

處長報告

Director-General's Review



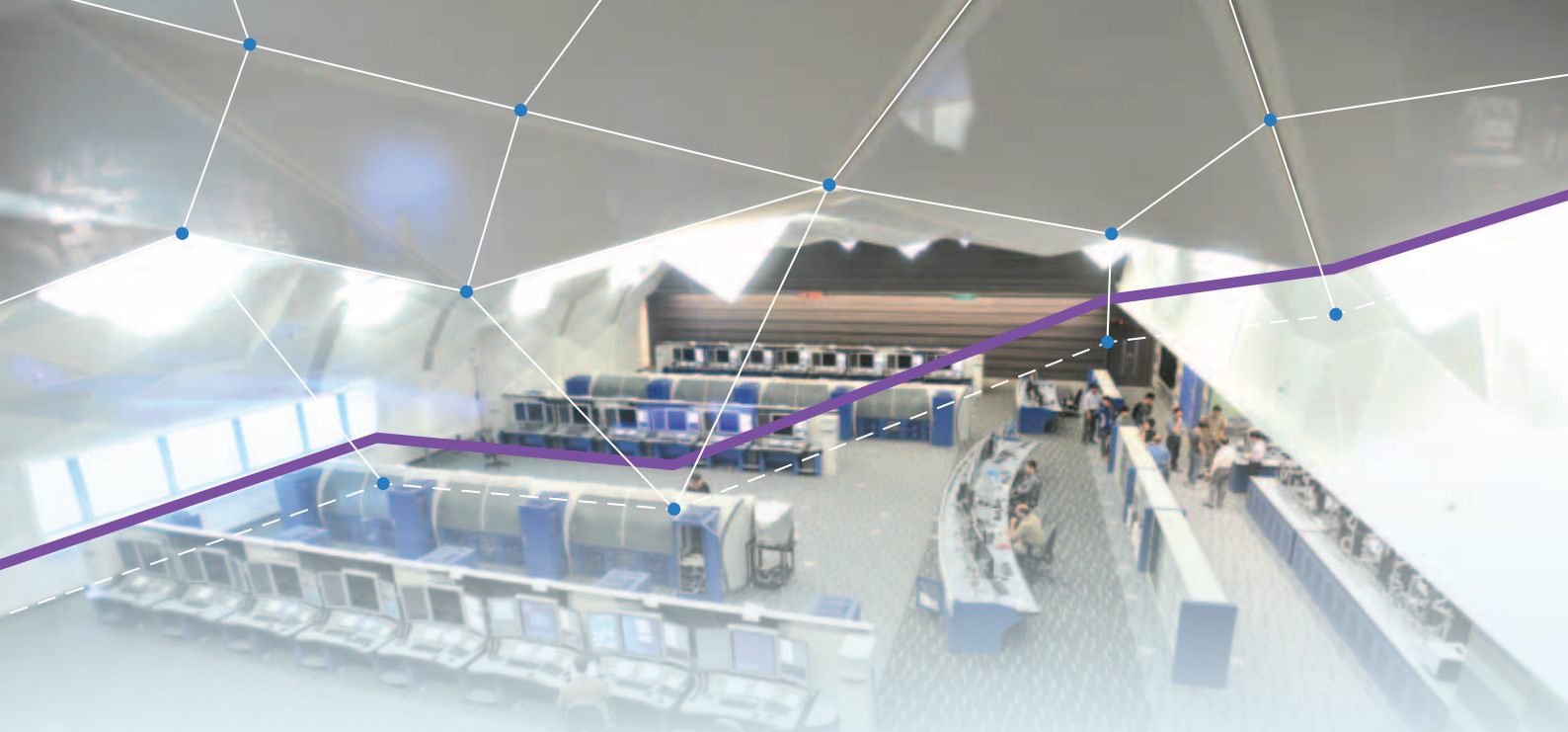
羅崇文
民航處處長

Mr Norman Shung-man LO
Director-General of Civil Aviation

對民航處來說，二零一二至一三年度是充滿挑戰和考驗的一年。經過多年努力，民航處總部大樓已於二零一二年年中落成，供分散於不同地點辦公的同事逐步遷入新總部工作，以集中資源為航空業界和公眾提供一站式的服務。

2012/13 was a year full of challenges for the Civil Aviation Department (CAD). After years of hard work, the construction of the CAD Headquarters was completed in mid-2012. The functional divisions that used to be scattered in various locations were gradually relocated to the new headquarters to provide one-stop service to the aviation community and the general public.





民航處新總部位於機場島東南面，建築面積為41 000平方米，設計以功能為本，除建有行政及培訓大樓之外，還有新建的航空交通管制中心（空管中心）和飛機意外調查設施。其他設施包括中央考試中心、多用途會議室、航空教育徑、圖書館暨資源中心等。設立教育徑的主要目的是提升公眾，特別是年輕一代，對航空業的興趣，並吸引他們投身航空業作長遠發展。航空教育徑於二零一三年一月二十八日，承蒙國際民用航空組織（國際民航組織）秘書長雷蒙·邦亞曼先生主禮開幕。為了開辦更多導賞團，讓參觀教育徑的訪客了解航空知識，我們特別開展義務導賞員計劃，招募青年制服團體成員，積極培訓他們擔任教育徑的義務導賞員。民航處新總部設置各項嶄新設施，顯示我們決意長遠持續發展香港的民航事業，而各專責分部集中於新總部工作，在管理方面實現協同效應，亦大大提升本處整體的運作效率。

乘遷入新總部之便，我們現正一併更換航空交通管制（空管）系統。更換空管系統的計劃涉及15個主要系統和三個空管訓練設施。新的空管系統全面啓用後，會是全球最先進的系統之一，運作效率和安全功能都會提高，亦有能力處理香港飛行情報區超越二零三零年的航班流量。新空管中心安裝設備的工作已於二零一三年完成，本處同事現正根據國際航空安全管理標準及程序，進行一連串嚴格的測試和安全審查。新空管系統預計可於二零一四年完成總體整合測試。待空管和系統維修人員接受運作訓練並熟習新設備後，預計新空管中心可於二零一五年投入運作。

Located at the southeast corner of the Airport Island with a total gross floor area of 41 000 m², the CAD Headquarters is functionally designed and comprises an office and training building, an Air Traffic Control Centre (ATCC) and an aircraft accident investigation building. It also accommodates a centralised examination centre, multi-purpose conference rooms, an Education Path and a library-cum-resource centre. The Education Path was designed with an objective of arousing the interest of the general public in aviation, particularly that of the younger generation with a view to attracting them to join the aviation industry as a long term career. The Education Path was officially opened by the Secretary General of the International Civil Aviation Organization (ICAO), Mr Raymond Benjamin, on 28 January 2013. A volunteer tour guide programme was launched by recruiting members of the youth uniform groups who were subsequently trained up to serve as volunteer tour guides at the Education Path. The programme serves to facilitate more visits to be conducted when visitors would be able to acquire aviation knowledge through touring the Education Path. The investments in the various new facilities at the CAD Headquarters signify our commitment to the long term sustainable development of civil aviation in Hong Kong. CAD functional divisions are now located under one roof resulting in enhanced overall operational efficiency and management synergy.

Taking the opportunity of relocating to the new headquarters, we are also in the process of replacing the Air Traffic Control (ATC) system. The project involves replacement of 15 major systems and three training facilities. When fully commissioned, the new ATC system will be one of the most advanced systems with enhanced operational and safety features. The system is designed to handle the projected volume of air traffic operating in the Hong Kong Flight Information Region (HKFIR) up to year 2030 and beyond. Following the completion of the installation of hardware in the new ATCC in 2013, my colleagues are conducting a series of stringent tests and safety audits in accordance with international aviation safety management standards and procedures. The integrated tests of the new systems are expected to be completed in 2014. ATC and system maintenance colleagues will need to undertake familiarisation and operational training and it is expected that the new ATCC will be commissioned for operational use in 2015.

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年內，香港國際機場雙跑道的運作容量，由二零一二年三月每小時63班，遞增至二零一三年三月每小時64班。機場航班升降數目則於二零一三年三月二十九日創下航空交通運作的單日新高，達1 172架次。同年，本處處理的航班升降量多達355 008架次，客運量高達5 643萬人次，兩者均創新高；與上一年度比較，增幅皆為5%左右。此外，由於亞洲區整體經濟增長，帶動全年貨運量上升3%至404萬公噸。

鑑於航空運輸服務的需求日增，我們實施了一連串改善空域和航空交通管理程序的措施，致力提高運作效率。我們經全面評估安全因素後，在相鄰跑道以儀表著陸系統進場航機の間隔標準，於二零一二年四月二日起由3海里修訂為2.5海里。新修訂の間隔標準，讓空管人員可以更有效率地安排於最後進場航迹的抵港航班在安全的情況下降落，從而增加跑道容量。

另外，本處於二零一二年六月十二日，設立區域管制扇區上、下層運作模式，把航路空域分為一個上層扇區和兩個下層扇區，並於午夜之後採用這個空域配置模式，以便處理這個時段大量從東南亞地區起飛，飛越香港飛行情報區前往東北亞地區的航班。此外，本處亦於二零一三年一月三十日，重新劃分香港西部航路空域並建立一個新的空管扇區，更有效地處理這個區域不斷增加的航班。

In the report year, the declared hourly capacity for dual runway operations at the Hong Kong International Airport (HKIA) increased from 63 in March 2012 to 64 in March 2013. In terms of daily air traffic movements, a total of 1 172 aircraft movements operated at the HKIA on 29 March 2013, setting another new record of air traffic operations on a single day. Within the report period, CAD handled a total of 355 008 aircraft movements with passenger throughput reaching 56.43 million – both being new records; representing an annual increase of about 5%. Benefitting from the overall economic growth in the region, the annual cargo throughput had increased by 3% to 4.04 million tonnes.

In view of the increasing demand for air transport services, we endeavoured wherever possible to improve operational efficiency through a series of enhancement to the airspace and air traffic management system. Having conducted a comprehensive safety assessment, the separation standard between aircraft on adjacent Instrument Landing System approaches was reduced from 3 nautical miles to 2.5 nautical miles, which became effective on 2 April 2012. The revised separation standard facilitates air traffic controllers in sequencing arrival aircraft on the final approach track in a safe and more efficient manner, which in turn would enhance runway throughput.

Besides, CAD also introduced the Upper and Lower Sectors Mode of Operations in Area Control in which the en-route airspace is segregated into an upper sector and two lower sectors with effect from 12 June 2012. This airspace configuration is applied after midnight to cater for the heavy traffic demand, typically from flights connecting between South East Asia and North East Asia that transit the HKFIR. In addition, a new control sector in the western part of the enroute airspace was established on 30 January 2013 to handle the growing traffic in this area.



在飛行標準方面，本處先後於二零一三年一月和二月，批准CAE牛津航空學院和港龍航空，開辦多機組飛行員執照（飛機）的中級階段和高級階段試驗培訓課程，訓練港龍航空12名飛行學員。這項訓練課程根據國際民航組織最新的發牌制度和着重才能的訓練概念而制定，旨在借助先進科技（例如最新型的模擬駕駛裝置）培訓學員，以逼真的駕駛艙環境，訓練學員掌握多機組駕駛技巧和管理大量資訊的能力。

國際民航組織於二零一二年十一月，在空中航行會議上通過航空系統組塊升級計劃，為航空交通管理系統的現代化提供全球統一、環保和具成本效益的運作架構。本處其後於二零一三年二月成立航空系統組塊升級策劃與實施委員會，策劃在香港實施航空系統組塊升級。在制定用於空管運作的通訊、導航及監察系統的更換策略和時間表時，本處會考慮航空系統組塊升級的要求，並參考《亞太區無縫航空交通管理計劃書》訂明的優先次序。

年內，本處同事與業界伙伴緊密合作，協力提升本港航空系統的安全水平。各位同事表現出色，又富專業精神，本人謹此衷心感謝。此外，業界伙伴多年來鼎力支持，通力合作，協助香港建立卓越航空中心的美譽，本人亦謹此致謝。展望新一年，本處定會一如既往，發揮專業精神，克服困難，掌握機遇，竭力鞏固香港作為國際和區域航空樞紐的地位。



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As for flight standards, CAD granted approval to CAE Oxford Aviation Academy and Hong Kong Dragon Airlines (HDA) respectively to conduct the Intermediate Training Phase and Advanced Training Phase of the HDA/CAE Joint Multi-crew Pilot's Licence (Aeroplanes) Trial Course for 12 cadet pilots in January and February 2013. The course was developed based on ICAO's new licensing regime and competency-based training concept. The course aims at making the best use of advanced technology such as the latest flight simulators to train student pilots in multi-crew operations and the skills in the management of large amount of information in the cockpit similar to the real operating environment.

ICAO endorsed the Aviation System Block Upgrades (ASBU) during the Air Navigation Conference held in November 2012, providing a framework for Air Traffic Management (ATM) systems modernisation in a globally harmonised, environmentally friendly and cost-effective manner. CAD established an ASBU Planning and Implementation Committee in February 2013 to steer relevant planning and implementation of ASBU in Hong Kong. The strategies and timeframe for the replacement of Communications, Navigation and Surveillance (CNS) systems for ATC will take into consideration the ASBU requirements and make reference to priorities stipulated in the Seamless ATM Plan for the Asia and Pacific Region.

In the report year, my CAD colleagues had been working closely with our industry partners to enhance the safety of the local aviation system. I would like to express my heart-felt gratitude for their sterling efforts and professionalism. I would also like to thank our industry partners for their unfailing support and cooperation over the years in helping to build up our reputation as a centre of excellence in aviation. Despite the challenges ahead, I am confident that all of us will, as always, continue to perform with a high level of professionalism and strive to consolidate Hong Kong's status as an international and regional aviation hub.