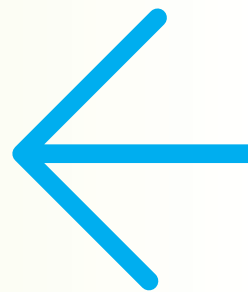


民航處計劃 THE CIVIL AVIATION DEPARTMENT PROJECT



行政長官在二零零六/零七年度的施政綱領中提出更換航空交通管制(空管)系統及在機場島上興建一座新民航處總部，以鞏固香港在地區性航空服務的領導地位，讓航空業得以持續發展。本處因應落實此項綱領，正式啟動了上述計劃。

In order to reinforce Hong Kong's leading position in regional aviation services and sustain the long-term growth of the industry, the Chief Executive announced in the 2006-07 Policy Agenda an initiative to replace the air traffic control (ATC) system and develop a new CAD Headquarters on the Airport Island. The Civil Aviation Department Project (the Project) was initiated to implement the commitment.



計劃目標為更換現有的空管系統以應付航空交通量的預計增長，和興建一座新的民航處總部大樓以容納一所新空管中心和本處各功能分部於同一屋簷下，以便更有效地運用資源和提升效率。

民航處計劃工作組和 民航處計劃督導委員會

為確保計劃可依時順利進行，本處成立了一個民航處新總部計劃工作組。該組由一位民航處助理處長領導，有四十二名專責組員，包括一名由建築署借調的高級建築師。

為了監督計劃的執行及其進展，本處亦成立了一個由高層管理人員組成的民航處新總部計劃督導委員會，定期舉行會議聽取工作組的匯報。在督導委員會核下一共設立了十四個不同功能的專責小組，以制定計劃內各方面的策略和要求，這些小組包括：計劃協調；設計和基礎設施；環境和協同作用；保安和安全；資訊科技和先進技術的應用；空管的工作環境；空管系統和設施；空管培訓和人力資源計劃；會議，培訓設施和辦公地方；過渡和搬遷安排；行政和人員編制；空域管理和飛行程序；意外事故調查；和資源分配。專責小組的建議在督導委員會的定期會議上討論，通過後便引入為新大樓的設計要求。

The Project aims to replace the existing ATC system in order to handle the projected growth in air traffic while at the same time develop a new CAD Headquarters building to accommodate the new ATC Centre and all CAD functional divisions under one roof to optimise resource utilisation and enhance efficiency.

CAD PROJECT TEAM AND THE STEERING COMMITTEE OF THE NEW CAD HEADQUARTERS PROJECT (SCNCP)

To ensure the smooth and timely implementation of the project, a CAD Project Team with 42 officers, including a Senior Architect seconded from the Architectural Services Department, was established under the leadership of an Assistant Director-General of Civil Aviation.

A Steering Committee for the New CAD Headquarters Project (SCNCP), comprising representatives from senior management of CAD divisions, was formed to oversee the execution of project activities and its progress. Under the ambit of the SCNCP, 14 different functional task forces were established to formulate strategies and requirements for various aspects of the project. These task forces included project coordination; design and infrastructure; environment and synergy; security and safety; IT and application of advanced technology; ATC working environment; ATC system and facilities; ATC training and manpower plan; conference, training facilities and accommodation; transition and relocation arrangements; administration and staff establishment; airspace management and flight procedures; accident investigation; and resource allocation. The recommendations of the task forces were deliberated at the regular meetings of the SCNCP and adopted as user requirements of the project.



督導委員會和計劃工作組成員在民航處長帶領下視察新總部大樓選址（背景）。

Led by DGCA, members of the SCNCP and the Project Team visited the site of the New CAD Headquarters (background).



處長和運輸及房屋局代表參與督導委員會會議。
DGCA and representatives from the Transport and Housing Bureau attending the SCNCP meeting.

計劃進展

雖然計劃的規模龐大及複雜，工作組在督導委員會領導下不斷的努力並獲得整個部門和決策局的全力支持，取得良好的進展。在報告年內，計劃的所有重要里程碑均如期達標。

財務安排

立法會財務委員會於二零零七年五月通過批出一筆15.65億元的資金作為更換空管系統之用，興建新總部大樓所需約19.97億元亦於二零零八年一月獲得該會通過撥款。

發展新民航處總部

機場管理局董事會已於二零零七年七月撥出一幅位於機場島東南，港龍/中航大廈以北，東輝路兩旁，佔地約共29 800平方米的土地，作為新民航處總部的選址。施工前的初期工程，包括土地勘測、交通影響評估、初步環境審查、地形測量和樹木調查等，已於二零零七年八月完成。

PROJECT PROGRESS

With the full support from the entire department and the policy bureau and through the capable steer of the SCNCP and the concerted effort of the Project Team, the project had been making good progress despite its scale and complexity. During the reporting year, all critical milestones were achieved as scheduled.

FUNDING

A sum of HK\$1,565 million was approved by the Legislative Council's Finance Committee in May 2007 for the replacement ATC system and an estimated cost of HK\$1,997 million was also endorsed for the construction of the new CAD Headquarters in January 2008.

DEVELOPMENT OF THE NEW CAD HEADQUARTERS

A site north of the Dragonair House/CNAC Building on both sides of the Tung Fai Road with a combined site area of approximately 29 800 square metres was allocated by the Board of Directors of the Airport Authority Hong Kong (AAHK) in July 2007. On-site pre-construction works including ground investigation, traffic impact assessment, preliminary environmental review, topographic survey and tree survey were completed in August 2007.

依照產業處的面積分配基制，所有各分部的運作和共用設施需求已於二零零七年十月編製完畢，並獲產業檢審委員會通過。新總部大樓的淨作業樓面總面積約為22 660平方米。基於選址受機場高度規限，發展空間有一定限制，所以在編製樓面面積時已審慎考慮，在確保符合運作要求之餘，亦充分顧及到未來擴充的靈活性。

大樓建築工程將以設計及建造的方式進行，大樓辦公室和各項特別設施，包括空管中心及相關設施、多用途會堂、教育徑、圖書館和資源中心等的具体建築和屋宇裝備要求，已於二零零八年一月草擬完成，並將加入建築工程合約內。

Preparation of schedule of accommodation as required by the Government Property Agency, which set out the floor area requirement of different divisions and common facilities, was completed in October 2007 and a total net operating floor area of approximately 22 660 square metres was endorsed by the Property Vetting Committee. Taking into account the limitations in future expansion due to airport height restrictions of the site, prudent considerations were exercised in the process to ensure operational requirements were met with flexibility for future expansion and development of the department.

A design-and-build approach was adopted for the construction of the building. Drafting of architectural and building services requirements for specific facilities and offices including the ATC centre and its associated facilities, multi-purpose auditorium, education path, library and resource centre etc. proceeded in parallel with the preparation of schedule of accommodation and were completed in January 2008. These requirements would be incorporated into the building construction tender.



新民航處總部選址。
Location of new CAD Headquarters.

更換航空交通管制系統

新空管系統共涉及十四個主要系統、三個訓練設施和各種輔助部件及支援系統。新系統將會是一個最先進的系統，安全功能和運作效率方面均有所提升。設計方面亦同時兼顧了系統擴展、互通能力、人類工程學、安全管理和環保因素等不同範疇。新系統將能夠處理預計至二零二五年在香港飛行情報區內的航班流量。

新系統的操作要求和技術規格正在草擬中。為確保新空管系統將屬最先進系統，專責小組曾派員到廣州、荷蘭馬城(歐洲導航安全組織)、倫敦和墨爾本的航空管制中心實地考察，以掌握空管技術的最新發展，並借鑑其成功過渡的策略和經驗。

REPLACEMENT OF ATC SYSTEM

The replacement ATC system involves a total of 14 major systems, three training facilities and various ancillary components and sub-systems. When commissioned, the new system will be one of the most advanced system with enhanced safety features and operational efficiency. System expandability, inter-operability, ergonomics, safety management and environmental issues were also taken into consideration in the design. It will be able to handle the projected traffic movements operating in the Hong Kong Flight Information Region up to year 2025.

Drafting of operational requirements and technical specifications for the new system was well under way. Operational and technical visits to ATC centres in Guangzhou, Maastricht in Holland (Euro Control), London and Melbourne were conducted to share their expertise in the design of modern ATC systems and experience in successful transition to new ATC centres.



選址鳥瞰圖。

Aerial view of the site.