

航班事務及安全管理

Air Services and Safety Management

航班事務及安全管理部負責的工作包括：監察航空公司遵守雙邊航空運輸安排的情況；就本地航空公司的空運牌照申請及民航運輸談判向有關當局提供資料；為航空公司及其他飛機營運商提供航班協調和時刻分配服務；制定和實施航空安全管理政策，以促進航空系統安全和提升安全水平；以及監管香港的空中導航服務。該部也負責處理有關民航的立法事宜、為飛機意外及嚴重事故的調查工作提供行政支援，制定民航處的培訓政策，包括為民航處的專業職系人員制定培訓及發展計劃/課程以及向國際組織提供航空交通統計數字。

The Air Services and Safety Management Division (ASMD) is responsible for monitoring the operations of airlines in compliance with bilateral air services arrangements; providing information to relevant authorities regarding air transport licence applications by local airlines and for air services negotiations; providing schedule co-ordination and slot allocation services to airlines and other aircraft operators; developing and implementing safety policy to promote and enhance safety in the aviation system; and regulating Hong Kong air navigation services. ASMD is also responsible for handling civil aviation legislative matters; providing administrative support to the investigation of aircraft accidents and serious incidents; formulating departmental training policy, including the establishment of a training and development plan/programme for departmental professional grade staff and providing air traffic statistics to international organisations.





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航空服務

航空交通量增長

二零一六至一七年度的客運量達7 005萬人次，按年上升了1%；飛機升降量亦達410 455架次，按年增加了0.1%。貨運量則為460萬公噸，按年增加6.7%。

截至二零一七年三月底的年度內，提供定期航班服務往來香港的航空公司有114家，服務網絡涵蓋206個城市/機場。

本地航空公司的服務

截至二零一七年三月底，國泰航空公司營辦的定期航班服務遍及全球77個目的地，當中包括客運航班的新航點倫敦(蓋特威克)和馬德里，以及貨運航班的新航點波特蘭和圖文巴。

港龍航空公司於二零一六年十一月更新品牌為「國泰港龍航空」(國泰港龍)。截至二零一七年三月底，國泰港龍營辦的定期客運航班服務遍及44個目的地，包括新增的航點吉隆坡。

香港華民航空公司(華民航空)繼續經營亞洲區定期貨運航班服務。截至二零一七年三月底，華民航空營辦往來亞洲12個目的地的定期航班服務。

截至二零一七年三月底，香港航空有限公司營辦往來40個目的地的定期航班服務，包括新增客運航點奧克蘭、首爾、岡山、大阪、塞班島和米子。

香港快運航空有限公司(香港快運)是本港目前唯一的低成本航空公司。截至二零一七年三月底，香港快運的定期航班服務涵蓋27個目的地，新增的航點包括清萊、芽莊、關島、石垣、卡里博、鹿兒島、塞班島、高松和仰光。

AIR SERVICES

Air Traffic Growth

Traffic throughput in the year 2016-17 reached 70.05 million passengers, representing a year-on-year growth rate of 1%. Aircraft movements also reached 410 455 movements, representing a year-on-year growth rate of 0.1%. Cargo throughput was 4.6 million tonnes, representing a year-on-year growth rate of 6.7%.

During the year up to the end of March 2017, 114 scheduled airlines had served Hong Kong. The total number of cities/airports served by scheduled services to and from Hong Kong was 206.

Services by Local Carriers

By the end of March 2017, Cathay Pacific Airways operated scheduled services to 77 destinations worldwide, including new destinations to London (Gatwick) and Madrid for scheduled passenger services, as well as Portland and Toowoomba for scheduled cargo services.

Hong Kong Dragon Airlines Limited, which was rebranded as Cathay Dragon in November 2016, operated scheduled passenger services to 44 destinations by the end of March 2017, including a new destination to Kuala Lumpur.

AHK Air Hong Kong Limited (AHK) continued to operate scheduled all-cargo services in Asia. By the end of March 2017, AHK operated scheduled services to 12 destinations in Asia.

Hong Kong Airlines Limited operated scheduled services to 40 destinations by the end of March 2017, including new destinations Auckland, Seoul, Okayama, Osaka, Saipan and Yonago for passenger services.

Hong Kong Express Airways Limited (HKE) is the only low cost carrier in Hong Kong. By the end of March 2017, HKE operated scheduled services to 27 destinations, adding Chiang Rai, Nha Trang, Guam, Ishigaki, Kalibo, Kagoshima, Saipan, Takamatsu and Yangon to its network.

美捷香港商用飛機有限公司、TAG Aviation Asia Limited和香港航空公務機管理有限公司繼續營辦不定期客運航班服務，接載乘客到世界各地。

空中快線直升機有限公司繼續營辦香港與澳門之間的不定期客運航班服務。

直升機服務(香港)有限公司繼續在本地提供客運包機和空中作業服務。

非本地航空公司的服務

年內，共有三家海外航空公司首次開辦往來香港的定期客運服務，包括：奧地利航空於二零一六年九月開辦往來維也納的航班，以及德威航空和越捷航空於二零一六年十二月分別開辦往來大邱和胡志明市的航班。

定期貨運服務方面，Bismillah Airlines於二零一六年十一月開辦往來達卡的航班。

年內，有四家航空公司停辦往來香港的定期航班服務，計有：孟加拉航空公司(二零一六年三月)、暹羅航空(二零一六年七月)、酷航(二零一六年十月)，以及連城航空(二零一七年二月)。

年內，民航處合共簽發了130張經營許可證予航空公司，以供營辦往來香港的定期航班服務，並處理了大約4 200宗更改定期航班服務的申請，另又簽發了907張經營香港境內和往來香港包機服務的許可證。

Metrojet Limited, TAG Aviation Asia Limited and Hong Kong Airlines Corporate Jet Management Limited continued to operate non-scheduled passenger services to cities around the world.

Sky Shuttle Helicopters Limited continued to operate non-scheduled passenger services between Hong Kong and Macau.

Heliservices (Hong Kong) Limited (HEL) continued to operate local passenger charters and aerial work services.

Services by Non-Hong Kong Carriers

Three foreign operators commenced new scheduled passenger services during the year. Austrian Airlines commenced services from Vienna in September 2016. T'way Air commenced services from Daegu and Vietjet Aviation commenced services from Ho Chi Minh City in December 2016 respectively.

For scheduled all-cargo services, Bismillah Airlines commenced services from Dhaka in November 2016.

During the year, four airlines suspended their scheduled services to and from Hong Kong. They were Biman Bangladesh Airlines in March 2016, Siam Air in July 2016, Scoot in October 2016 and Citilink in February 2017.

During the year, CAD issued 130 operating permits to airlines for operation of scheduled services to and from Hong Kong, and processed around 4 200 applications for changes to the schedules. A total of 907 permits were also issued for the operation of charter services to, from and in Hong Kong.



運價

年內，民航處共處理了1 380宗涉及修訂往來香港客運和貨運定期航班服務的運價申請。鑑於油價有上升趨勢，民航處回應了業界的意見，並於二零一七年三月宣布一項設有時限的安排，批准航空公司自二零一七年四月起徵收貨運燃油附加費。

空運牌照

根據《空運(航空服務牌照)規例》(第448A章)，任何人如欲使用在香港註冊的飛機，營辦定期航班運載乘客、郵件或貨物，必須向空運牌照局申請營運牌照。年內，民航處就兩宗牌照續期申請及兩宗更改牌照申請，向空運牌照局提供了與航班事務相關的資料和統計數字。

航班時刻分配

按照國際航空運輸協會發布的《世界航班時刻準則》，香港機場航班協調辦公室以公平、中立、高透明度的方式分配機場航班時刻，以確保現有的機場基礎設施得以善用。年內，於香港國際機場運作的航空公司及其他飛機營運商共獲分配416 345個航班時刻，達到機場最高容量的99.1%。香港機場航班協調辦公室所處理的航班時刻申請數量，較去年同期減少約1.1%，主要是由於在二零一六年十月底開始的四個星期內，每日減少了九十班航班，以配合新航空交通管理系統的順利過渡。

國際民航組織的活動

為遵行《基本法》的規定，保持香港國際和區域航空中心的地位，以及方便履行國際民用航空組織(國際民航組織)區域航行程序所定職責，民航處繼續積極參與國際民航組織的活動。年內，民航處代表以中華人民共和國代表團成員身分，出席了五次只限國家參加的國際民航組織會議，另以「中國香港」

TARIFFS

During the year, CAD processed 1 380 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong. In view of an upward trend in oil prices and in response to comments from the industry, CAD announced in March 2017 the implementation of a time-limited arrangement to allow airlines to levy cargo fuel surcharges from April 2017.

AIR TRANSPORT LICENSING

In accordance with the Air Transport (Licensing of Air Services) Regulations (Chapter 448A), any person intending to use Hong Kong-registered aircraft to operate scheduled services to carry passengers, mail or cargo must apply to the Air Transport Licensing Authority for a licence for such operations. During the year, CAD provided the Air Transport Licensing Authority with air services-related information and statistics with regard to two applications for renewal of licences and two applications for variation of licences.

SLOT ALLOCATION

In accordance with the International Air Transport Association's Worldwide Slot Guidelines, the Hong Kong Schedule Coordination Office (HKSCO) managed slot allocation in a neutral, transparent and fair manner, with a view to ensuring the efficient utilisation of existing airport infrastructure. During the year, airlines and other aircraft operators at Hong Kong International Airport were allocated a total of 416 345 slots, reaching 99.1% of the airport capacity. The number of slot applications processed by HKSCO decreased by about 1.1% compared with the same period last year, mainly due to the cancellation of 90 daily flights for a period of 4 weeks effective from the end of October 2016 to cater for the smooth transition of the new Air Traffic Management system.

ACTIVITIES OF ICAO

To maintain the status of Hong Kong as a centre of international and regional civil aviation in accordance with the provisions of the Basic Law, and to facilitate the discharge of Hong Kong's responsibilities under the regional air navigation procedures of the International Civil Aviation Organization (ICAO), CAD continued to participate actively in ICAO's activities. During the year, representatives of CAD attended five ICAO meetings which were limited to states as part of the delegation of the

的名義，參加了24次並非以國家為單位的國際民航組織會議。以上29次會議的詳情見附錄。此外，本處與國際民航組織往來的函件共有434份，主要就民航技術事宜提供意見及資料。

亞太經合組織的活動

民航處繼續以「中國香港」的名義，支持亞太經合組織的民航活動和措施。年內，本處就亞太經合組織的21項要求，提供了民航技術事宜的意見及資料。

安全策略辦公室

安全策略辦公室負責落實安全管理措施和規定，統籌和協調本處推展安全方案和持續監察方法的工作，並與意外調查辦公室合作，促進安全管理和預防飛機意外及嚴重事故發生。

持續監察方法的落實工作

國際民航組織自二零一三年一月起，採用持續監察方法，取代以往對締約國展開周期安全監督審計的方法。持續監察方法要求各締約國及民航當局，向國際民航組織提供相關資料，以供國際民航組織持續審計，從而加強各國及民航當局監督航空安全的能力，保障全球航空安全。

People's Republic of China, and 24 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 29 meetings are provided in the Appendix. CAD also exchanged 434 letters with ICAO, the majority of which involved comments and information on technical matters related to civil aviation.

ACTIVITIES OF APEC

CAD continued to support aviation related activities and initiatives of APEC using the name "Hong Kong, China". During the year, CAD handled 21 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.

STRATEGIC SAFETY OFFICE

The Strategic Safety Office is responsible for implementing safety management initiatives and requirements. It plans and coordinates the State Safety Programme (SSP) and Continuous Monitoring Approach (CMA) activities for CAD, and collaborates with the Accident Investigation Office on the promotion of safety management principles, and the prevention of aircraft accidents and serious incidents.

Continuous Monitoring Approach (CMA) Implementation

The implementation of the CMA by ICAO since January 2013 has replaced the previous cyclical audits on states by ICAO. Under the CMA, all states and administrations are required to provide the required information to ICAO for the latter's continuous review, with a view to enhancing the safety oversight capability of states and administrations and promoting global aviation safety.



根據持續監察方法的最新發展，民航處通過持續監察方法協調工作小組，協調制定行動計劃及執行的細節，積極落實相關工作，當中包括向國際民航組織提供所需資料，並依循持續監察方法安排內部安全審計等事宜。年內，落實持續監察方法的工作進展良好。

國家安全方案的實施

年內，民航處繼續推行《香港安全方案》，並根據國際民航組織最新的安全管理標準和指引，對方案進行檢討和更新。

為促進航空業界的安全協作和推廣安全文化，並加強《香港安全方案》的發展，民航處於二零一六年五月五及六日舉辦「航空安全會議2016」。會議以「挑戰•前景」為主題，吸引逾250位來自50家海外及本地機構的業界人士參加。

為提倡航空業的安全文化，並促進與本地和國際航空業界的安全信息共享，民航處於二零一六年六月發布了第一期的《航空安全通訊》。本處亦於二零一六年十二月推出了「民航處航空安全圖書館」的聯機系統，以便有效地發布內部指引給員工及管理文件。

民航處會繼續按部就班，分階段推行相關的全球航空安全策略和安全管理條文，不斷改進航空安全的規管工作。

In the light of the latest CMA developments, CAD has proactively implemented the CMA activities through the coordination of the CMA Coordination Working Group in the formulation of the action plans and associated tasks, which include provision of the required information to ICAO and conduct of CMA internal audits. Positive progress in the CMA implementation was achieved during the year.

State Safety Programme (SSP) Implementation

CAD continued to implement SSP according to the “Hong Kong Safety Programme” (HKSP), which was reviewed and updated with reference to the latest ICAO’s requirements and guidance on safety management.

To promote safety partnership, safety culture and development of HKSP amongst the aviation community, Aviation Safety Conference 2016 was held from 5-6 May 2016. Themed as “Challenges and the Way Forward”, the forum attracted over 250 participants from 50 local and overseas organisations.

CAD published the first issue of “Safety Links” in June 2016 to foster a positive safety culture and to promote safety information sharing with the local and international aviation community. An online CAD Safety Library System was also launched in December 2016 to effectively promulgate guidance to CAD staff and to manage documentation.

CAD will continue to adopt a phased approach to implement the related global aviation safety strategies and safety management provisions with a view to continually enhancing our safety regulation.



航空安全會議2016在民航處總部舉行。
Aviation Safety Conference 2016 was held at CAD Headquarters.

飛機意外及嚴重事故調查

民航處是本港的飛機意外調查當局，負責調查於香港發生的飛機意外及嚴重事故。調查工作由訓練有素的意外調查主任，根據國際民航組織訂立的《國際民航公約》《附件13》（《附件13》）的標準和建議措施進行，目的是確定發生事故的情況及因由，避免事故再次發生。

為符合在二零一六年十一月生效，並須於兩年內實施的《附件13》的新規定，即意外調查機構須獨立於民航管理部門及其他可能干預調查的進行或客觀性的團體，政府計劃在運輸及房屋局（運房局）下成立一個獨立於民航處的民航意外調查機構。民航處與運房局緊密合作，就建議諮詢業界及制定《香港民航（意外調查）規例》（香港法例第448B章）的相應修訂，以落實此計劃。

年內，民航處繼續就下列意外進行調查：

- 二零一六年二月二十七日，一架香港飛行總會的Zlin Z242L型定翼機，在大埔赤門虎頭沙近岸位置墜毀水中。該飛機由一名飛行員以目視飛行規則操作，機上沒有搭載乘客。飛行員在意外中死亡。

AIRCRAFT ACCIDENT AND SERIOUS INCIDENT INVESTIGATIONS

CAD is also the aircraft accident investigation authority for aircraft accidents and serious incidents occurred in Hong Kong. These investigations are carried out by trained Inspectors of Accidents in line with the standards and recommended practices stipulated by the ICAO in Annex 13 to the Convention on International Civil Aviation (Annex 13) with the purpose of determining the circumstances and causes of the occurrences to prevent recurrence in future.

To comply with a new Annex 13 requirement that became applicable in November 2016 for implementation within two years, i.e. the accident investigation authority should be independent from the state aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation, the Government planned to establish an independent air accident investigation authority under the Transport and Housing Bureau, which will be separated from CAD. To this end, CAD worked closely with the Bureau in consulting the industry and formulating amendments to the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B).

During the year, CAD continued its investigation of the following accidents:

- On 27 February 2016, a Zlin Z242L aircraft of the Hong Kong Aviation Club crashed into water offshore of Fu Tau Sha at Tolo Channel, Tai Po. The aircraft was operated under Visual Flight Rules by one pilot with no passengers on board. The pilot was fatally injured.





- 二零一六年五月二十一日，一架香港飛行總會之塞斯納152 II型定翼機，於石崗機場進行單獨繞場訓練，著陸時飛機結構嚴重損毀。飛行學員於意外中沒有受傷。
- On 21 May 2016, a Cessna 152 II aircraft of the Hong Kong Aviation Club incurred substantial structural damage during the landing of a solo circuit training flight at the Shek Kong Airfield. The student pilot on board was not injured.
- 二零一六年十月二十三日，一架香港飛行總會之R22 Beta II型直升機在石崗機場進行飛行訓練。據報當直升機嘗試起飛作懸停狀態時，起落槓被草纏着，以致直升機翻側，結構嚴重受損。機上的飛行教官受輕傷。
- On 23 October 2016, when a Robinson R22 Beta II helicopter of the Hong Kong Aviation Club attempted to lift up for a hover during a training flight at the Shek Kong Airfield, its skids were reported entangled in the grass. The helicopter rolled over and incurred substantial structural damage. The flying instructor on board sustained minor injury.



- 二零一七年二月二十六日，一架香港飛行總會之塞斯納152 II型定翼機，在飛機等級飛行測試途中，飛行員報告「發動機不暢順」，然後在三杯酒附近進行迫降。飛機結構嚴重損毀，而機上兩位飛行員並無受傷。
- On 26 February 2017, a Cessna 152 II aircraft of the Hong Kong Aviation Club executed a forced landing near Sam Pui Chau after the pilot reported a "rough engine" during an aircraft rating flight test. The aircraft incurred substantial structural damage. The two pilots on board were not injured.

初步報告及意外調查公報均已上載民航處網頁 (www.cad.gov.hk/chinese/reports.html)。

The preliminary reports and accident bulletins are published on the CAD's website (www.cad.gov.hk/english/reports.html).



航空交通管理標準組

航空交通管理標準組(空管標準組)負責確保本港提供的空中導航服務，達到並維持在所訂的高水平安全標準。

安全監督工作

空管標準組定期對航空交通管理部和航空交通工程服務部進行審計和安全檢查。年內，共進行了28次審計和安全檢查。

安全檢查範圍包括航空交通管理與通訊、導航和監察服務的運作、程序、培訓和考試，安全管理系統的應用，空管設備/系統，安全事故調查，設備維修保養的安排，內部審核，以及安全建議的跟進行動。

在航空交通管理系統(航管系統)於二零一六年十一月過渡前，空管標準組積極參與航管系統的過渡工作，提供多項意見，務求系統安全過渡。其間，空管標準組進行了多次實地視察和四次安全監督巡查，以確定航管運作於任何重大安全變更在實施前均需符合監管規定的安全水平，才予以推行。

空管標準組亦於二零一六年九月根據國際民航組織和《1995年飛航(香港)令》的規定，對航空交通管理部培訓組的認可培訓機構，進行了續牌審計。培訓機構成功續領為期五年的認可資格證明書。

空管標準組的職責之一，是聯同航空交通管理部的調查人員，就所有空管事故展開初步調查，以確定事故的類別和嚴重程度。

透過空中導航服務標準協調會議和航空交通安全評核委員會，空管標準組亦定期與空中導航服務提供單位和其他負責航空安全的持份者合作，例如飛行標準及適航部、本地主

AIR TRAFFIC MANAGEMENT STANDARDS OFFICE (ATMSO)

ATMSO is responsible for ensuring that a high standard of safety in the provision of air navigation services in Hong Kong is established, achieved and maintained.

Safety Oversight Activities

ATMSO conducted regular audits and safety inspections on the Air Traffic Management Division (ATMD) and Air Traffic Engineering Services Division (AESD). During the year, a total of 28 audits and safety inspections were conducted.

The safety inspections included Air Traffic Management (ATM) and Communication, Navigation and Surveillance (CNS) activities in operations, procedures, training, examinations, Safety Management System (SMS) implementation, ATC equipment/systems, safety occurrences investigations, maintenance arrangement, internal audits and follow-up actions arising from safety recommendations.

Prior to the Air Traffic Management System (ATMS) transition in November 2016, ATMSO participated actively in ATMS transition related activities to provide inputs with a view to facilitating a safe transition of ATMS. In this connection, ATMSO conducted a number of site-visits and four regulatory inspections in relation to this transition to verify the level of compliance with the regulatory requirements before introducing any safety significant changes to ATM operations.

A regulatory audit was also conducted in September 2016 to renew the certificate of approved training organisation (ATO) for the Training Unit of ATMD in accordance with requirements of ICAO and the Air Navigation (Hong Kong) Order 1995. The certificate of ATO was successfully renewed with 5 years validity.

As part of its duties, ATMSO participated in the preliminary investigations of all ATC incidents jointly with ATMD investigators to determine the category and severity of the incident.

Through the Air Navigation Services Standards Coordination Meeting and the Air Traffic Safety Assessment Committee, ATMSO also regularly reviewed in collaboration with air navigation service provider and the safety personnel of other stakeholders, e.g. Flight Standards and Airworthiness

要航空公司和政府飛行服務隊，以共同檢討安全事故、安全管理系統的應用和提供安全空中導航服務的事宜，推動持續發展，精益求精。

文件編製

空管標準組定期覆檢和修訂現有的規管文件，確保內容準確有效和符合現況。年內，經修訂的規管文件包括《空管標準文件持有者列表》、《空中導航服務的安全要求》(CAD 670)、《航空交通管制認可考官守則》(CAD 620)和《簽發航空人員執照：香港航空交通管制員》(CAD 744)及《空中導航服務資料通告》清單。

空管人員執照

根據《國際民航公約》《附件1》的標準和《1995年飛航(香港)令》的規定，空管標準組共發出了42份首次簽發的空管主任執照、空管級別執照和合格證書，另續發了179份空管級別執照和合格證書。

安全推廣工作

為推廣安全訊息，空管標準組定期為空中導航服務提供單位和維修服務承辦商的職員，舉辦安全文化和安全管理系統的簡報會，以鞏固安全監督和安全管理概念。此外，空管標準組也定期於本處內聯網發布規管資訊和安全管理資料，方便所有空中導航服務人員查閱。

培訓及發展組

培訓及發展組為培訓及發展委員會提供支援，以制定部門培訓政策，以及就通過部門培訓計劃作出建議。該組與各分部負責統籌培訓事宜的人員緊密合作，協助委員會監察經核准的部門培訓計劃是否有效推行，並與各分部適時協調，在有需要時修訂培訓計劃。培訓及發展組的其他主要職務包括落

Division, major local airline operators and Government Flying Service, etc., issues pertinent to safety occurrences, the implementation of SMS and safe air navigation service provisions to promote continual development and improvement.

Documentation

ATMSO reviews and updates existing regulatory documents periodically to ensure that they remain accurate, valid and up-to-date. In the report year, the ATMSO had issued amendments to the ATMSO Document Holders List, Air Navigation Services Safety Requirements (CAD 670), the ATC Approved Examiner Handbook (CAD 620), Personnel Licensing – Hong Kong Air Traffic Controllers (CAD 744) and the Checklist of Air Navigation Services Information Notices.

ATC Personnel Licensing

In accordance with the standards in ICAO Annex 1 and the requirements of Air Navigation (Hong Kong) Order 1995, ATMSO processed 42 initial awards of ATC Licences, ATC Ratings and Certificates of Competency, as well as 179 renewals of Ratings and Certificates.

Safety Promotion

For safety promotion, ATMSO conducted periodic briefings to the air navigation service providers and the staff of the maintenance services provider on safety culture and SMS to reinforce safety oversight and safety management concepts. In addition, ATMSO regularly published regulatory information and safety management materials on the intranet for convenient access by all air navigation services staff.

TRAINING AND DEVELOPMENT OFFICE (TDO)

The TDO supports the Training and Development Committee (TDC) of CAD in formulating the departmental training policy and making recommendations on the endorsement of the departmental training programme. By maintaining close liaisons with divisional training coordinators, the TDO assists the TDC in monitoring the effective implementation of the approved departmental training programme and coordinating timely with divisions to make necessary adjustments to the

實已獲委員會通過的部門培訓/學習方案，以及舉辦知識管理活動，促進部門的持續學習文化。

知識管理活動

培訓及發展組定期舉辦知識管理活動，在部門培育濃厚的持續學習文化。這些活動包括最新的航空發展或趨勢講座、拜訪航空業界伙伴及持份者等。當中，在每月其中一個星期三舉辦為時約一小時的講座「學習星期三」，自二零一五年九月推出以來，一直深受同事歡迎。講座特設與講者互動討論的最後環節，更是同事分享知識和經驗的有效平台。

航空教育徑

航空教育徑(教育徑)是有效的教育工具，能增進市民大眾的航空知識，包括香港民用航空的發展歷程、民航處的角色和責任，以及航空安全的重要性。年內，參觀教育徑的人數約15 400人，當中以中小學生為主。

成立民航訓練學院

行政長官在二零一六年《施政報告》中公布，為進一步鞏固香港作為區內主要航空樞紐的優勢，香港機場管理局(機管局)將成立民航學院，培訓本地及區域空運管理人才。就成立香港國際航空學院的事宜，民航處已向機管局提供建議和支援。

programme. Other core functions of the TDO include taking forward department-wide training/learning initiatives duly endorsed by the TDC and promoting continuous learning culture within the department through organising Knowledge Management activities.

Knowledge Management Activities

The TDO regularly coordinates Knowledge Management activities such as talks on latest aviation developments or trends, visits to industry partners and stakeholders in order to foster a strong continuous learning culture within the department. Amongst these activities, the "Learning Wednesday", a one-hour talk taking place on a Wednesday of every month, remains very popular amongst staff since it started in September 2015. The talk, featuring as its last session an interactive discussion between speakers and audience, provided an effective forum for colleagues to share knowledge and experiences.

Aviation Education Path

The Aviation Education Path continued to fulfil its role as an educational tool for effectively raising the awareness of the public about the historical developments of civil aviation in Hong Kong, the functions and responsibilities of CAD and the importance of aviation safety. The number of visitors to the Aviation Education Path this year was around 15 400 persons, with a majority of the visitors from local primary and secondary school.

Establishment of a Civil Aviation Training Institute

The Chief Executive announced in the Policy Address 2016 that, to further strengthen Hong Kong's edge as a major regional aviation hub, the Airport Authority Hong Kong (AAHK) would take forward the establishment of a civil aviation academy to nurture local and regional aviation management talent. CAD provided advice and support to the AAHK to establish the Hong Kong International Aviation Academy.



航空教育徑。
Aviation Education Path.

附錄

二零一六年四月至二零一七年三月期間，民航處人員參加的國際民航組織會議：

會議名稱	地點	日期
1. 廣播式自動相關監察系統實施專責小組第十五次會議	泰國曼谷	二零一六年四月十八日至二十日
2. 監察系統實施專責小組第一次會議	泰國曼谷	二零一六年四月二十一日至二十二日
3. 區域共同虛擬專用網絡專責小組先行成員第二次會議	泰國曼谷	二零一六年五月九日
4. 區域共同虛擬專用網絡專責小組第五次會議	泰國曼谷	二零一六年五月十日至十一日
5. 航空通訊服務實施協調小組第三次會議	泰國曼谷	二零一六年五月十一日至十三日
6. 機場營運及規劃專責小組第四次會議	泰國曼谷	二零一六年五月二十三日至二十五日
7. 亞太地區航空交通流量主導小組第六次會議	泰國曼谷	二零一六年六月六日至十日
8. 事故調查專家組第二次會議	加拿大蒙特利爾	二零一六年六月十四日至十七日
9. 亞太地區航行規劃和實施小組轄下航空交通流量小組第四次會議	泰國曼谷	二零一六年七月四日至八日
10. 亞太地區航行規劃和實施小組轄下通訊/導航及監察分組第20次會議	泰國曼谷	二零一六年七月十一日至十五日
11. 安全管理專家組第二次會議	加拿大蒙特利爾	二零一六年七月十一日至十五日
12. 第53次亞太地區民航局局長會議	斯里蘭卡科倫坡	二零一六年八月一日至五日
13. 亞太地區區域航空安全小組第六次會	斯里蘭卡科倫坡	二零一六年八月一日至二日
14. 亞太地區航空保安協調論壇第四次會議	斯里蘭卡科倫坡	二零一六年八月一日至二日
15. 亞太地區航空安全小組轄下意外調查專責小組第四次會議	日本東京	二零一六年九月一日至二日
16. 亞太地區航行規劃和實施小組第二十七次會議	泰國曼谷	二零一六年九月五日至八日
17. 第二屆國際民航組織世界航空論壇	加拿大蒙特利爾	二零一六年九月二十六日

Appendix

ICAO conferences and meetings attended by representatives of CAD between April 2016 and March 2017:

<i>Name of Conference or Meeting</i>	<i>Venue</i>	<i>Dates</i>
1. 15 th Meeting of the ADS-B Study and Implementation Task Force	Bangkok, Thailand	18 - 20 April 2016
2. First Meeting of the Surveillance Implementation Coordination Group	Bangkok, Thailand	21 - 22 April 2016
3. Second Meeting of the Common Regional Virtual Private Network Pioneer States	Bangkok, Thailand	9 May 2016
4. 5 th Meeting of the Common Regional Virtual Private Network Task Force	Bangkok, Thailand	10 - 11 May 2016
5. Third Meeting of the Aeronautical Communication Services Implementation Coordination Group	Bangkok, Thailand	11 - 13 May 2016
6. 4 th Meeting of the Aerodromes Operations and Planning Working Group	Bangkok, Thailand	23 - 25 May 2016
7. 6 th Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group	Bangkok, Thailand	6 - 10 June 2016
8. Second Meeting of the Accident Investigation Panel	Montreal, Canada	14 - 17 June 2016
9. 4 th Meeting of the Air Traffic Management Sub-Group of APANPIRG	Bangkok, Thailand	4 - 8 July 2016
10. 20 th Meeting of the Communications / Navigation and Surveillance Sub-group of APANPIRG	Bangkok, Thailand	11 - 15 July 2016
11. Second Meeting of the Safety Management Panel	Montreal, Canada	11 - 15 July 2016
12. 53 rd Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Colombo, Sri Lanka	1 - 5 August 2016
13. 6 th Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions	Colombo, Sri Lanka	1 - 2 August 2016
14. 4 th Meeting of the Asia Pacific Regional Aviation Safety Team – Asia Pacific Regions	Colombo, Sri Lanka	1 - 2 August 2016
15. 4 th Meeting of the Asia Pacific Accident Investigation Group	Tokyo, Japan	1 - 2 September 2016
16. 27 th Meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	5 - 8 September 2016
17. Second ICAO World Aviation Forum	Montreal, Canada	26 September 2016

會議名稱	地點	日期
18. 第39屆國際民航組織大會會議	加拿大蒙特利爾	二零一六年九月二十七日至十月七日
19. 南中國海主要航空交通流量檢討專責小組第四次會議	中國長沙	二零一六年十月二十六日至二十八日
20. 亞太地區航空安全小組第九次會議	泰國曼谷	二零一六年十月三十一日至十一月四日
21. 東南亞及孟加拉灣廣播式自動相關監察系統實施專責小組第十二次會議	中國廣州	二零一六年十一月八日至十日
22. 亞太地區航空情報設施專責小組第一次會議	泰國曼谷	二零一六年十二月十三日至十五日
23. 區域共同虛擬專用網絡專責小組第六次會議	泰國曼谷	二零一六年十二月十四日至十六日
24. 航空區域共同虛擬專用網絡工作組第一次會議	泰國曼谷	二零一六年十二月十四日至十六日
25. 亞太地區部長級會議籌備工作小組第一次會議	泰國曼谷	二零一七年二月九日至十日
26. 全球基於市場措施技術工作組第十次會議	加拿大蒙特利爾	二零一七年二月六日至十日
27. 東南亞地區空管協調小組第二十四次會議	泰國曼谷	二零一七年三月六日至八日
28. 基於性能導航實施協調小組第四次會議	泰國曼谷	二零一七年三月十四日至十六日
29. 亞太地區氣象情報交流工作組第十五次會議	泰國曼谷	二零一七年三月二十日至二十二日

<i>Name of Conference or Meeting</i>	<i>Venue</i>	<i>Dates</i>
18. The 39 th Session of the Assembly of ICAO	Montreal, Canada	27 September - 7 October 2016
19. 4 th Meeting of the South China Sea Traffic Flow Review Group	Changsha, China	26 - 28 October 2016
20. 9 th Meeting of the Asia Pacific Regional Aviation Safety Team	Bangkok, Thailand	31 October - 4 November 2016
21. 12 th Meeting of the South East Asia and Bay of Bengal Sub-regional ADS-B Implementation Work Group	Guangzhou, China	8 - 10 November 2016
22. First Meeting of the Asia/Pacific Air Traffic Services Inter-Facility Data Communication Implementation Task Force Working Group	Bangkok, Thailand	13 - 15 December 2016
23. 6 th Meeting of Common Aeronautical Virtual Private Network Task Force	Bangkok, Thailand	14 - 16 December 2016
24. First Meeting of the Common Aeronautical Virtual Private Network Operations Group	Bangkok, Thailand	14 - 16 December 2016
25. First Meeting of the Asia/Pacific Ministerial Conference preparation Working Group	Bangkok, Thailand	9 - 10 February 2017
26. 10 th Meeting of the Global Market-based Measure Technical Task Force	Montréal, Canada	6 - 10 February 2017
27. 24 th Meeting of the South-East Asia Air Traffic Services Coordination Group	Bangkok, Thailand	6 - 8 March 2017
28. 4 th Meeting of Performance-based Navigation Implementation Coordination Group	Bangkok, Thailand	14 - 16 March 2017
29. 15 th Meeting of the Asia/Pacific Meteorological Information Exchange Working Group	Bangkok, Thailand	20 - 22 March 2017