants entered the airport restricted area via Gatehouse 1, the Hong Kong Air Cadet Corps who assisted to maintain order inside the venue site, the Auxiliary Medical Services that provided first aid care, accessed the event via Gatehouse 3 and those container trucks with promotional designs entered via Gatehouse 9.

Communications for All 通訊系統安排

The requirements to deliver clear instructions to aircraft pullers positioned along a line of about 600 meters in a noisy airport environment was a great challenge to my team.

We first considered using traditional audio amplifier system to broadcast the event commander’s voice instruction along the whole Taxilane “U”. This approach was dropped due

By **Ms Alice Chiu**, Safety Officer (Airport), Airport Standards Division
機場安全標準部航空安全事務主任(機場)趙世華女士

要順利舉行如此大規模的拉飛機活動，必須仔細及有系統地計劃場地佈置、人流管制及維持機場保安等安排。

滑行道U最早只能於活動舉行前24小時供工作人員做準備，而場地改裝工作包括設置舞台和音響系統、安裝流動洗手間、計時器、設置救傷站和鐵馬，以及排列十數輛貼上廣告的40呎長貨櫃車作為活動背景。

六百多名人員，包括嘉賓、參加者及工作人員需進出機場的高度保安區參與這項盛事。所有人員需遵從機場安檢措施——事先申領通行證及於入口管制通道通過保安檢查方能進場。集合地點的選址需考慮的因素包括地點是否方便和容易到達，以及天氣和交通情況，機場酒店最後獲選為集合中心。為讓參加者有效率地進



Guests and pullers' registration in the airport hotel.
嘉賓及參加者於機場酒店登記。

出場地，各參加者獲安排於不同入口管制通道進場，以分散人流。例如，大部分參加者經由一號閘口進入機場禁區範圍，協助維持場地秩序的香港航空青年團及提供急救服務的醫療輔助隊經由三號閘口進場，而用作宣傳的貨櫃車則由九號閘口進場。



Hong Kong Air Cadet Corps assisted to maintain order inside venue.
航空青年團協助維持場地秩序。

By **Mr Felix Tsao**, Electronics Engineer, Air Traffic Engineering and Standards Division
航空交通工程及標準部電子工程師曹志偉

to very limited time and high constraints for installation and testing of 600 meters of signal and power cables and the requirement to change the configuration for the second pull.

After several system functional tests, we discussed with the system contractor and finally decided to use an in-house-designed wireless radio broadcasting system which was

made by using some existing spare electronic equipment instead. The voice instructions from the commander was transmitted via Very High Frequency (VHF) radio to four portable receivers which were connected to battery-powered amplifiers/speakers for effective delivery of messages and instructions to all aircraft pull team members. This in-house approach also saved cost of renting the audio



Speakers for delivery of messages and instructions.
用以傳達訊息及指令的揚聲器。

system and maximized the contributions to the charity fund.

Throughout the whole event, the wireless radio and broadcasting system provided clear and effective communications to all staff and pullers. We were delighted for being able to contribute to the success of this world record-breaking event.

在機場嘈吵的環境中，要把指令清晰傳達至排成一列、而前後距離達600米的參加者耳中，對我們來說實在是一大挑戰。

我們最初考慮使用傳統的擴音器，沿着整條滑行道U廣播活動指揮的語音指令。然而，由於裝置及測試600米長的訊號及電線受時間及其

他因素限制，而第二次拉飛機亦需改變裝置設定，最終未能採用此方案。

經過多次系統功能測試及與系統承辦商商討，我們最後決定利用現有的備用電子儀器，自行設計無線電通訊及廣播系統。活動指揮的語音指令可透過甚高頻向四個流動接收器傳遞訊息，接收器再連接電池擴音器/揚聲器以有效傳達訊息及指令予所有拉飛機參加者。採用內部現有設備的方案既可節省租借音響系統的開支，又可增加慈善捐贈金額。

活動進行期間，無線電通訊及廣播系統為工作人員及參加者提供清晰及有效的溝通橋樑，對於能為打破世界紀錄的活動出一分力，我們感到十分榮幸。

Accident / Incident Investigation Seminar 意外/事故調查研討會

By **Jimmy Leung**, Airworthiness Officer, Flight Standards and Airworthiness Division
飛行標準及適航部適航主任 **梁榮勝**

An Accident / Incident Investigation Seminar, jointly organised by the Bureau d' Enquêtes et d' Analyses pour la sécurité de l' aviation civile (BEA) of France and the Civil Aviation Department (CAD) of Hong Kong, was held on 9 - 10 March in AsiaWorld-Expo, Hong Kong.

More than 75 participants, including members from Asian Society of Air Safety Investigators, Macao Civil Aviation Authority, CAD, Government Flying Service, Airport Authority Hong Kong, local air operators and Hong Kong Airline Pilots Association attended the Seminar.

The aims of the Seminar were to refresh investigators core skills required during the course of the investigation; emphasis of the changing demands in skills such as dealing with media and informing the next-of-kin in today's information age; providing updates on new tools to allow the investigators to stay abreast of the latest technological advances; and exploration of the growing needs for international cooperation to meet the ever-changing challenges on future investigations.

法國航空安全監察分析局及香港民航處於三月九至十日在香港亞洲國際博覽館合辦了意外/事故調查研討會。



A group photo of Chief Inspector of Accidents, Mr Norman Lo, and participants of the Seminar.
總意外調查主任羅崇文與研討會參與者合照。

研討會共有超過七十五位來自亞洲航空安全調查人員協會、澳門民航局、民航處、政府飛行服務隊、香港機場管理局、本地航空營運者及飛行員協會的代表參加。

是次研討會除了讓調查人員重溫調查中所需的精髓技能外，也旨在提升調查員於現今資訊年代所需的技能，例如與傳媒應對及知會意外傷亡者近親的技巧、為調查員提供調查工具的新資訊及應用技巧、以及探討國際合作關係以應對未來調查之新挑戰。



Accident / Incident Investigation Seminar
意外/事故調查研討會

Department Activities

部門活動花絮

4.1.2011



Democratic Party members led by Hon Li Wah-ming visited Air Traffic Management Division.

立法會議員李華明帶領民主黨黨員參觀航空交通管理部。

11.1.2011



On behalf of CAD, Chief Electronics Engineer (Projects), Ir Peter Yeung (middle), attended the certificate presentation ceremony of the Management Development Program (MDP) organised by the Hong Kong University of Science and Technology and pictured with CAD participants of the MDP.

總電子工程師（工程項目）楊海雲（中）代表民航處出席由香港科技大學主辦的管理發展課程頒獎典禮，並與參加課程的同事合照。

17.2.2011



DG Mr Norman Lo led the CAD team to visit Hong Kong Observatory and learn about the latest development in aviation weather services.

處長羅崇文率領本處同事參觀香港天文台，了解最新的飛行氣象服務發展。

17.2.2011



Deputy Director-General of the Department of Basic Industries of National Development and Reform Commission, Mr Wu Xiao, visited ATCX and was greeted by DG Mr Norman Lo.

國家發展改革委員會基礎產業司副司長吳曉先生參觀航空交通管制大樓，並與處長羅崇文見面。

22 - 25.2.2011



Chief Electronics Engineer (Projects), Ir Peter Yeung (third right), led the CAD Team in attendance of the 11th Meeting of International GBAS Working Group in Osaka, Japan and pictured with representatives from CAAC (first and second left).

總電子工程師（工程項目）楊海雲（右三）率領民航處代表出席於日本大阪舉行的第11屆國際陸基增強系統工作小組會議，並與中國民航局代表（左一及左二）合照。

28.2.2011



DG Mr Norman Lo spoke at the Sixth Global ATFM Conference held at Phuket, Thailand.

處長羅崇文於泰國普吉舉行的第六屆全球航空交通流量管理會議上發言。

5.3.2011



Electronics Engineer, Mr George Wong, presented "Use of Global Navigation Satellite Systems (GNSS) in Civil Aviation" for Science in the Public Service Talks at Science Museum.

電子工程師王德源在科學館舉行的科學為民服務巡禮中，就「衛星導航系統在民用航空的應用」發表演說。

25.3.2011



Air Transport Licensing Authority Chairman, Mr Andrew Liao, and members visited ATCX.

空運牌照局主席廖長城及其他成員參觀航空交通管制大樓。

15.4.2011



DG Mr Norman Lo presented a framed photo taken in Aircraft Pull to the French Minister of State for Transport, Mr Thierry Mariani, during his visit to ATCX.

處長羅崇文於法國交通部長 Thierry Mariani 到訪航空交通管制大樓參觀後，向其致贈拉飛機照片。

17.3.2011



DG Mr Norman Lo and the Aviation Safety Officer of European Aviation Safety Agency, Ms Sylvette Chollet, signed the Working Arrangement on cooperation in Supplemental Type Certification activities.

民航處處長羅崇文與歐洲航空安全局航空安全主任 Sylvette Chollet 簽署有關合作審批補充型號合格證的工作安排。

8.4.2011



Staff members from different divisions met and drank at CAD Staff Club Annual Dinner.

民航處各分部人員於職員康樂會周年聚餐中聚首一堂、輕鬆暢飲。

15.4.2011



Former ADG, Mr Reynold Cheong-Leen (front row middle), visited ATCX to know more about current development in Air Traffic Management and meet old friends.

前民航處助理處長張日光（前排中）到訪航空交通管制大樓，了解現今航空交通管理的進展及與老朋友會面。

5 - 6.5.2001



Senior Electronics Engineer (Projects), Ir C K Yuen (first row first left) and Electronics Engineer, Mr George Wong (second row second left) attended ICAO Workshop on Ionospheric Data Collection, Analysis and Sharing in Support of GNSS Implementation in Bangkok, Thailand.

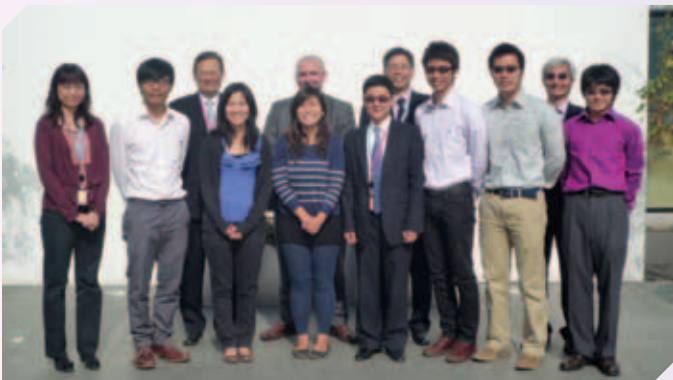
高級電子工程師（工程項目）阮志敬（前排左一）和電子工程師王德源（第二排左二）出席國際民用航空組織於泰國曼谷舉辦有關為支援全球衛星導航系統的實施而對電離層數據收集、分析和共享的工作坊。

8 - 10.6.2011



DG Mr Norman Lo led a team of 8 ATMD and AESD officers on an operational visit to UK. The project management team of the NATS Prestwick Centre warmly welcomed the CAD Delegation and shared their valuable experiences gained from the transition to the newly commissioned NATS Prestwick Centre in January 2010. 處長羅崇文率領8位航空交通管理部及航空交通工程及標準部同事到英國作事務外訪。NATS Prestwick 空管中心項目管理團隊歡迎民航處代表團到訪並分享他們於去年一月啓用新空管中心過渡安排的寶貴經驗。

8 - 10.6.2011



Taking the opportunity of visiting UK, DG Mr Norman Lo met with and pictured with 6 SATCOs attending overseas Basic Air Traffic Control training in UK - Joanna Wong, Deaky Wong, Terence Fu, Henry Cheung, Danny Tsui and Joey Chung.

藉到訪英國機會，處長羅崇文與在當地接受海外航空交通管制課程的6位見習航空交通管制主任（黃韻儀、黃顯昕、傅詠昌、張顯章、徐錦基和鍾浩賢）會面和合照。

9 - 10.6.2011



Chief ATCO (Training & Safety), Mr Manuel Sum (first right); Chief Electronics Engineer (Technical Support), Mr Richard Wu (third right); and Acting Senior Safety Manager, Mr Sansom Lau (first left) attended CANSO Asia-Pacific Conference held in Bangkok, Thailand and pictured with representatives from Taiwan.

總航空交通管制主任（訓練及安全）岑兆華（右一）、總電子工程師（技術發展）胡志光（右三）和署理高級安全主任劉史波（左一）出席於泰國曼谷舉行的CANSO亞太區大會並和台灣代表合照。

14 - 16.6.2011



DG Mr Norman Lo attended Europe/US International Aviation Safety Conference 2011 held in Vienna, Austria and presented a paper with the topic of "Atmospheric Hazards - Convective Weather".

處長羅崇文出席於奧地利維也納舉行的2011年歐洲/美國國際航空安全會議，並以 "Atmospheric Hazards - Convective Weather" 為題分享經驗。

27.6. - 1.7.2011



ADG (APS), Mr Colman Ng (first row fourth left), as the Chairman of the ICAO ATM/AIS/SAR Subgroup, attended the 21st Subgroup Meeting held in Bangkok, Thailand and pictured with the CAD delegates as well as other representatives. 助理處長（機場標準）伍崇正（前排左四），以國際民用航空組織航空交通管理/航空資料服務/搜索及拯救分組主席身份出席於泰國曼谷舉行的第二十一屆分組會議，並聯同民航處代表與其他與會人士合照。

Aircraft Pull – Recruitment and Training

拉飛機——招募及訓練

By **Mr Alva Fung**, Senior Operations Officer (Standards), Flight Standards and Airworthiness Division
飛行標準及適航部高級民航事務主任（標準）**馮志榮**



Participants practised the pull on wet grounds.
參加者於濕滑地面進行拉飛機練習。

Since we do not have experience in pulling a wide-body aircraft, we need to start from scratch. We built on our discussion with aircraft engineers and learnt from colleagues who had substantial experience in tug-of-war games. We watched relevant videos online, studied carefully the suitability of equipment to be used, the best posture to pull and calculated the approximate number of pullers required for the pull.

Deriving from the theories on frictional forces, we are aware that a larger force is required to start the movement of an aircraft from its rest position than when it is moving. To achieve the objective of pulling an aircraft by a team, the most important task is therefore to have adequate collective pull force from the team at the same time. This philosophy is quadrupled in the case of pulling four aircraft simultaneously in the Aircraft Pull event. Therefore, a central command positioned at the Control Tower is established to oversee all four pulls and coordinate other activities such as runway movements and aerial photography from helicopters. Communications among working parties were mainly by radios.

In order to recruit adequate number of pullers with good representation of the aviation industry and community of Hong Kong in the four teams, our intention was to invite pullers from different aviation organisations and different sectors of the community, including members of the Legislative Council, District Councils, charity and youth organisations. There are also open applications invited

from the airport community and general public. Among these pullers, the ratio of invited pullers versus those who submitted applications was approximately 3:1. It was noted that 28% of the open vacancies were eventually filled up by those on the waiting list which we established from the initial applications.

Although we seemed to have adequate pullers, we found it difficult in assuring the commitments of these pullers. For instance, most pullers need to take leave on the event day (a weekday) to join the event. If the event is postponed to the backup date (18 March is also a weekday) due to weather, an additional day-off would be required. Strong determination and efforts from pullers are required to enable them to participate in the event. Looking at the problem from another viewpoint, a wet or cold spring morning might deter some pullers from getting up early. Therefore, apart from motivating them to take part in the event, we must establish a pool of trained standby pullers who could be called upon when a shortage of pullers exists due to no-shows on the event day. As a matter of fact, there were 5% of pullers among the four teams that did not show up.

We appreciated the agreement of the disciplinary and security forces at the airport which did not only agree to take part in a separate pull of a B747 for 100 metres, but also to provide some pullers for the pull of four aircraft, if situation warrants. This eliminated our concerns for insufficient pullers due to any unforeseen circumstances. We could

then focus our efforts in providing a safe and secured environment for setting the two Guinness World Records.

On the safety side, we firstly focused on the training of our staff, which included some helpers from our co-organisers, for this event. Through discussions and evaluations, we established the requirements for ground distance markings for each aircraft, means of conveying pull instructions and information to pullers and the use of communication equipment. Then we tried out different scenarios in our pull exercises, including emergency stops and pull on wet grounds. Two staff training sessions were conducted in December 2010 and January 2011 with wide body jets to test our equipment, communication procedures and to build up our confidence.

When we find ourselves ready, we then organise briefings to all pullers with a view to providing safety precautions, applicable pull techniques, slogans, signals and additional information relating to the event. Three briefing sessions were arranged to pull members who joined at different times. Training of pull techniques and safety precautions were also arranged in February 2011 at the airport event venue with the use of one aircraft at a time. After these practices, we were very confident that the event could be accomplished even under adverse weather conditions because we practised some pulls in rainy weather and under cold temperatures.

We did not have a chance to take a full scale rehearsal as the coordination for such an exercise (such as the use of all four aircraft and the presence of all pullers at the airport)



Members of the Next Gen Team read instructions of Aircraft Pull carefully.
下一代隊員細心閱讀拉飛機指示。

would require a lot of complex coordinations and long lead time, not to mention the unmanageable weather. We therefore chose to practise each module of the event on different dates.

We also endeavoured to facilitate our pullers. An event checklist was distributed to every puller at the practices to help participants to suitably prepare themselves and also to facilitate their entry into the airport restricted area. A few days before the event, an email in the form of a friendly reminder was issued to participants of the upcoming event to ensure the best participation rate. On the event day, personal belonging storage area was established at the gathering point. A doctor and emergency medical standby, temporary toilet facilities and drinking water stations were established on scene to cater for emergency and personal needs.

Taking the opportunity, we would like to thank our industry partners for offering their support and expertise in helping the organising of the event, our pull teams and guests for their efforts in attending the briefing, training and event which set two Guinness World Records and lastly, our event helpers for their perseverance and professionalism in making this event successful and memorable.

由於我們並無任何拉動寬體客機的經驗，一切只能由零開始。我們最初與飛機工程師相討，並請教拔河經驗豐富的同事，同時參考網上的相關短片，仔細研究合適的用具、拉飛機的最佳姿勢及計算拉動飛機的所需人數。

根據摩擦力原理，我們留意到拉動靜態的飛機較動態的飛機需要更大力量。為達到團隊一起拉動飛機，最重要是集中足夠力量於同一時間拉動。同時拉動四架飛機，每隊皆要應用到這原理。因此，我們在管制塔台設立中央指揮以俯瞰四架飛機的拉動情況，並協調其他活動如跑道升降及由直升機空中攝影。工作人員則主要以無線電對講機通訊。

為了招募足夠的參加者及讓航空業及香港社會各界的代表組成四隊參與拉飛機活動，我們邀請了不同航空機構及社會不同界別人士，包括立法會議員、區議會代表、慈善及青年機構參加。同時我們接受機場員工及市民的公開申請。獲邀請的參加者及經公開申請的參加者比例約為3:1，其中約有28%的公開申請最終由參加者後補名單中補上。

雖然我們看似有足夠參加者，可是卻難以確保參加者均準時出席。例如：大部分參加者需於活動當日（平日）請假參與活動；倘活動因惡劣天氣而延期至後備日期舉行（3月18日亦為平日），參加者便需要額外多請一日假期，他們需有很大的決心及毅力以參加是此活動。由另一角度看，一個雨天或寒冷的春天早上可能驅使參加者不願太早起床。因此，除了鼓勵他們參與活動外，我們必須建立一隊已受訓的後備人員隨時候命，當有參加者於活動當日缺席時補上。事實上，當日四隊中共有約5%的參加者沒有出席。

我們十分感謝機場的紀律部隊及保安人員，他們不單同意參與拉動一架B747前進100米，亦答允按情況所需委派部分人員以替補缺席的參加者參與拉動四架飛機環節。這消除了我們因為不確定因素而引致參加者不足的顧慮，我們亦能專注提供一個安全及有利的環境創新兩項健力士世界紀錄。

安全方面，我們首先專注於訓練工作人員，包括協辦機構的員工。透過討論及評估，我們定下每架飛機的地面距離記號、向參加者傳遞拉飛機指示及資料的方法及通訊設備使用等規定。接着我們於拉飛機練習中模擬不同情景，包括緊急停止及於濕滑地面拉飛機等。兩節工作人員訓練亦於2010年12月及2011年1月舉行，以寬體客機測試我們的儀器、通訊程序及加強員工的信心。

當我們準備就緒，便為參加者舉辦簡介會，向他們提供安全守則、拉飛機技巧、口號、指示



The first aircraft pull briefing was held in Hong Kong Science Museum.

首場拉飛機簡介會於香港科學館舉行。

信號及活動相關的額外資訊。我們因應參加者的加入時間舉辦了三場簡介會，而2011年2月內亦進行了多次演練，每次都安排一架客機於機場實地供參加者練習拉飛機技巧及安全設施。過程中，我們也曾於下雨及寒冷的天氣下進行訓練，因此我們對於活動能夠順利進行擁有無比的信心。

由於協調使用四架飛機及確保所有參加者出席一次全面演習需要多重複雜的協調及長時間準備，並考慮未能預測的天氣情況，所以我們未能安排一次全面預演，而決定選擇於不同日子為各組別進行排練。

我們亦盡力協助參加者做好準備，如於練習時派發活動準備清單，讓參加者能適當地裝備自己，以及協助他們申請進入機場禁區範圍。於活動前數天，我們透過電郵提醒參加者有關是次活動，以確保有理想的出席率。活動當日，集合地點設有儲存點寄存參加者的私人物品，現場駐有一名醫生、並設緊急救護服務、臨時洗手間及飲水站等，以備不時之需。

藉此機會，我們多謝業界夥伴的支持，以其專業知識協助舉辦活動；亦感謝參加者及嘉賓出席簡介會、訓練及活動，為創造兩項健力士世界紀錄出一分力；以及大會工作人員的堅持及專業操守，使這意義重大的活動能圓滿結束。

Pullers from disciplinary and security forces
紀律部隊及保安人員參加者



Centenary Gala Dinner

一百周年慶祝晚宴

By **Miss Natalie Lau**, Executive Officer, Air Traffic Engineering and Standards Division
航空交通工程及標準部行政主任 **劉滿群**



Chairman of the Organising Committee of the 100th Anniversary of Aviation Development, Mr Norman Lo, presented an aircraft pull model to the Chief Executive, Mr Donald Tsang, as souvenirs.

航空業發展一百周年活動籌委會主席羅崇文送贈拉飛機模型予行政長官曾蔭權。

The HKIA, being one of the busiest airports around the world, ranks No. 1 and No. 3 in terms of the international cargo and passenger movements respectively. This achievement is the result of the collaborative efforts by the aviation industry years after years. To celebrate the 100th Anniversary of Aviation Development in Hong Kong as well as to raise money for charity, the Gala Dinner, held at the Regal Airport Hotel on 18 March 2011, was organised by Civil Aviation Department and Hong Kong Air Cadet Corps.

There were nearly 600 guests of the aviation industry taking part. We were very delighted to have the Chief Executive of the HKSAR Government, Mr Donald Tsang, to be our



Presentation of Guinness World Records certificates by the Secretary for Transport and Housing, Ms Eva Cheng, and the Secretary for Security, Mr Ambrose Lee, to the representatives of pullers.

運輸及房屋局局長鄭汝樺及保安局局長李少光頒發兩項健力士世界紀錄證書予參與拉飛機的代表。

Guest of Honor. The Dinner was kicked off by a video show of the Aircraft Pull on 17 March and followed by the presentation of Guinness World Records certificates by the Secretary for Transport and Housing, Ms Eva Cheng, and the Secretary for Security, Mr Ambrose Lee, to the representatives of pullers. The Chairman of the Organising Committee of the 100th Anniversary of Aviation Development, Mr Norman Lo delivered a welcome speech. The Dinner also included group photo taking, cake cutting ceremony, toasting and lucky draw of table prizes.

Realising that adjustment of diet choices to reduce the greenhouse gas emission is a global trend, a low carbon menu was arranged in this memorable day. The food served was mainly slow-cooked, avoiding the complex practice of cooking which results in high energy consumption. As fruits and vegetables contribute fewer emissions than the production of animal proteins and for the purpose of healthier diet, the chef selected more vegetables with less meat. All the above demonstrated the industry's concern to environmental sustainability.

One of the highlights of the Dinner was the performance of the "Young Once" Band which was composed of a group of former and present Cathay Pacific Airways and Dragonair music lovers. The Dinner was successfully concluded with fabulous songs and lots of laughter.

香港國際機場作為世界上其中一個最繁忙的機場，客運量排名全球第三，貨運量更稱冠全球。如此卓越的成就，有賴香港航空業界長久以來的共同努力。民航處與香港航空青年團為慶祝航空業發展踏入第一百個年頭，並籌募善款作慈善用途，於2011年3月18日在富豪機場酒店舉行了一場大型晚宴。

晚宴出席嘉賓多達600人。我們很榮幸邀請了香港特別行政區行政長官曾蔭權先生作主禮嘉賓。晚宴開始之先播放了3月17日拉飛機的片段，並由運輸及房屋局局長鄭汝樺女士及保安局局長李少光先生頒發兩項健力士世界紀錄證書予參與拉飛機的代表。接着由航空業發展一百周年活動籌委會主席羅崇文先生致歡迎辭。晚宴還包括團體合照、切蛋糕、祝酒及抽獎等環節。

改變飲食習慣以減少溫室氣體排放量是全球的新趨勢，我們於這個值得紀念的日子，特別選用了低碳菜單。當晚的食材主要透過簡單的方法烹調，簡化工序，達致節省能源消耗。菜色亦以「多菜少肉」為主，健康之餘，亦因為種植蔬菜或水果所消耗的資源會較肉類為少。上述種種均顯示業界對環境可持續發展的關注。

晚宴上的另一精彩環節可說是樂隊「Young Once」之表演。該樂隊由一班前任及現職國泰航空或港龍航空的音樂愛好者所組成。慶祝晚宴最後於一遍動聽的歌聲與歡樂的笑聲中圓滿結束。



Guests gathered to celebrate the centenary of aviation development in Hong Kong.

嘉賓出席晚宴同賀香港航空業發展一百周年。

Snapshots of 100th Anniversary of Aviation Development in Hong Kong Celebration Activities

香港航空業發展一百周年慶祝活動花絮

22.2.2011



Unveiling ceremony for "Photo Exhibition of the 100th Anniversary of Aviation Development in Hong Kong" organised by Airport Authority Hong Kong. 香港機場管理局主辦的「香港航空發展百周年照片展覽」揭幕儀式。

8.3.2011



Opening ceremony of Asian Aerospace International Expo and Congress 2011. 2011年亞洲國際航空展覽會暨論壇開幕式。

17.3.2011



Four aircraft were pulled simultaneously. 參加者同一時間拉動四隻飛機。

25.6.2011



Cockpit crew continued to share their experience with participants after the talk. 機組人員於講座後繼續與參加者分享工作點滴。

22.2.2011



Photo exhibition showcases the local aviation history. 照片展覽展示本地航空業發展史。

8.3.2011



Asian Aerospace features various aircraft model display. 亞洲國際航空展覽會展示不同飛機模型。

25.6.2011



Speakers from local aviation industry and related government departments share their experience in Aviation Insights. 本地航空業界及政府部門代表於航空職業大探索分享行業經歷。

16.7.2011



Cathay Pacific Aviation Knowledge Contest finals were held at Cityplaza in Taikoo Shing. The champion was Law Ting Pong Secondary School. 國泰航空飛行常識大賽決賽於太古城中心舉行，由羅定邦中學奪得總冠軍。

CAD Newsmakers

同事動向

Welcome to the newcomer

歡迎新同事

Mr Chow Chi-to	Operations Officer	周智濤先生	民航事務主任
Miss Wong Yeuk-yue	Operations Officer	黃若渝女士	民航事務主任
Mr Lau Wing-chin, Bill	Operations Officer	劉永錢先生	民航事務主任
Miss Yeung Oi-hing, Aniki	Assistant Operations Officer	楊愛卿女士	助理民航事務主任
Miss Sze-to Ho-yee, Yvonne	Assistant Operations Officer	司徒可怡女士	助理民航事務主任
Miss Chan Nim-chi	Student Air Traffic Control Officer	陳念慈女士	見習航空交通管制主任
Mr Ng Chi-yau	Student Air Traffic Control Officer	吳志友先生	見習航空交通管制主任
Mr Choy Man-him, Vincent	Student Air Traffic Control Officer	蔡汶軒先生	見習航空交通管制主任
Mr Lam King-yiu	Student Air Traffic Control Officer	林敬堯先生	見習航空交通管制主任
Miss Lo Yee-lam	Student Air Traffic Control Officer	路綺林女士	見習航空交通管制主任
Miss Yau Xiu-lem	Student Air Traffic Control Officer	丘筱林女士	見習航空交通管制主任
Mr Yau Chi-hin	Student Air Traffic Control Officer	邱志軒先生	見習航空交通管制主任
Mr Fok Ka-kin	Student Air Traffic Control Officer	霍加乾先生	見習航空交通管制主任
Miss Lee Kwan-wai, Phoebe	Student Air Traffic Control Officer	李昀蔚女士	見習航空交通管制主任
Miss Chan Tin-fung	Student Air Traffic Control Officer	陳天鳳女士	見習航空交通管制主任
Mr Yu Chung-kin	Student Air Traffic Control Officer	余鐘建先生	見習航空交通管制主任
Mr Ho Ming-tak	Student Air Traffic Control Officer	何銘德先生	見習航空交通管制主任
Mr Ng Hon-sze, Ronald	Student Air Traffic Control Officer	吳漢詩先生	見習航空交通管制主任
Mr Ming Fai	Student Air Traffic Control Officer	明暉先生	見習航空交通管制主任
Mr Fok Chin-ting	Student Air Traffic Control Officer	霍展廷先生	見習航空交通管制主任
Mr Fung Wai-lam	Student Air Traffic Control Officer	馮瑋霖先生	見習航空交通管制主任
Mr Tsui Ka-sing	Student Air Traffic Control Officer	徐嘉陞先生	見習航空交通管制主任
Miss Poon Hau-king	Student Air Traffic Control Officer	潘巧瓊女士	見習航空交通管制主任
Miss Li Kwok-ting	Student Air Traffic Control Officer	李嫻婷女士	見習航空交通管制主任
Mr Leung Chi-fai	Student Air Traffic Control Officer	梁志輝先生	見習航空交通管制主任
Mr Pang Kin-chung	Student Air Traffic Control Officer	彭健聰先生	見習航空交通管制主任
Mr Yu Chuen-wui	Student Air Traffic Control Officer	余泉滙先生	見習航空交通管制主任
Miss Li Yan-ting	Student Air Traffic Control Officer	利欣婷女士	見習航空交通管制主任
Miss Yu Wa-yan	Student Air Traffic Control Officer	余華茵女士	見習航空交通管制主任
Capt Ascenzo Gabriele	Flight Operations Inspector (Consultant)	Ascenzo Gabriele先生	航空營運督察(顧問)
Ms Cheung Wan-fun, Vivian	Senior Architect	張韻芬女士	高級建築師
Mr Wong Pak-lai	Electronics Engineer	黃伯禮先生	電子工程師
Miss Lung Nei	Accounting Officer II	龍妮女士	二級會計主任
Miss Lam Ka-ki	Executive Officer II	林嘉琪女士	二級行政主任
Mr Kong Hon-shan, Stephen	Supplies Officer	江漢山先生	物料供應主任
Mr Suen Kwok-ming	Contract Project Assistant	孫國明先生	合約項目助理
Miss Li Yuk-yi	Contract Project Assistant	李玉怡女士	合約項目助理
Ms Tang Pui-ling, April	Clerical Assistant	鄧佩玲女士	文書助理
Ms Yeung Yuk-chee	Office Assistant	楊玉珠女士	辦公室助理員

Farewell to those leaving

再見好同僚

Mr Wan Wai-yeung, Duncan	Senior Operations Officer	溫偉揚先生	高級民航事務主任
Mr Tai Sheung-shing, Victor	Senior Architect	戴尚誠先生	高級建築師
Ms Lee Pui-chu	Senior Supplies Officer	李佩珠女士	高級物料供應主任
Mr Lai Ka-yip	Accounting Officer I	黎家業先生	一級會計主任
Ms Chan Sze-sze	Executive Officer II	陳詩詩女士	二級行政主任
Miss Law Yee-ha	Air Traffic Control Officer III	羅綺霞女士	三級航空交通管制主任
Mr Leung Man-kit	Air Traffic Flight Services Officer II	梁文傑先生	二級航空交通事務員
Mr Cheung Chun-wai	Air Traffic Flight Services Officer III	張晉璋先生	三級航空交通事務員
Miss Wong Chui-yin	Contract Project Assistant	王翠賢女士	合約項目助理
Mr Chu Chun-yip	Contract Project Assistant	朱振業先生	合約項目助理
Miss Chau Ka-po, Pian	Clerical Assistant	周嘉寶女士	文書助理
Ms Leung Lai-ki	Office Assistant	梁麗姬女士	辦公室助理員

Congratulations to the newly promoted

恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Mr Lau Cheuk-pui	Air Traffic Control Officer III	30.8.2010	劉卓培先生	三級航空交通管制主任	30.8.2010
Miss Chan Yee-man	Air Traffic Flight Services Officer I	10.9.2010	陳綺雯女士	一級航空交通事務員	10.9.2010
Ms Choi Ka-yin	Air Traffic Flight Services Officer I	10.9.2010	蔡嘉燕女士	一級航空交通事務員	10.9.2010
Miss Lam Hoi-yi	Air Traffic Flight Services Officer I	10.9.2010	林海儀女士	一級航空交通事務員	10.9.2010
Ms Lam Suet-ling, Michelle	Air Traffic Flight Services Officer I	10.9.2010	林雪玲女士	一級航空交通事務員	10.9.2010
Ms Yu Wai-ye, Gladys	Air Traffic Flight Services Officer I	10.9.2010	俞慧怡女士	一級航空交通事務員	10.9.2010
Miss Chiu Yuk-chi, Sarah	Air Traffic Control Officer III	13.9.2010	趙玉芝女士	三級航空交通管制主任	13.9.2010
Mr Li Cheuk-yin	Air Traffic Control Officer III	30.9.2010	李卓賢先生	三級航空交通管制主任	30.9.2010
Mr Ng Cheuk-kin	Air Traffic Control Officer III	5.10.2010	吳卓健先生	三級航空交通管制主任	5.10.2010
Miss Ku Man-yan	Air Traffic Flight Services Officer II	8.10.2010	顧文恩女士	二級航空交通事務員	8.10.2010
Mr Leung Man-kit	Air Traffic Flight Services Officer II	8.10.2010	梁文傑先生	二級航空交通事務員	8.10.2010
Miss Cheung Hoi-yan	Air Traffic Control Officer II	22.10.2010	張凱欣女士	二級航空交通管制主任	22.10.2010
Miss Gue Yee-han	Air Traffic Control Officer II	22.10.2010	招綺嫻女士	二級航空交通管制主任	22.10.2010
Miss Kan Wai-yan, Kelly	Air Traffic Control Officer II	22.10.2010	簡慧茵女士	二級航空交通管制主任	22.10.2010
Ms Kong Alice	Air Traffic Control Officer II	22.10.2010	江詩虹女士	二級航空交通管制主任	22.10.2010
Miss Kwan Tsz-ping, Elsa	Air Traffic Control Officer II	22.10.2010	關芷萍女士	二級航空交通管制主任	22.10.2010
Miss Lai Yuen-mei, Judy	Air Traffic Control Officer II	22.10.2010	黎婉薇女士	二級航空交通管制主任	22.10.2010
Ms Leung Nga-li, Alice	Air Traffic Control Officer II	22.10.2010	梁雅莉女士	二級航空交通管制主任	22.10.2010
Ms Mak Yuet-yan, Annie	Air Traffic Control Officer II	22.10.2010	麥悅欣女士	二級航空交通管制主任	22.10.2010
Ms Tong Mei-ka, Julie	Air Traffic Control Officer II	22.10.2010	湯美嘉女士	二級航空交通管制主任	22.10.2010
Mr Lung Cheuk-hon, Jeffrey	Air Traffic Control Officer III	10.1.2011	龍卓侃先生	三級航空交通管制主任	10.1.2011
Mr Au Yeung Hung-leung	Air Traffic Control Officer I	20.1.2011	歐陽孔亮先生	一級航空交通管制主任	20.1.2011
Mr Lau Wai-tak	Air Traffic Control Officer III	16.2.2011	劉偉德先生	三級航空交通管制主任	16.2.2011
Miss Sin Yim-ting	Air Traffic Control Officer III	22.2.2011	冼艷婷女士	三級航空交通管制主任	22.2.2011
Miss Wong Elaine	Air Traffic Control Officer III	29.3.2011	黃潤彤女士	三級航空交通管制主任	29.3.2011
Mr Cheuk Man-tat	Senior Operations Officer	29.3.2011	卓文達先生	高級民航事務主任	29.3.2011
Mr Sum Chung-yiu	Air Traffic Control Officer III	6.4.2011	沈仲堯先生	三級航空交通管制主任	6.4.2011
Mr Beggs Gregory Willis	Air Traffic Control Officer I	26.4.2011	Beggs Gregory Willis先生	一級航空交通管制主任	26.4.2011
Mr Righton Peter James	Air Traffic Control Officer I	26.4.2011	Righton Peter James先生	一級航空交通管制主任	26.4.2011

Best wishes to the retiree

願退休生活愉快

Mr Kwok Kwai-yuen, Stephen

Assistant Director-General of Civil Aviation

郭桂源先生

民航處助理處長

Mr Leung Kwok-yuen

Senior Air Traffic Flight Services Officer

梁國源先生

高級航空交通事務員



ADG (AS), Mr Stephen Kwok, was presented with a souvenir by ASD colleagues to bid farewell and thank him for his contribution to CAD.

助理處長（航班事務）郭桂源獲航班事務部同事送贈紀念品，感激其於民航處的貢獻。



ADG (ATM), Mr PF Wong, pictured with 3 colleagues who were promoted to Air Traffic Control Officer I (left) and 9 colleagues who were promoted to Air Traffic Control Officer II (bottom).

助理處長（航空交通管理）王炳輝與三位剛晉升為一級航空交通管制主任（左）及九位剛晉升為二級航空交通管制主任（下）的同事合照。



Congratulations to Mr Cheuk Man-tat on his promotion to the rank of Senior Operations Officer. 恭喜卓文達晉升為高級民航事務主任。



Appointment of JP

Congratulations! ADG (ATM), Mr PF Wong, was appointed Justice of Peace (JP) with effect from July 1.

太平紳士委任

恭喜！民航處助理處長（航空交通管理）王炳輝由七月一日起獲委任為太平紳士。



恭賀2010/2011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 2010/2011

Ms Chow Yuen-ling

Senior Aeronautical Communications Supervisor

鄒婉玲女士

高級航空通訊主任

Ms Kwong Loi-fung

Aeronautical Communications Supervisor

鄺來鳳女士

航空通訊主任

Miss Lee Wai-yee

Aeronautical Communications Supervisor

李慧儀女士

航空通訊主任

Mr Lau Shiu-keung

Motor Driver

劉紹強先生

汽車司機