

航空交通管理 Air Traffic Management



航空交通管理部負責在國際民用航空組織（國際民航組織）指定的香港飛行情報區內，提供航空交通管理（空管）、航行資料及飛機事故警報服務。

航空交通量

年內，本部共處理了251 906架次在香港國際機場升降的國際及本地航班，並為81 288架次飛越香港飛行情報區，以及38 258架次進出澳門國際機場的航班提供服務。與去年比較，在香港國際機場升降及飛越香港的航班數目分別增加了25.1% 和27.2%。航空交通量上升，是由區內經濟復蘇所帶動。

招聘及培訓航空交通管制人員

空管是一門需要特別技能及專門知識的職業，而有關技能和知識是透過為期六至七年

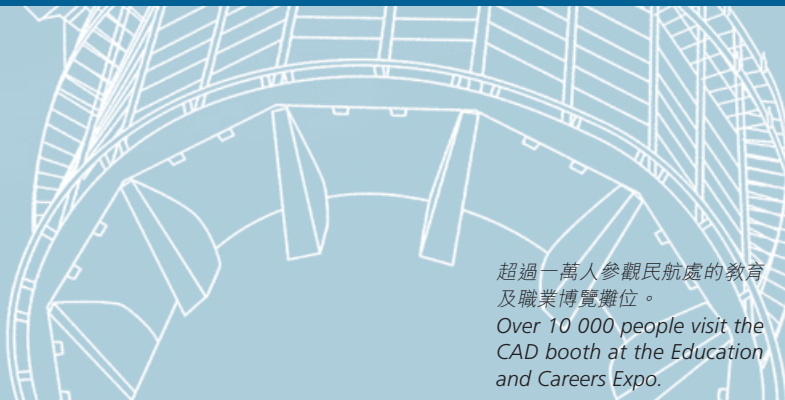
The Air Traffic Management Division is responsible for the provision of air traffic control (ATC) service, flight information service and alerting service within the Hong Kong Flight Information Region (FIR) as assigned by the International Civil Aviation Organization (ICAO).

AIR TRAFFIC

During the year, the Division handled a total of 251 906 international and local aircraft movements at the Hong Kong International Airport (HKIA). In addition, the Division handled 81 288 flights overflying the Hong Kong FIR and 38 258 flights into and out of the Macau International Airport. Compared to the previous year, the number of aircraft movements at the HKIA and overflights increased by 25.1 per cent and 27.2 per cent respectively. The overall increase in air traffic was due to the economic recovery in the region.

RECRUITMENT AND TRAINING OF AIR TRAFFIC CONTROL STAFF

ATC is a very specialised profession requiring technical skills and expertise that can only be acquired through theoretical and practical



超過一萬人參觀民航處的教育及職業博覽攤位。
Over 10 000 people visit the CAD booth at the Education and Careers Expo.

的理論及在職訓練獲取的。因此，本地求職人士資歷未能符合這方面的人力資源要求。為應付預期的交通增長及中長期的人事升遷需求，招聘和培訓空管人員必須有周詳規劃。政府暫停招聘公務員已有一段時間，期間民航處在二零零三年進行了一次內部招聘，又在二零零五年一月獲特別批准進行公開招聘。本處在三月接獲創紀錄的4 800份申請書，競逐12個見習航空交通管制主任空缺。這批見習航空交通管制主任將在二零零五年較後時間開始接受培訓。截至二零零五年三月三十一日，本處共有223位航空交通管制主任及93位航空交通事務員。

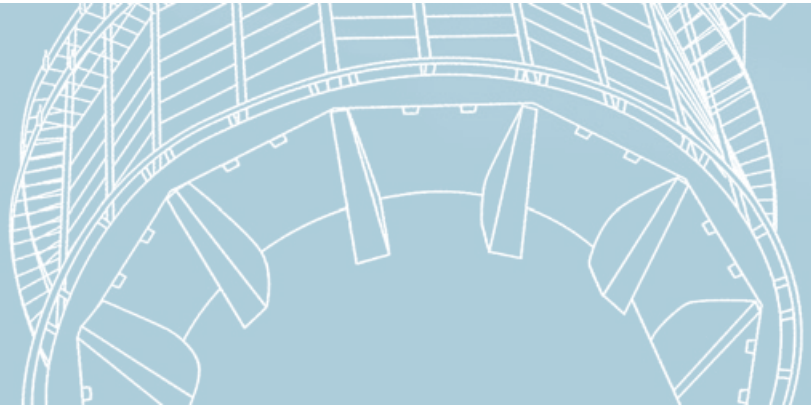
為了讓公眾和求職人士對空管行業有更多認識，民航處派員參與「教育及職業博覽2005」，在大學舉辦就業講座，並在年內定期安排學生參觀我們的空管設施。

年內，本部主辦了不少指導班及在職訓練活動。除了已計劃的內部空管培訓和有關緊急事故複訓課程外，本部並與民航訓練中心合辦三項公開課程，供非民航處人員修讀，報讀情況相當理想。年內，本處舉辦了16項不同專業範疇的空管培訓課程及一項複訓課程，共有189位人員接受訓練，其中18位取得空管執照和獲頒發其他在職資格。

training that takes as much as six to seven years to complete. As such, qualified human resources are not readily available among local job-seekers. Recruitment and training of ATC staff have to be well scheduled to meet anticipated traffic growth and medium to long term manpower succession requirements. In this long period of Civil Service recruitment freeze, CAD has conducted one internal in-service recruitment earlier in 2003. Subsequently, in January 2005, special approval was obtained for an open recruitment. A record of 4 800 applications were received in March for 12 Student Air Traffic Control Officer (SATCO) vacancies and their training is scheduled to commence later in 2005. As of March 31, 2005, the strength of Air Traffic Control Officers and Air Traffic Flight Services Officers was 223 and 93 respectively.

With the objective of introducing the profession to the public and potential job applicants, CAD participated in the Education and Careers Expo 2005, held career talks in universities and conducted regular student visits to our ATC facilities throughout the year.

Courses of instruction and on-the-job training activities continued to be intensive all year round. Apart from the programmed in-house ATC training and refresher courses on aircraft emergency situations, our Division also conducted three open courses in conjunction with the Civil Aviation Training Centre which were well attended by non-CAD participants. During the year, a total of 16 ATC training courses on various disciplines of the profession and one refresher training course were conducted for 189 officers leading to the issue of 18 ATC ratings and the attainment of other professional qualifications.



新航空交通管理程序

隨著嚴重急性呼吸系統綜合症(「沙士」)的影響在二零零四年初逐漸減退，珠江三角洲(珠三角)地區的經濟活動迅速復蘇。為應付航空交通預計每年超過6%的蓬勃增長，民航處不斷評估和推出新的航空交通管理程序，提升交通流量及系統處理能力。去年本處與內地及澳門民航管理部門的專家成立了三方工作組，製訂綜合航空交通管理計劃，以提高珠三角地區內航空交通的處理能力和飛行安全，並確保二零二零年前航空交通在區內可持續發展。工作組計劃在二零零六年制定改善方案。

安全及質保管理

二零零四年十二月，航空交通管理部進行改組，由轄下的技術及發展組負責監察品質保證工作以及安全管理系統的發展和維修。在航空交通服務系統和程序有任何主要變動前，會進行安全評估，藉此積極推行風險管理，並根據國際民航組織規定及民航處的監管規定，推行安全管理政策。本部會定期進行內部審計，監察和評估航空交通服務系統的安全程度。

NEW AIR TRAFFIC CONTROL PROCEDURES

With the aftermath of the Severe Acute Respiratory Syndrome (SARS) gradually subsiding in early 2004, economic activities recovered rapidly in the Pearl River Delta (PRD) region. In order to cope with the anticipated phenomenal air traffic growth of over six per cent per annum, CAD continued to evaluate and introduce new air traffic control procedures to enhance the efficiency of traffic flow and system capacity. A tripartite working group comprising specialists from CAD and the civil aviation authorities of the Mainland and Macao was also established last year with a view to formulating an integrated air traffic management plan that would enhance capacity, flight safety and ensure sustainable growth of air traffic within the PRD region up to 2020. The working group aimed to complete the enhancement proposal in 2006.

SAFETY AND QUALITY

With the re-structuring of the ATMD in December 2004, the Technical and Development (TD) Section is responsible to oversee quality assurance activities and the development and maintenance of the Safety Management System. Proactive risk management and implementation of safety management policies in compliance with ICAO provisions and CAD regulatory requirements are accomplished by conducting safety assessments before introducing any significant changes to ATS systems and procedures. ATMD monitors and assesses ATS system safety levels by conducting regular internal audits.



駐港部隊、政府飛行服務隊及多個政府部門
參與二零零四年度搜索及拯救演習。
*PLA, GFS and various Government
departments participate in the SAREX 2004.*

搜索及救援

二零零四年度搜索及拯救演習

二零零四年五月三十一日，民航處舉行二零零四年度搜索及拯救演習，並邀得中國人民解放軍駐港部隊及不同政府部門參與。演習的目的，在於加強香港各搜救單位與駐港部隊在執行搜救任務時的合作和協調，以及促進各搜救單位（包括駐港部隊）之間的技術和經驗交流。

二零零四年度搜索及拯救演習與過往的搜救演習有別，在於較側重實際行動。演習情景設定為一般搜救個案，須在香港飛行情報區內適時調配搜救單位及資源，以配合搜救需要。演習於二零零四年五月三十一日下午在果洲群島以南舉行。駐港部隊、香港警務處（水警總區）、消防處、民眾安全服務隊和政府飛行服務隊共派出五艘船隻、兩架直升機、一架定翼機以及約50名人員參與是次演習。參觀演習人士超過100名，當中包括本地及海外記者。是次演習並獲新聞媒體廣泛報道。

二零零四年六月一日，民航處在總部舉行檢討會議，從協調、通訊、信息分發等各方面評估搜救演習的結果，以供日後參考改善。二零零四年度搜救演習獲各方給予高度評價，取得豐碩的成果。

SEARCH AND RESCUE

SAREX 2004

CAD conducted a local search and rescue exercise (SAREX 2004) involving the People's Liberation Army Forces Hong Kong (PLA) and various government departments on May 31, 2004. The objectives of the exercise were to reinforce the cooperation and coordination of all search and rescue (SAR) units in Hong Kong and PLA during SAR mission; and to promote exchange of knowledge and expertise among all the SAR units including the PLA.

SAREX 2004 was different from previous SAREX in that it was more practical oriented. The scenario was based on a common SAR case which required timely deployment of SAR units and resources to cover the SAR requirements within Hong Kong FIR. The exercise was conducted at south of Ninepin Group on the afternoon of May 31, 2004. Altogether there were five vessels, two helicopters, one fix-wing aircraft and around 50 personnel from the PLA, Hong Kong Police (Marine Region), Fire Services Department, Civil Aid Service (CAS) and Government Flying Service participating in the exercise. Over 100 spectators, including local and overseas journalists, attended the event and wide news coverage was accorded.

A critique meeting was held on June 1, 2004 in the CAD Headquarters. The purpose of the meeting was to evaluate various aspects of the SAREX with respect to co-ordination, communication, dissemination of information etc. so as to provide improvements for future exercises. The comments from all parties were favourable and SAREX 2004 was concluded with the objectives of the exercise satisfactorily fulfilled.