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民航處 CIVIL AVIATION DEPARTMENT

CADLink 民航處通訊

Asia/Pacific Seamless ATM Plan - Towards Seamless Sky in the Asia Pacific Region
《亞太地區無縫空中交通管理計劃書》-共同建構亞太地區無縫的天空

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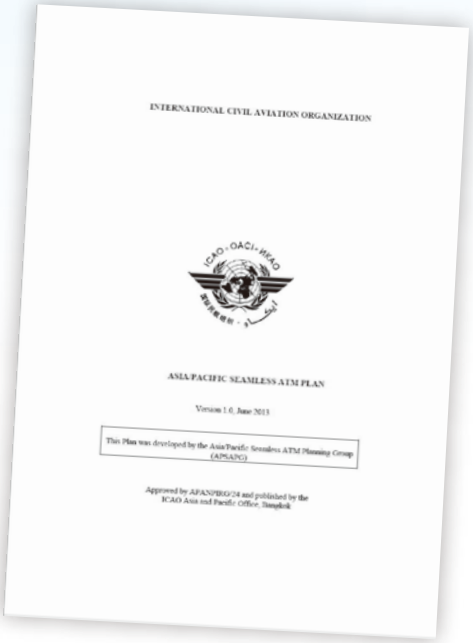
Asia Pacific (APAC) Region has been leading other regions since 2011 in terms of total aircraft movement growth. The International Civil Aviation Organization (ICAO) data indicates that in 2012 air traffic in APAC Region constituted 30% of total air travel, representing the largest regional market share in the world. In response, APAC States developed their individual air traffic management (ATM) plans to meet the challenge. However, due to different levels of economic and aviation activities and diversified air navigation infrastructure, such State plans were often tailored to suit their own national needs without considering the overall need for the whole APAC

In 2013, APSAPG formulated the final draft of Asia/Pacific Seamless ATM Plan Version 1.0 in its last meeting which was held in Hong Kong.
亞太區無縫空管規劃組於2013年在香港舉行最後一次會議，並完成草擬《亞太地區無縫空中交通管理計劃書》1.0版。

Region. With an aim of providing the necessary technological capabilities to support air traffic growth in a sustainable and holistic manner, to enhance flight safety and ATM efficiency, and to reduce environmental impact, a coordinated ATM modernization plan similar to Single European Sky ATM Research (SESAR) (in Europe) or Next Generation Air Transportation System (NextGen) (in the USA) for the APAC Region was needed.


INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASIA/PACIFIC SEAMLESS ATM PLAN

Version 1.0, June 2013

This Plan was developed by the Asia/Pacific Seamless ATM Planning Group (APSAPG)

Approved by APANPIRG/24 and published by the ICAO Asia and Pacific Office, Bangkok

Asia/Pacific Seamless ATM Plan
《亞太地區無縫空中交通管理計劃書》

In the 46th Conference of Directors General of Civil Aviation in 2009, APAC States agreed to the "Seamless Sky" concept as the way forward for APAC Region to address the identified regional impediments to ATM modernization. In this regard, the concept was encompassed in the Kansai Statement and the Conference agreed that the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was an ideal forum for the discussion of the Seamless ATM system for the APAC Region. Accordingly, APANPIRG formed the Asia/Pacific Seamless ATM Planning Group (APSAPG) in 2011 with a view to developing a Seamless ATM Plan, to be consistent with the Global ATM Operational Concept (Doc 9854) which contains a vision of an integrated, harmonized, and globally interoperable ATM System with a planning horizon up to and beyond 2025.

With the efforts of APSAPG, the Asia/Pacific Seamless ATM Plan Version 1.0 (the Plan) was formulated in 2013, and endorsed by the 24th APANPIRG in June in the same year. The Plan was consistent with the Global Air Navigation Plan (GANP) and had incorporated the ICAO Aviation System Block Upgrades (ASBU) Block 0 elements as well as other non-ASBU elements, which were considered essential for achieving a Seamless Sky in this region. The Plan provided an all rounded performance-oriented planning framework, with a focus on technological capability and human performance and set forth targets to be met in 2 phases (i.e. Phase I, November 2015; Phase 2, November 2018).

While not all of the modules contained in the ASBUs are intended to be universally implemented as each region has different operational environments, traffic volume and airspace structure, and implementation priorities for ATM enhancements would vary between regions, the Chairpersons of the APANPIRG sub groups identified 10 Regional Priorities and Targets for the APAC Region, covering a range of vital enhancement items which leads to improved aviation safety and efficiency.

Among them, strong regional collaboration on the successful implementation of 5 of the modules are considered vital to creating the seamless ATM development in the region. Each of these 5 modules is elaborated below:

(1) Improved Flow Performance through Planning based on a Network-Wide View (B0-NOPS)

This module aims to improve traffic flow performance by establishing a coherent network flow management between various ATC units. This is achieved by the co-deployment of Air Traffic Flow Management (ATFM) and Collaborative Decision Making (CDM) concepts. While ATFM is the strategy to come up with an overall plan to balance demand and capacity to manage the flow of traffic in a manner that minimizes delay and maximizes the use of the available airspace, particularly in the event of unforeseen circumstances such as adverse weather, runway blockage which could affect capacity, CDM is the key to ensure all stakeholders, such as ATC units and airline operators, are

informed of the game plan in good time to make it work.

(2) Initial capability for Ground Surveillance – ADS-B Airspace (B0-ASUR)

"Automatic Dependent Surveillance – Broadcast" (ADS-B) is a cooperative surveillance technology in which an aircraft determines its position via satellite and periodically broadcasts it together with other data such as speed, enabling it to be tracked. The information can be received by air traffic control (ATC) units on the ground and can be used to support provision of ATC surveillance, while reducing dependence on primary radar for area surveillance and reliance on limited 4-digit SSR octal codes. It can also be received by other aircraft to enhance situational awareness. The application of ADS-B in appropriate airspace is an initial step in creating seamless surveillance and shared situational awareness for both ground and air operations that will lead to a more flexible air transportation system.

(3) Improved Safety and Efficiency through the Initial Application of Data Link En-Route (B0-TBO)

Voice radio between an air traffic controller and a pilot and radar are the main forms of communication and surveillance respectively. Yet, there are some constraints for the use of these methods over oceanic or remote areas. This module advocates the implementation of an initial set of data link applications for ATC surveillance and communications (e.g. Automatic dependent surveillance — contract or ADS-C, Controller–pilot data link communication or CPDLC) in en-route flight phases. Application of this ASBU module would enhance the ATC surveillance capability over oceanic / remote areas, provide higher accuracy and reliability of data transmission, allow the application of reduced ATC separations and flexible routing, reduce voice communication and increase the overall capacity of the ATM system.

(4) Increased Interoperability Efficiency and Capacity through Ground-Ground Integration (B0-FICE)

This module is about the application of ATS Inter-facility Data Communications (AIDC) interface which enables different ATC units to exchange essential operational information by standard AIDC message protocols which would enhance operational efficiency. The information exchange between ATC units include notification of flights approaching a Flight Information Region (FIR) boundary, coordination of FIR boundary-crossing conditions, and transfer of control. Its implementation would enhance overall safety of the ATM system, as well as to increase ATC handling capacity through reduced controller workload, increased data integrity and more accurate flight data information.

(5) Service Improvement through Digital Aeronautical Information Management (B0-DATM)

In order to satisfy the requirements of integration and interoperability, the traditional Aeronautical Information Service (AIS) is required to evolve from paper product-centric service to data-centric Aeronautical Information Management (AIM). The objective of this module is to enable the management of aeronautical data in a structured digital format, and distribution of data by means of a common aeronautical information exchange model which is suitable for automated computer processing. The widespread implementation of AIM in the region would not only contribute to a digital, real-time, accredited, secure and interoperable aeronautical information environment but also lay a good foundation for other aspects of ASBU.

Looking Forward

APAC region is heading towards Seamless Sky. Obviously, the adoption of agreed and harmonized solutions is critical to its realization. Adopting a "think global, act local" planning concept, priority items had been identified within APAC Seamless ATM Plan with a view to achieving high yields with least efforts through close partnership and collaboration among APAC States. As implementation of the Plan is gradually gaining momentum, the APAC region will progressively transition to an integrated and collaborative ATM environment, with enhanced flight safety and efficiency, increased traffic capacity and reduced overall costs of flight operations.

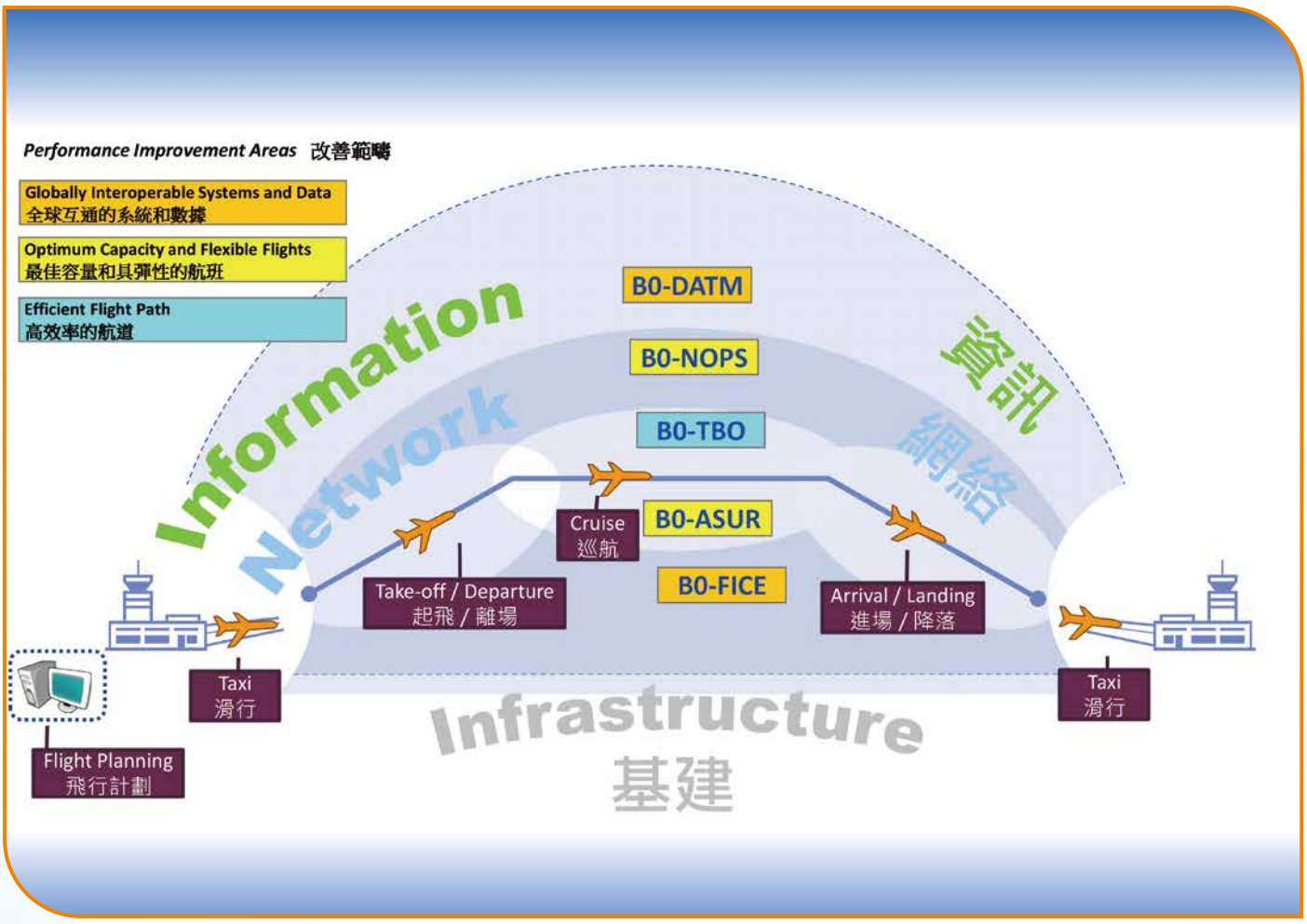
亞洲及太平洋區內經濟急速增長，航空交通需求逐年上升，就航班數目增幅而言，亞太區從2011年起在國際上一直處於領先地位。根據國際民航組織的數據顯示，於2012年，亞太區佔全球總航空交通量的三成，航空市場佔有率冠絕全球。有見及此，亞太區各成員國積極開發各自航空交通管理方案配合。但由於經濟與航空活動發展步伐不盡相同，加上空中導航基建

配套不一，各國方案主要針對各自需要而制定，並未有考慮亞太區內的整體需要。然而，為能提供所需的科技以可持續的和全面的方式支持航空交通增長，促進飛行安全和空管效率及減低對環境造成的影響，亞太區需要一個猶如歐洲的《歐洲單一天空空管研究計劃》(SESAR)與美國的《新一代航空運輸系統》(NextGen)等經協調的航空交通管理現代化計劃。

2009年第46屆亞洲及太平洋區民航局局長會議，各成員國同意亞太區應以「無縫的天空」概念作為方向以消除阻礙地區航空交通管理現代化的因素。因此，會議公佈的《關西宣言》亦包含了「無縫的天空」概念，並同意亞太地區空中航行規劃和實施小組（APANPIRG)為討論無縫空中交通管理系統的理想平台。此後，APANPIRG於2011年成立了亞太區無縫空管規劃組(APSAPG)以擬定《亞太地區無縫空中交通管理計劃書》(《計劃書》)。該《計劃書》遵照《全球空中交通管理運行概念》(Doc 9854），從而體現在2025年及以後建立一個一體化、協調和全球可互通用的航管系統的理念。

在APSAPG的努力下，《計劃書》1.0版於2013年誕生，並於同年6月在第24屆APANPIRG會議中獲得通過。《計劃書》與《全球空中航行計劃》(GANP)一致，並已包含「航空系統組塊升級」(ASBU)0號組塊及其他對建構亞太區「無縫的天空」重要的非ASBU元素。《計劃書》提供了一個全方位以效能導向的框架，重點在於提升技術效能和人力績效，並分別訂定兩個階段的施行進程。第一階段及第二階段分別預計於2015年11月及2018年11月前施行。

鑑於各地區有不同的運作環境、交通量、空域結構及對優化空管有不同的施行優先次序，並非所有的ASBU的組塊都旨在全球實施。因此，APANPIRG轄下各分組主席共同甄選了10個亞太地區優先目標，涵蓋多個促進航空交通安全和效率範疇的重要優化項目。



ASBU brings benefits to various phases of flight. Picture shows the performance improvement areas of five of the ASBU Block 0 modules.
ASBU 為不同飛行階段帶來裨益，圖示其中五個組塊的改善範疇。

其中有賴區內緊密合作而成功推展的5個組塊，對區內無縫空管的發展尤為重要。該5個組塊包括：

(一) 利用網絡式規劃優化交通流（B0-NOPS）

這組塊旨在同時運用「空中交通流量管理」及「協同決策」概念，在不同空管單位間建立連貫一致的網絡管理方式，以改善交通流。「空中交通流量管理」是一種以平衡供求管理交通流量的方法以訂定一套全面方案，尤其在一些能影響容量的突發情況（如惡劣天氣、跑道運作受阻）下，減少延誤情況和盡用空域資源；而「協同決策」則讓各持份者（包括空管單位、航空公司等）能及早掌握及實行整套方案。

(二) 以「廣播式自動相關監察系統(ADS-B)進行陸上監察（B0-ASUR）

ADS-B令飛機可定時向外「廣播」其透過衛星得知的位置，以及航速等數據。地面的空管單位可以接收這些資料作為支援空管監察之用，減少依賴傳統雷達及有限的 4 位二次雷達碼。其他飛機亦可接受飛機透過ADS-B廣播的資料和數據，有助飛行員進一步掌握航機附近的交通情況。在空域中使用ADS-B有利於建構無縫監察環境，並提高地面及空中監察水平，同時為達至一個更靈活的空中運輸系統創造條件。

(三) 在航路空域上運用數據鏈以促進安全和效率（B0-TBO）

無綫電（話音）和雷達分別是空中交通管制的主要通信及監察方式，但在海洋或偏遠地區使用上述方式有一定的限制。這組塊提倡在空管監察和通訊上使用數據鏈(例如「協議式自動相關監察系統」ADS-C和「管制員－飛行員數據鏈通信」CPDLC)。採用數據鏈可以提升在海上和偏遠地區的監察能力，並提高數據的準確性和可靠性，從而允許空管使用縮減間距，令航道使用更靈活，同時減少話音通訊量，提升空管系統的整體處理能力。

(四) 透過整合地面設施以提升系統間的互通性、效率及容量（B0-FICE）

這組塊關於利用「空中交通服務設施間數據通訊」(AIDC)界面，使空管單位之間可以透過標準AIDC 訊息交換重要資料，以提高運作效率。這些資料包括航班抵達飛行航情報區邊界的通報，協調航機越過飛行航情報區邊界時狀況及航班移交。實施AIDC可以減少空管人員的工作量，同時提高相關資料的準確性和完整性，提升空管系統的整體安全水平和空管處理能力。

五) 推展數碼航空情報管理以改善服務水平（B0-DATM）

為了符合融合性及互通性，傳統以紙張產品為主的航空情報服務必須邁向以數據為主的航空情報管理。這組塊旨在令航空資料數據可以指定格式進行管理，並採用標準化的航行情報交換模式分發數據，以便自動化處理。在區內廣泛實施航空情報管理不但有助建立一個數據化、即時、可靠、安全及相容的航空情報環境，更為實現ASBU其他部份奠下重要基石。

前瞻

亞太區正邁向無縫天空。當然，採納已同意及相協調的改善方案，對實現亞太地區無縫天空至為重要。透過亞太區內各成員緊密合作，從全球角度出發進行規劃，實施時配合地區具體情況，並從《計劃書》內選出優先項目，共同制定施行排程，務求用最低的成本獲得最大的成效。隨著《計劃書》正在逐步得到落實，亞太區將逐漸轉型至一個一體化及互通的航空交通管理環境，從而提升區內飛行安全水平及效率，並令航班運作更具成本效益。

2015 FAA/Asia Pacific Bilateral Partners Dialogue in Hong Kong 2015美國聯邦航空局/亞太雙邊夥伴對話

By **Mr Eric Cheung**, Senior Airworthiness Officer (Certification), Flight Standards and Airworthiness Division
飛行標準及適航部高級適航主任（審定）**張維康**

Background

Every year a meeting is held between the civil aviation authorities in the Asia Pacific region who are bilateral partners of the Federal Aviation Administration of the United States of America (FAA). Following this two-day meeting (Authority Days), these international aviation specialists make themselves available to the local industry for a full day dialogue and exchange of ideas (Industry Day). This three-day event is called the "FAA/Asia Pacific Bilateral Partners Dialogue" (thereafter referred as the Dialogue).

Objective of the Dialogue

The Dialogue provides an opportunity for the relevant authorities in the region to meet where the delegates can exchange ideas, share vital information, consider mutual acceptance of aeronautical products / parts, and address aviation safety issues of common concern that impact the Asia Pacific region. The Dialogue also provides an excellent opportunity for the aviation industry to share their experiences amongst each other and to exchange views directly with the regulatory authorities.

CAD co-hosted the 2015 Dialogue

Being a bilateral partner of the FAA, CAD has the honour of co-hosting the Dialogue at the CAD Headquarters between 14 and 16 April, 2015. The Dialogue was officially opened by the Director-General of Civil Aviation, Mr Norman Lo, and then followed by opening remarks made by Ms Dorenda Baker, FAA Director of Aircraft Certification Services (ACS) and Mr Y.P. Tsang, Assistant Director-General of Civil Aviation (Flight Standards).

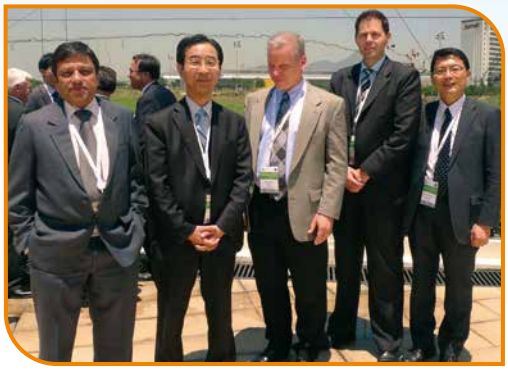
The Authority Days were well attended by more than 40 delegates from 12 civil aviation authorities while the Industry Day attracted an additional 75 representatives from 25 local and regional organisations.

Theme of the Dialogue

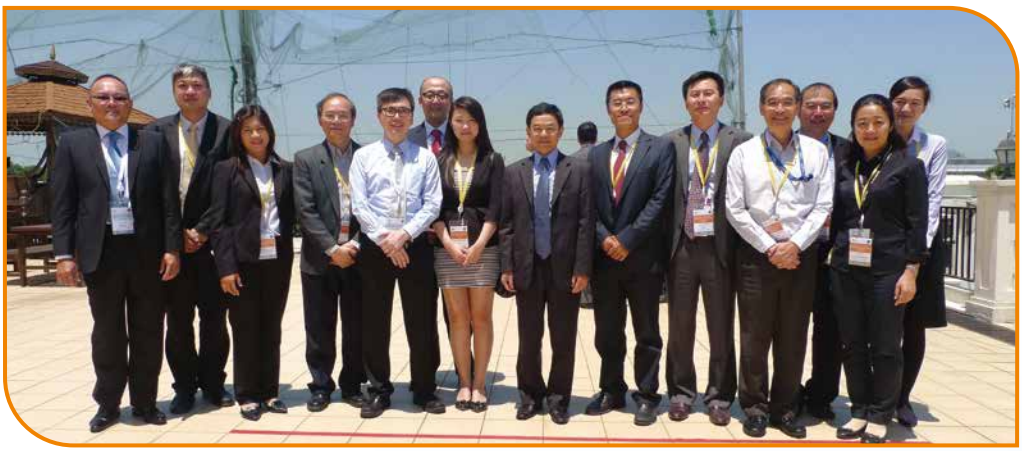
The theme for this year's Dialogue was "Increasing need for continued international collaboration on global aviation safety and regulation." Particular emphasis was given to streamlining validations and supplier surveillance procedures, continued operational safety, emerging technologies and regional training requirements.

Civil Unmanned Aircraft System (UAS) activities have become more popular in recent years. It was one of the hot topics in this year's Dialogue. The emerging technologies, diversifying operational requirements together with the increasing

FAA and delegations of different civil aviation authorities in the Asia Pacific Region take a group photo.
美國聯邦航空局和各亞太區民航局代表合照。



International aviation specialists gather to exchange ideas over aviation safety issues of common concern that impact the Asia Pacific region.
國際民航專家聚首一堂，就亞太區域航空安全議題交換意見。



public expectations on safety and privacy have demanded regulatory authorities to implement pragmatic and sustainable rules for the regulation of these activities.

CAD Presentations in the Dialogue

CAD gave the following presentations during the Dialogue: "Streamlining Validation through Technical Arrangements", "Streamlining Certification of Airworthiness Issuance through Delegation" and "Network Security Policy for Aircraft Wireless Connectivity". These presentations aimed to share CAD experiences as well as to raise awareness on some technical issues of common interest.

Presentations from other authorities

In addition, other authorities gave presentations surrounding the theme of the Dialogue, such as "Bilateral Relationships: Reciprocal Technical Assistance" and "Streamlining Validation – Process Improvement Initiatives" by the FAA, "UAS Certification in China" by the Civil Aviation Administration of China (CAAC) and "Challenges of UAS Operations in Densely Populated Cities" by the Civil Aviation Authority of Singapore (CAAS).

Dialogue with the Industry

A number of high quality presentations from the industry were given. They included: "Supported by CAD, on the way to the World" by HNA Technik (HNAT), "Advantage of Bilateral Agreement for Used Aircraft Introduction" by Hong Kong Express Airways Limited and "First of Type Gulfstream G650ER Delivery to Hong Kong Register" by Metrojet Limited (MTJ).

The presentations were followed by a discussion panel consisted of authorities from Hong Kong, the United States, mainland China, Australia and Korea, and industry partners from Hong Kong Aircraft Engineering Company Limited (HAECO), HNAT and Cathay Pacific Airways Limited. The panel provided an excellent platform for the industry to exchange views directly with the regulatory authorities.

The industry requested for better collaboration and more recognition of certification approvals between authorities in order to facilitate seamless aircraft transfer. Mr Xu Jin, Vice President of HNAT, suggested the FAA to accept Parts Manufacturing Approvals (PMA) parts and Technical Standard Orders (TSO) articles certified by CAD. Similarly Mr Roger Lee of MTJ remarked that "the level of coordination between the FAA and CAD, the type certification authorities of our first HKG registered G650 delivery project, was intense and crucial to the project's success." Ms Queenie Cheung of DTN Organisation Designation Approval (ODA) thanked CAD for the well organised event and provided her a great opportunity to share her valuable experience in aircraft delivery projects and to promote the CAD ODA system to the Malaysian authority.

Success by Colleagues' Effort

This year's Dialogue was a great success. Ms Baker of the FAA expressed their deepest appreciation to the CAD for hosting an overwhelming successful Dialogue in her letter to the Director-General of Civil Aviation. She stated in her letter that "This year's meeting was exceptionally well organised and perfectly carried out. The HKCAD effectively showcased its continued commitment to aviation safety."

Next Year's Dialogue

The Dialogue serves as a platform for better experience sharing and collaboration amongst aviation authorities and the industry. We look forward to the next Dialogue to be held in Shanghai in 2016 for enhancing our partnership.

背景

「美國聯邦航空局/亞太雙邊夥伴對話」（簡稱「對話」）每年定期在亞太地區舉行，為期三天。首兩天的與會者是與美國聯邦航空局有雙邊合作夥伴關係的亞太區民航局代表；最後一天會加入當地航空機構的代表，讓業界與監管機構的代表溝通交流。

「對話」的目的

舉辦「對話」旨在為亞太地區民航局代表提供一個平台，讓大家交換意見、分享重要資訊、考慮相互認可航空產品及部件，及磋商共同關心的亞太區域航空安全議題。此外，「對話」也為業界代表提供分享經驗及與局方溝通的良好渠道。

民航處合辦2015年「對話」

民航處作為美國聯邦航空局的雙邊合作夥伴，今年很榮幸與美國聯邦航空局在香港合辦最新一屆「對話」。會議於2015年4月14至16日假民航處總部大樓舉行。民航處處長羅崇文先生率先致辭，為會議揭開序幕。美國聯邦航空局航空器審定服務部部長Dorenda Baker女士及民航處助理處長(飛行標準)曾煜本先生其後分別發表演講。

來自亞太區的12個民航局40多名代表出席今屆的「對話」。此外，來自25個本地和地區航空機構的75名代表及當局代表共同參與了第三天的會議。

「對話」的主題

今屆「對話」的主題為「就全球航空安全和規管事宜，國際間持續的合作越見必要」，並特別強調了簡化驗證、供應商監控程式，持續操作安全、新興技術和區域培訓的要求。

近年來，民用無人飛機系統（UAS）的使用越趨普遍，因此UAS成為了今年「對話」的熱門話題之一。鑑於UAS新興技術的發展和日趨多樣化的業務需求，以及隨之而來公眾對安全和私隱的顧慮，令監管當局有需要從務實和可持續發展的角度研究法規，以規範相關活動。

民航處發表的演講

民航處發表了「通過技術安排精簡驗證」、「通過授權精簡適航證的頒發」和「針對飛機無線連接網路安全的政策」的主題演講。通過這些演講，民航處分享了相關經驗，並增進了各方對共同關心的技術議題的認識。

其他民航局的演講

此外，其他民航局圍繞此次「對話」主題亦發表了演講，其中包括：美國聯邦航空局的「雙邊關係：相互技術支援」和「精簡驗證：改良過程的建議」；國

HAECO CEO, Mr Augustus Tang
香港飛機工程有限公司行政總裁鄧健榮先生

FAA Director of ACS, Ms Dorenda Baker
美國聯邦航空局航空器審定服務部部長Dorenda Baker女士

CPA Cabin Engineering Manager, Mr Kent Wong
國泰航空有限公司飛機客艙工程部經理黃子健先生

HNAT Vice President, Mr Xu Jin
海航航空技術有限公司副總裁徐進先生

FAA chairs the UAS Panel
美國聯邦航空局人員主持無人飛機系統的小組會議

家民航局的「無人飛機系統在中國的認證」及新加坡民航局的「無人飛機系統在人口稠密城市飛行帶來的挑戰」。

與業界的對話

業界代表亦發表了一些精彩的演講，包括海航航空技術有限公司的「通過香港民航處的支持，向世界出發」、香港快運航空有限公司的「雙邊協議為引進二手飛機帶來的方便」和美捷香港商用飛機有限公司的「在香港引進第一架灣流G650ER型號飛機」。

業界代表演講結束後，大會安排了業界翹楚和民航當局的高層代表進行研討會，坦誠交流和交換意見。局方成員包括來自香港、美國、內地、澳洲和韓國的代表，業界代表包括香港飛機工程有限公司、海航航空技術有限公司和國泰航空有限公司等。

為令飛機註冊轉移的程序更順暢，業界促請各民航當局建立更緊密的合作和對審定批准有更多的認可。海航航空技術有限公司副總裁徐進先生建議美國聯邦航空局認可經香港民航處審批的零部件和機載設備；美捷香港商用飛機有限公司人力資源、安全及品質總監李澤文先生表示：「第一架灣流G650ER飛機能成功引入香港，有賴美國聯邦航空局與香港民航處之間的高度協調」。迪泰安航空技術服務有限公司是一家擁有民航處授權交付飛機的機構，其高級項目經理張愛慈小姐感謝民航處的妥善安排，讓她有機會分享交付飛機的寶貴經驗，並向馬來西亞民航局推薦香港民航處的飛機交付授權系統。

成功有賴同事的努力

今屆「對話」圓滿結束後，美國聯邦航空局Dorenda Baker 女士親自致函民航處處長，祝賀民航處成功舉辦今次會議，並致以最摯誠的感謝。她在信中表示：「今年會議組織得極具條理，過程亦非常順利流暢。香港民航處充份展示了對航空安全的持續承擔。」

明年的「對話」

今屆「對話」提供了一個非常合適的平台，讓航空當局和業界一起分享經驗，建立更加緊密的合作關係。我們期待參與明年在上海舉行的新一屆「對話」，以進一步加強各方的夥伴關係。

Department activities
部門活動花絮

20.1.2015

CAD and the Civil Aviation Administration of China signed the revised Cooperation Arrangement on Aircraft Accident Investigation and Search and Rescue at Shenzhen.
民航處與國家民航局在深圳簽署新修訂的航空器事故調查和搜尋救援合作安排。

15.5.2015

Staff of CAD had an enjoyable time at the Annual Dinner organised by the Staff Club.
民航處職員康樂會舉辦周年聚餐，各分部同事歡聚一堂。

CAD staff enjoyed a party game in an enthusiastic atmosphere.
各分部同事在遊戲環節對壘，現場氣氛熱烈。

1.6.2015

New Chairman of the Board of Airport Authority Hong Kong (AAHK), Mr Jack So Chak-kwong, visited the CAD's Air Traffic Control Complex to learn more about the work of CAD officers.
香港機場管理局董事會新任主席蘇澤光先生參觀民航處航空交通管制大樓，了解民航處人員的工作。

4.6.2015

Mr Jack So (centre) visited the new Air Traffic Control facilities at CAD Headquarters.
蘇澤光先生(中)參觀民航處總部的新空管設施。

15.6.2015

The operation and maintenance of electrical and mechanical systems in Air Traffic Control Centre Building of the CAD Headquarters has been awarded by the Hong Kong Quality Assurance Agency the ISO 55001:2014 Asset Management Systems Certification. This marked the first joint certification for ISO 55001 issued to two government departments. Deputy Director-General of Civil Aviation, Mr Simon Li (left), and the Director of Electrical and Mechanical Services, Mr Frank Chan (right), attended the Certificate Conferring Ceremony.
民航處總部航空交通管制中心大樓的機電系統操作和維修服務榮獲香港品質保證局ISO 55001:2014資產管理體系認證，是首次有兩個政府部門獲頒ISO 55001聯合認證。民航處副處長李天柱(左)和機電工程署署長陳帆(右)出席認證頒授儀式。

1st Safety Management Forum
首屆安全管理論壇

By **Ms Yamani Chan**, Senior Operations Officer (Strategic Safety), Air Services and Safety Management Division
航班事務及安全管理部高級航空安全事務主任（安全策略）**陳蔚堯女士**

To cultivate safety partnership and promote awareness of the State Safety Programme (SSP) amongst the aviation community, the 1st Safety Management Forum was held at the CAD Headquarters on 13 May 2015. Themed as "Effective Implementation of Safety Management Framework", the forum attracted over 130 participants from 30 organisations.

Safety Commitments of CAD

In his opening remarks, Captain Victor Liu, Assistant Director-General of Civil Aviation (Air Services and Safety Management), shared the safety goals of the Hong Kong Safety Programme[1], which are to achieve continuous safety improvements and position Hong Kong as a leader in the promotion of aviation safety in the region. He called for closer collaboration and partnership throughout the industry to continuously improve safety performance.

Miss Clara Wong, Chief Operations Officer of the CAD Strategic Safety Office, presented at the forum the latest safety strategies of the International Civil Aviation Organization (ICAO) and an update on the recent development of the SSP in Hong Kong. She highlighted that with the publication of the Hong Kong Safety Programme in 2014, CAD is determined to continuously enhance the safety oversight mechanism of all functional areas in aviation and foster safety communication and partnership with the aviation community.

Safety Managers from the CAD Air Traffic Management Division and Air Traffic Engineering Services Division, Mr Sansom Lau and Mr Stanley Lau, co-jointed to share their experiences on the implementation of Safety Management System (SMS) as an Air Navigation Service Provider (ANSP). Mr Sansom Lau highlighted that "Despite being part of CAD, our ANSPs are not exempted from the SMS requirements in Hong Kong". His affirmation and both speakers' sharing of SMS implementation experience is testimony of CAD's safety commitments and robust regulatory standards.

Industry Collaboration

Apart from the presentations by CAD, four distinguished safety management experts from across the industry also wholeheartedly shared their practical experiences on SMS implementation.

- Mr Dennis Hui, General Manager (Quality) of the Hong Kong Aircraft Engineering Company Limited (HAECO), used practical examples and vividly showcased how a strategic 3 "S" approach – Safety Action Groups, Safety Correction Board, and Safety Improvement Teams – is adopted in HAECO to drive safety improvement and promote a safety culture within the organization.
- Captain Hans Von Blucher, Manager, Air Safety of Metrojet Limited, used lively cartoons and video clips to demonstrate how a professional safety culture goes beyond compliance, and the importance of teamwork, partnership and communication in the development of a positive safety culture.
- To demonstrate how safety data can be our strongest allies, Mr Andeon Siu, Airlines Safety Manager – SMS Development of Cathay Pacific Airways, earnestly shared his experience in safety data collection and analysis. Mr Siu said, "The ability to turn data into information, and information into actionable insight (safety action) is crucial to any SMS programme." "Without data you're just another person with an opinion" was a quote from Mr W. Edwards Deming in the epilogue.
- To illustrate how continuous safety improvement is achieved at the Hong Kong International Airport, Mr Steven Yiu, Acting General Manager, Airfield, Airport Authority Hong Kong, delivered how the Runway Safety Team established in 2014 has successfully built a core team of stakeholders in working towards runway safety improvements through identifying and managing risks in a collaborative and multi-disciplinary manner. Mr Yiu emphasized that against the backdrop of new developments and increasing traffic volume, better mitigating measures and cooperation among the airport community are needed to face the upcoming challenges.

Way Forward

The 1st Safety Management Forum has provided a new platform for safety management professionals to engage in more regular and proactive partnership in the future. The forum was concluded with encouraging feedback and useful suggestions from participants. The support has given momentum to host future workshops or events for more safety

1 The Hong Kong Safety Programme is published on the CAD website: http://www.cad.gov.hk/reports/HKSP2014-17.pdf

cooperation and information sharing across aviation disciplines.

Background information on SSP

SSP is an integrated set of regulations and activities aimed at improving safety. It is developed and implemented by states/administrations.

為了加深香港航空業界對國家安全方案(SSP)的認識，並促進安全管理合作和發展，民航處於二零一五年五月十三日舉辦題為「有效落實安全管理框架」的首屆安全管理論壇。當天吸引了來自三十家機構、逾一百三十多位業界人士蒞臨民航處總部出席論壇。

民航處致力確保航空安全

民航處助理處長(航班事務及安全管理)廖志勇機長在開幕致辭時，向業界闡釋了《香港安全方案》[1]中的安全目標，包括持續提升航空安全，以鞏固香港在區內促進航空安全的領導地位。他呼籲業界繼續維持緊密的夥伴合作關係，以持續完善安全績效。

Captain Victor Liu
廖志勇機長

Miss Clara Wong
黃嘉華女士

民航處安全策略組總民航事務主任黃嘉華女士亦在論壇簡介了國際民航組織 (ICAO) 最新的安全策略及香港落實SSP的最新情況。她強調，透過二零一四年推出的《香港安全方案》，民航處將繼續優化各航空範疇的安全監察機制，並致力加強業界航空安全溝通和合作。

民航處航空交通管理部及航空交通工程服務部的安全經理劉史波先生和劉滿原先生亦分享了作為航空導航服務提供者落實執行安全管理系統（ＳＭＳ）各項規定的經驗。劉史波先生表示，雖然航空交通管理部及航空交通工程服務部隸屬民航處，亦必須嚴格遵從ＳＭＳ規定，沒有任何豁免，充份彰顯了民航處致力保障航空安全和嚴謹的監管標準。

夥拍業界 同步邁進

除了民航處同事們的講解和分享外，本處承蒙四位業界安全管理專家的支持，擔任演講嘉賓，在論壇上坦誠分享在日常業務上落實安全管理的寶貴經驗。

- 香港飛機工程有限公司質量審核總經理許景槐先生透過具體例子，概述其機構如何透過「3“S”策略」的互動以促進企業安全文化。3“S”包括「安全工作組」(Safety Action Groups)、「糾正及改善組」(Safety Correction Board) 及「推動安全組」(Safety Improvement Teams)。
- 美捷香港商用飛機有限公司航空安全管理經理韓貝齊機長則透過生動的動畫及短片在演說中兩大重點：專業的安全文化不止於符合相關規定；而團隊精神、夥伴合作和各方溝通都是建立正面和積極安全文化的重要元素。
- 國泰航空公司航空安全經理-安全管理系統發展蕭錦新先生亦與我們分享收集和分析安全資料的寶貴經驗，以說明安全數據是我們重要盟友的原因。他說：「能將數據轉化成資訊，再將其演化成可執行的安全措施，是每一個ＳＭＳ安全管理系統賴以成功的關鍵。」最後，他引用著名統計學家愛德華茲．戴明的名句為其演說作結——「欠缺數據 (支持)，閣下 (的意見) 不過是個人的意見」。
- 香港機場管理局飛行區運作署理總經理姚兆聰先生則以二零一四年成立之跑道安全小組的成功例子，探討如何有效利用各類風險評估及管理措施來持續改善跑道安全。姚先生強調，有鑑於航空交通量持續攀升及機場發展，業界必須採取更佳的風險緩解措施和進一步加強合作以迎接未來挑戰。

展望

首屆安全管理論壇為眾安全管理專家提供了一個更緊密的合作新平台。透過是次論壇，我們收集到很多寶貴意見及建議。業界的支持成為我們日後舉辦活動的動力，也有助促進各個界別在安全領域上緊密合作及資訊交流。

背景資料

國家安全方案(SSP)由國家 / 行政區制定，是一套旨在提升安全的完整規章和活動。

1 《香港安全方案》已上載民航處網頁http://www.cad.gov.hk/reports/HKSP2014-17.pdf

CAD newsmakers 同事動向

Welcome to the newcomer 歡迎新同事

Mr Lee Yee Tat, Harry	Chauffeur	李懿達先生	貴賓車司機
Miss Tong Lai Ngar, Lina	Clerical Assistant	湯麗娜女士	助理文書
Miss Ng Ka Yan	Operations Officer	吳嘉茵女士	民航事務主任
Mr Hui Chee Hang, Calvin	Air Traffic Flight Services Officer III	許知行先生	三級航空交通事務員
Mr Lam Wing Chun	Air Traffic Flight Services Officer III	林穎臻先生	三級航空交通事務員
Mr Law Yuk Lun, Timothy	Student Air Traffic Control Officer	羅旭麟先生	見習航空交通管制主任
Mr Martin Nathan Elliot Chow	Air Traffic Flight Services Officer III	馬禮仁先生	三級航空交通事務員
Mr Chiu Ka Lok	Operations Officer	趙嘉樂先生	民航事務主任
Mr Cheung Chun Ngai	Air Traffic Flight Services Officer III	張雋毅先生	三級航空交通事務員
Mr Chow Kin On	Air Traffic Flight Services Officer III	鄒健安先生	三級航空交通事務員
Mr Fung Kwan Ho	Air Traffic Flight Services Officer III	馮君豪先生	三級航空交通事務員
Miss Lee King Yan	Air Traffic Flight Services Officer III	李璟恩女士	三級航空交通事務員
Mr Wu Barlon	Air Traffic Flight Services Officer III	吳柏崙先生	三級航空交通事務員
Mr Tse Kam Tong	Treasury Accountant	謝錦堂先生	庫務會計師
Mr Cheung Chung Yin	Motor Driver	張頌賢先生	汽車司機
Miss Tse Hoi Ying	Assistant Information Officer	謝凱瑩女士	助理新聞主任
Ms Fung Yuk Fong	Accounting Officer I	馮玉芳女士	一級會計主任
Mr Lee Chi Ho	Supplies Supervisor II	李智浩先生	二級物料供應員
Ms Cheuk Kei Kwan, Jacqueline	Senior Information Officer	卓奇君女士	高級新聞主任

Farewell to those leaving 再見好同僚

Mr Lam King Shun	Air Traffic Flight Services Office III	林景順先生	三級航空交通事務員
Ms Fung Sze Yuen, Rebecca	Personal Secretary II	馮詩婉女士	二級私人秘書
Miss Leung Sze ming, Charmaine	Assistant Information Officer	梁詩明女士	助理新聞主任
Ms Cheung Shuk Man	Assistant Clerical Officer	張淑文女士	助理文書主任
Mr Li Hing Tong	Senior Treasury Accountant	李慶棠先生	高級庫務會計師
Mr Ng Chun Wai	Motor Driver	吳振威先生	汽車司機
Mr Leung Wai Hung, Eric	Accounting Officer I	梁偉雄先生	一級會計主任
Mr Wong Siu Lam	Supplies Supervisor II	黃炤林先生	二級物料供應員
Ms Cheung Wai, Cherrie	Senior Information Officer	張慧女士	高級新聞主任
Mr Yapp Robert Timothy	Senior Operations Officer (Senior Operations Inspector)		高級民航事務主任（高級營運督察）
Mr Chan Kung Wai	Air Traffic Control Officer II	陳功尉先生	二級航空交通管制主任
Ms Cheung Hoi Yan	Air Traffic Control Officer II	張凱欣女士	二級航空交通管制主任
Mr Lam Yuk King	Student Air Traffic Control Officer	林旭琼先生	見習航空交通管制主任
Mr Beggs Gregory Willis	Air Traffic Control Officer I	白偉時先生	一級航空交通管制主任

Congratulations to the newly promoted 恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Miss Poon Hau King	Air Traffic Control Officer III	28.2.2014	潘巧瓊女士	三級航空交通管制主任	28.2.2014
Mr Leung Chi Fai	Air Traffic Control Officer III	7.3.2014	梁志輝先生	三級航空交通管制主任	7.3.2014
Miss Tam E Man	Air Traffic Control Officer III	11.4.2014	譚依文女士	三級航空交通管制主任	11.4.2014
Miss Li Kwok Ting	Air Traffic Control Officer III	26.6.2014	李幗婷女士	三級航空交通管制主任	26.6.2014
Mr Fok Chin Ting	Air Traffic Control Officer III	15.7.2014	霍展廷先生	三級航空交通管制主任	15.7.2014
Miss Chan Wei Shuen, Cheryl	Air Traffic Control Officer III	21.7.2014	陳韋璇女士	三級航空交通管制主任	21.7.2014
Mr Lam King Yiu	Air Traffic Control Officer III	23.7.2014	林敬垚先生	三級航空交通管制主任	23.7.2014
Miss Lee Yan Yee, Jacinta	Air Traffic Control Officer III	24.7.2014	李茵怡女士	三級航空交通管制主任	24.7.2014
Mr Yu Chuen Wui	Air Traffic Control Officer III	5.8.2014	余泉匯先生	三級航空交通管制主任	5.8.2014
Mr Chan Kar Yum	Senior Air Traffic Flight Services Officer	24.9.2014	陳家欣先生	高級航空交通事務員	24.9.2014
Mr Kwan Wai Chan	Senior Air Traffic Flight Services Officer	24.9.2014	關惠振先生	高級航空交通事務員	24.9.2014
Mr Yu Chung Kin	Air Traffic Control Officer III	10.11.2014	余鐘建先生	三級航空交通管制主任	10.11.2014

Congratulations to the newly promoted

恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Mr Ngan Wing Ming	Air Traffic Control Officer II	12.11.2014	顏永明先生	二級航空交通管制主任	12.11.2014
Miss Sin Yim Ting	Air Traffic Control Officer II	12.11.2014	冼艷婷女士	二級航空交通管制主任	12.11.2014
Mr Chan Ka Kei	Air Traffic Control Officer II	12.11.2014	陳嘉祺先生	二級航空交通管制主任	12.11.2014
Mr Ching Ka Yu	Air Traffic Control Officer II	12.11.2014	程家裕先生	二級航空交通管制主任	12.11.2014
Miss Chan Nim Chi	Air Traffic Control Officer III	19.11.2014	陳念慈女士	三級航空交通管制主任	19.11.2014
Mr Fung Wai Lam	Air Traffic Control Officer III	28.11.2014	馮瑋霖先生	三級航空交通管制主任	28.11.2014
Mr Choy Man Him, Vincent	Air Traffic Control Officer III	28.11.2014	蔡汶軒先生	三級航空交通管制主任	28.11.2014
Miss Lau Tsui Wah	Aeronautical Communications Supervisor	1.12.2014	劉萃華女士	航空通訊主任	1.12.2014
Miss Sit Siu Mei	Aeronautical Communications Supervisor	1.12.2014	薛小美女士	航空通訊主任	1.12.2014
Mr Lau Lai Sang	Senior Aeronautical Communications Supervisor	1.12.2014	劉禮生先生	高級航空通訊主任	1.12.2014
Miss Ng Yui Ling	Air Traffic Control Officer III	12.12.2014	吳蕊伶女士	三級航空交通管制主任	12.12.2014
Miss Lee Kwan Wai, Phoebe	Air Traffic Control Officer III	15.12.2014	李昀蔚女士	三級航空交通管制主任	15.12.2014
Miss Chan Tin Fung	Air Traffic Control Officer III	22.12.2014	陳天鳳女士	三級航空交通管制主任	22.12.2014
Miss Wong Wai Yin, Erica	Senior Executive Officer	13.1.2015	黃慧妍女士	高級行政主任	13.1.2015
Mr Yeung Chun Yu	Executive Officer I	13.1.2015	楊振宇先生	一級行政主任	13.1.2015
Mr Leung Wing Cheong	Air Traffic Control Officer III	15.1.2015	梁永昌先生	三級航空交通管制主任	15.1.2015
Mr Wu Chi Kwong, Richard	Assistant Director-General of Civil Aviation	20.1.2015	胡志光先生	民航處助理處長	20.1.2015
Mr Ho Ming Tak	Air Traffic Control Officer III	22.1.2015	何銘德先生	三級航空交通管制主任	22.1.2015
Mr Hung Chuen Mang	Air Traffic Flight Services Officer II	29.1.2015	洪傳孟先生	二級航空交通事務員	29.1.2015
Mr Yu Lap Yan, Dannies	Air Traffic Flight Services Officer II	29.1.2015	余立仁先生	二級航空交通事務員	29.1.2015
Miss Wong Lai Shun	Air Traffic Flight Services Officer II	29.1.2015	黃麗純女士	二級航空交通事務員	29.1.2015
Mr Leung Lok Man	Air Traffic Flight Services Officer II	29.1.2015	梁樂文先生	二級航空交通事務員	29.1.2015
Mr Ho Shing Hei	Air Traffic Flight Services Officer II	29.1.2015	何承禧先生	二級航空交通事務員	29.1.2015
Mr Yu Chun Yin	Air Traffic Flight Services Officer II	29.1.2015	余俊彥先生	二級航空交通事務員	29.1.2015
Mr Hui Lok Chun	Air Traffic Flight Services Officer II	29.1.2015	許樂駿先生	二級航空交通事務員	29.1.2015
Miss Li Wing Hang	Air Traffic Flight Services Officer II	29.1.2015	李詠珩女士	二級航空交通事務員	29.1.2015
Mr Leung Ho Yan, Michael	Air Traffic Control Officer III	30.1.2015	梁皓恩先生	三級航空交通管制主任	30.1.2015
Mr Lo Man kit, Matthew	Air Traffic Control Officer III	9.2.2015	盧文傑先生	三級航空交通管制主任	9.2.2015
Mr Li Tin Chui, Simon	Deputy Director-General of Civil Aviation	6.4.2015	李天柱先生	民航處副處長	6.4.2015
Ms Kwan On Ki, Angel	Senior Electronics Engineer	10.5.2015	關安琪女士	高級電子工程師	10.5.2015

Best wishes to the retiree

願退休生活愉快

Mr Ng Shung Ching, Colman	Deputy Director-General of Civil Aviation	伍崇正先生	民航處副處長
Mr Chu Chi Kin, John	Air Traffic Control Officer I	朱志堅先生	一級航空交通管制主任
Mr Wong Ronald Wai Choi	Senior Electronics Engineer	黃偉才先生	高級電子工程師
Mr Fan Sau Chuen	Aeronautical Communications Supervisor	范秀泉先生	航空通訊主任
Mr Leung Ping Keung, Daniel	Electronics Engineer	梁炳強先生	電子工程師
Mr Chan Ka Wing	Aeronautical Communications Officer I	陳家榮先生	一級航空通訊員
Ms Tsang Mee Ling	Aeronautical Communications Officer I	曾美玲女士	一級航空通訊員
Mr Lam Kwok Sun	Senior Air Traffic Flight Services Officer	林國新先生	高級航空交通事務員
Ms Cheng Shuet Fun	Clerical Officer	鄭雪芬女士	文書主任
Ms Mok Shu King	Assistant Clerical Officer	莫樹瓊女士	助理文書主任
Mr Fung Cham Kuen	Chauffeur	馮湛權先生	貴賓車司機
Mr Yeung Kit Lun	Motor Driver	楊傑麟先生	汽車司機

Colleagues gather to bid former Deputy Director-General, Mr Colman Ng, a heartfelt farewell.
民航處各分部的同事聚首一堂，恭賀前副處長伍崇正榮休。

Congratulations to Mr Simon Li on his promotion to the rank of Deputy Director-General of Civil Aviation.
恭喜李天柱晉升為副處長。

Congratulations to Mr Richard Wu on his promotion to the rank of Assistant Director-General of Civil Aviation (Air Traffic Engineering Services).
恭喜胡志光晉升為助理處長（航空交通工程服務）。

Congratulations to the newly promoted 恭喜以下同事晉升：

Senior Aeronautical Communications Supervisor
高級航空通訊主任

Aeronautical Communications Supervisor
航空通訊主任

Air Traffic Control Officer III
三級航空交通管制主任

Air Traffic Control Officer II; Air Traffic Control Officer III; Senior Air Traffic Flight Services Officer
二級航空交通管制主任及三級航空交通管制主任；高級航空交通事務員

Air Traffic Flight Services Officer II
二級航空交通事務員

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