



恭賀榮升之喜 Congratulations to the newly promoted

晉升為	生效日期	Promoted to	Date
陳健忠先生	二級航空交通管制主任 22.2.2007	Mr Chan Kin-chung	Air Traffic Control Officer II 22.2.2007
賴秀玲女士	二級航空交通管制主任 22.2.2007	Ms Lai Sau-ling, Eva	Air Traffic Control Officer II 22.2.2007
陳沛傑先生	二級航空交通管制主任 22.2.2007	Mr Chan Pui-kit	Air Traffic Control Officer II 22.2.2007
梁永康先生	二級航空交通管制主任 22.2.2007	Mr Leung Wing-hong, Henry	Air Traffic Control Officer II 22.2.2007
陳志輝先生	三級航空交通管制主任 12.10.2006	Mr Chan Che-fai, Johnny	Air Traffic Control Officer III 12.10.2006
張凱欣女士	三級航空交通管制主任 24.10.2006	Miss Cheung Hoi-yan, Iris	Air Traffic Control Officer III 24.10.2006
方欣欣女士	三級航空交通管制主任 18.12.2006	Ms Fong Sum-yan, Joyce	Air Traffic Control Officer III 18.12.2006
吳潔瑤女士	三級航空交通管制主任 31.1.2007	Miss Ng Kit-yiu, Belinda	Air Traffic Control Officer III 31.1.2007
黃雅汶女士	三級航空交通管制主任 7.3.2007	Ms Wong Ngar-man, Sarah	Air Traffic Control Officer III 7.3.2007
陳子健先生	三級航空交通管制主任 12.3.2007	Mr Chan Chi-kin	Air Traffic Control Officer III 12.3.2007
衛兆勳先生	民航事務主任 8.1.2007	Mr Wai Siu-fan, Frank	Operations Officer 8.1.2007
謝暉明先生	民航事務主任 8.1.2007	Mr Tse Fai-ming, Patrick	Operations Officer 8.1.2007
陳玲女士	文書主任 20.4.2007	Miss Chan Ling	Clerical Officer 20.4.2007

歡迎新同事 Welcome to the newcomers

陳功尉先生	見習航空交通管制主任	Mr Chan Kung-wai	Student Air Traffic Control Officer
莊永康先生	見習航空交通管制主任	Mr Chong Wing-hong	Student Air Traffic Control Officer
何靜雯小姐	見習航空交通管制主任	Miss Ho Ching-man, Anita	Student Air Traffic Control Officer
鄺芷恩小姐	見習航空交通管制主任	Miss Kwong Tsz-yan	Student Air Traffic Control Officer
林曉暉先生	見習航空交通管制主任	Mr Lam Hiu-fai	Student Air Traffic Control Officer
林詩明小姐	見習航空交通管制主任	Miss Lam Sze-ming, Elizabeth	Student Air Traffic Control Officer
梁永釗先生	見習航空交通管制主任	Mr Leung Wing-chiu, Erik	Student Air Traffic Control Officer
呂麗莎小姐	見習航空交通管制主任	Miss Lui Li-sha, Enelisa	Student Air Traffic Control Officer
潘偉瀚先生	見習航空交通管制主任	Mr Poon Wai-hon	Student Air Traffic Control Officer
邵宜豐小姐	見習航空交通管制主任	Miss Shiu Yee-fung	Student Air Traffic Control Officer
陳發貴先生	一級行政主任	Mr Chan Fat-kwai, Collin	Executive Officer I

再見好同僚 Farewell to those leaving

卓麗妍女士	一級物料供應員	Miss Chak Lai-yin, Irene	Supplies Supervisor I
鄧莉梅女士	文書助理	Miss Tang Lee-mui, Candy	Clerical Assistant
俞慧怡女士	二級航空交通事務員	Miss Yu Wai-ye, Gladys	Air Traffic Flight Services Officer II
雷麗芬女士	文書主任	Ms Lui Lai-fun, Melissa	Clerical Officer
黃耀昌先生	見習航空交通管制主任	Mr Wong Yiu-chong, Eric	Student Air Traffic Control Officer
李鳳茹女士	三級航空交通管制主任	Ms Li Fung-yu, Ellan	Air Traffic Control Officer III
張寶英女士	一級行政主任	Ms Cheung Po-ying, Corrie	Executive Officer I

願退休生活愉快 Best wishes to the retiree

徐志和先生	一級航空通訊員	Mr Tsui Che-wo	Aeronautical Communications Officer I
湯龍欣先生	文書主任	Mr Tong Lung-yang	Clerical Officer
霍湛泉先生	一級航空交通管制主任	Mr Fok Cham-chuen	Air Traffic Control Officer I
陳志成先生	高級航空交通事務員	Mr Chan Chi-sing	Senior Air Traffic Flight Services Officer

CAD LINKY

ISSUE No. 31

民航處通訊

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民航處計劃 CAD Project

民航處處長羅崇文
by Mr Norman Lo, Director-General of Civil Aviation



財政司司長唐英年於五月二十二日參觀航空交通管制大樓。民航處處長羅崇文向唐司長介紹「民航處計劃」的最新發展，並向他指示擬建新民航處大樓的地點。
The Financial Secretary, Mr Henry Tang, visited the ATCX on May 22. The Director-General of Civil Aviation, Mr Norman Lo, took the opportunity to brief Mr Tang the latest development of the CAD Project and show him the proposed site for the CAD building.

在去年七月出版的第二十八期《民航處通訊》，我和大家回顧了部門在過去六十年所創下的工作佳績，並指出要更好履行監管機構及航空交通管制服務提供者的工作，我們需要投放更多資源去研發及增添民航設施。現在讓我懷著欣喜的心情告訴大家，「民航處計劃」（「計劃」）已經開始全速推行，「計劃」內容包括更換航空交通管制系統、興建新航空交通管制中心、及興建民航處大樓以統合各分部於同一辦公地點。

新里程碑

二〇〇七年五月十一日下午約三時五十分，立法會財務委員會主席召集議員回到議事堂，表決撥款十五億六千五百萬元予民航處更換空管系統的議案。早前議員在會上提出了尖銳的問題，歷時四十五分鐘，我們逐一解答，過程大致順利。最終，出席的三十位議員（主席除外），二十九位投贊成票，只一票反對，撥款獲得通過。而早前舉行的財委會人事編制小組委員會會議，亦通過了讓民航處加開兩個分別屬首長級第一級及首長級第二級的職位。有關增加人手的事宜，我會在下文再細談。至此，「計劃」可說是步入了一個新里程。

重重挑戰

對於更換空管系統的撥款獲得通過，確實感到十分高興，不過我們爭取撥款的工作並未有因此而鬆懈下來，年底我們將要就民航處綜合大樓申請十六億元撥款。政府處理工務計劃的撥款申請有既定規則，必須通過一系列程序包括：核實所需樓面面積及使用者的設備要求，選擇合適承建商等，所以我們不能急於提出申請。其實，譚禮漢助理處長及其領導的工作組，一直與建築署及政府產業署緊密合作，草擬「計劃」的規格及要求，預計可在今年第三季完成。由於更換空管系統的工作要在二〇一二年完成，而購置儀器會涉及大量工作，所以新大樓的撥款申請只好分開處理，好讓更換空管系統的技術研究及策劃可以盡快展開。

當前工作

「計劃」一直進行得相當順利，所有重要項目都按時完成。在未來六個月，「計劃協調工作組」在各分部的協助下，繼續全力製訂「面積分配表」，爭取充裕的工作間面積，並決定新大樓的各項設施與用途，有關招標文件預計年底前完成。如撥款獲得通過，招標程序會於明年初展開，並於明年十月開始動工。而有關大樓選址的最後定案，亦正與機場管理局進



財政司司長聽取民航處處長羅崇文簡介航空交通管制中心的航管系統及操作。
FS was briefed by DGCA at the Air Traffic Control Centre on ATC systems and operations.

行商討，進展良好。我想借此機會向大家說明，我們會採用以人為本的設計，既顧及工作環境的舒適性，亦重視設施的實用性。大樓的設計會嘗試融入部門的形象，並提升公眾對航空的興趣。初步構思是設立一個教育及展覽廳，展出香港民航歷史發展的資料及展品。如果同事們有其他嶄新構思，歡迎向我們提出。我還想藉這個機會，向一直努力不懈的工作組成員表示謝意。

更換空管系統的撥款獲得通過後，工作組將展開連串深入和詳細的研究，包括人機介面研究及根據安全管理系統的要求進行安全評估，以制訂各系統在運作及安全方面的要求。對於不

熟悉空管的同事或朋友，你們有所不知，整個空管系統包含十七個副系統及多組輔助設備，每一部份對航管運作都相當重要。我們的目標是更換一套最先進的空管系統，其處理能力足以應付到二〇二五年時，機場管理局預計的四十九萬航機升降架次（即平均每日一千三百架次）。我們亦希望空管人員能藉新系統的先進功能，提升航空安全及運作效率，例如電子化飛行資料便條、自動計算抵達航班的適當排序及降落時間、與鄰近航管中心直接交換數據資料等等。為掌握空管科技的最新發展，工作組成員曾到訪過一些世界知名的空管中心，例如廣州、歐洲控制中心（荷蘭馬城）、倫敦和墨爾本，與海外同業交流在儀器設計及工程管理方面的經驗。新空管系統的設計講求擴充性、互融性、系統靈活性、以至人類工程學的理論等。工作組的研究結果會用於「計劃」作參考。新航管中心會在二〇一一年四月前完成，接著會進行系統安裝、測試、訓練及系統轉移等工作。整個計劃預計於二〇一二年年底完成，屆時各分部將一併遷往新大樓辦公。

人力資源

鑑於航空交通量持續增加及部門的監管工作日益繁重，政府預留了資源供部門在未來四年，在航空交通管制主任職系及民航事務主任職系合共加開四十三個常設職位。其中一個總航空交通管制主任（首長級第一級）職位，將設為航空交通管理標準辦公室

主管。該辦公室成立於二〇〇三年，主要工作是監察航空交通管理服務。由於政府資源短缺，過去幾年該辦公室一直未獲分派人手，只能在航空交通管理部暫調員工填補。

此外，部門亦會陸續加開多個有時限的編外職位，包括上述的民航處助理處長職位（首長級第二級），確保有足夠人手應付更換空管系統及籌建新大樓的工作。按目前計劃，新設的助理處長會帶領一個由四十二人組成的「民航處計劃工作組」，成員包括從各分部調派的人手，以及以非公務員合約聘請的員工。

工作理想

高效的航空交通管理與健全的監管制度，是維持空運系統安全及效率的重要元素。藉著新的空管系統，以及我們慎密的監管制度，當能應付不斷增加的航空交通量，令香港成為區內航運樞紐，這亦是我們的工作理想。對航空業界而言，我們希望在統合各分部於同一大樓後，能為業界提供高質素的一站式服務。對普羅大眾而言，大樓內的相關設施能有助向公眾推廣航空知識，以及部門各職級的專業形象。最後，我期待新民航處大樓的落成會為同事帶來舒適的工作環境、喜悅和自豪感。在設計大樓及各設施時，我們會徵詢同事的意見，並著重環保元素。新「計劃」已正式開展，希望各位同事、業界伙伴及政府能繼續給予支持，讓我們逐步邁向目標。

In Issue No. 28 (July 2006) when I provided you all with a review of the 60 years of excellent service of the department, I have highlighted that to



新空管中心的面積較現時大一倍。
The new ATC Centre will double the size of the present one.

better perform the roles both as a regulator and an ATC service provider in Hong Kong, we needed to allocate more resources to develop and enhance civil aviation infrastructural facilities. I am extremely pleased to report that the CAD Project, which aims to replace the existing ATC system, the establishment of a new ATCC and to house all CAD divisions under one roof in a new CAD building, is going full steam ahead.

An Important Milestone

It was May 11, 2007. At about 3.50 pm in the main chamber of Legco, the Chairperson of the Finance Committee (FC) meeting called upon members to return to the chamber for a voting on a proposal of allocating \$1 565 millions to CAD for replacing the air traffic control system. In the preceding 45 minutes, probing questions about the proposal were raised by several Legco members and I am glad to report that we managed to leap over the hurdles. Of the 30 members present excluding the Chairperson, 29 of them voted in favour of the proposal against one vote of objection. Earlier on the Establishment Sub-committee of the FC had also endorsed a CAD request for creating two directorate posts respectively at D1 and D2 ranks and I will talk about the expected manpower increase in the ensuing paragraphs. So, we had successfully passed an important milestone of our project.

The Challenge will Continue

The joy of the approval only put the project funding exercise to a recess. Another round of submissions will be made towards end 2007 to request funding for the integrated CAD building which is in the order of \$1 600

millions. We cannot put forward this submission sooner because according to the government regulations, building projects must first go through a series of primary planning formalities such as justifying the requirement on floor areas and the user requirement on the facilities as well as identifying qualified tenders etc. The Assistant Director-General, Mr Anthony Tam, and his project team, in conjunction with Architectural Services Department and Government Property Agency are actively working on these planning requirements that are expected to complete in the third quarter of 2007. Given the tight time frame for replacing the ATC system by year 2012 and in view of the massive workload involved in the equipment procurement process, we had elected to separate its funding request from that of the building project so that the necessary technical study and planning can be initiated as soon as possible.

Our Immediate Work

Up to the present, I am pleased to advise that the Project is progressing well and all the critical activities are on time. In the following six months, the Project Co-ordination Task Force, with the assistance from various Divisions, will continue to work hard to ascertain the size of our future working area known as Schedule of Accommodation and to determine our choice on the facilities in the new CAD building and its functionalities. These requirements will be used as the basis for designing the building. The building tender document will be prepared with target completion date before end 2007. If bidding of fund as mentioned is successful, the building tender exercise will commence in early 2008 and construction of the building will begin in October 2008. Discussion with the Airport Authority Hong Kong (AAHK) to finalise the size of the building site is also making very positive progress. I wish to take this opportunity to reiterate that we will adopt a people-based design philosophy whereby staff's comfort at work and user friendliness



一幅在機場島東南面的土地，已被選定用以興建民航處新大樓，整個計劃預計於二〇一二年完成。
A site at the southeastern part of the Airport Island has been identified as the location for the new CAD building. The CAD Project is expected to complete in 2012.

of the facilities will be respectfully considered in our planning. Furthermore, through the building design, attempt will be made to promote the image of the department and arouse the public's interest on aviation. There are some initial ideas for inclusion of an educational and exhibition gallery which may be used to display information and exhibits relating to the history of Hong Kong aviation and its development. Fresh ideas from colleagues are most welcome and we will value your input. Taking the opportunity, I wish to express my thanks to all members of the project team for their effort and dedication.

With the approval of the funding for the replacement ATC system, the relevant Task Forces will carry out more in-depth and detailed studies including human-machine interfaces and safety assessment as required under the Safety Management System with a view to identifying the operational and safety requirement of various systems. For those colleagues and friends not working in the ATC profession, you may wish to know that the entire ATC system has some 17 sub-systems and a number of ancillary facilities each playing an important role in supporting the ATC operation. Our objective is to provide a state-of-the-art system which will be able to support 490 000 aircraft movements at HKIA (equivalent to 1 300 movements daily) in year 2025 as forecast by AAHK. We also expect enhancement in safety and operational efficiency through the introduction of new system features to controllers such as electronic flight progress strips, automatic calculation of optimal arrival sequence and landing time and direct data exchange with neighbouring air traffic control centres (ATCC) etc. To keep abreast with the latest development in ATC technology, project team members had made visits to some of the most modern ATCC in the world with a view to broadening our knowledge and sharing the experience

on equipment design and project management with our overseas counterparts. The points of visit included Guangzhou, Euro-control (Maastricht), London and Melbourne. Expandability, inter-operability, system flexibility and ergonomics are some of the more important elements that need to be considered in the design of our new ATC system. Results of our study will be used as references in our planning. Priority will be given to completing the new Air Traffic Control Centre by April 2011 followed by equipment installation, testing, training and transition. A target is also set to complete the whole project including relocation of other CAD divisions to the new building by end 2012.

Human Resources

With awareness on the continuous traffic growth and our increased commitments in regulatory functions, the government has reserved resources for establishing 43 new permanent posts at various ATCO and OO ranks in the next four years. Of these, there is one CATCO post (D1 rank) which will be designated as the head of the Air Traffic Management Standards Office (ATMSO). This office, established in 2003 with the function to provide oversight on air traffic management, was not previously allocated with the necessary manpower owing to the service-wide resource constraint in the past few years. Its operation therefore has merely been maintained through temporary posting of staff from ATMD.

A number of time-limited posts including the aforesaid ADGCA (D2 rank) will also be created progressively to strengthen the manpower for project management of the replacement ATC system and the new building. With our



新大樓內將設有展覽廳，向公眾推廣航空知識。
An exhibition gallery will be set up in the new CAD building to promote aviation knowledge.

current plan, the CAD Project Team, to be headed by the aforesaid ADGCA, will eventually be composed of 42 staff with some of them deployed from various divisions and some recruited through Non Civil Service employment terms.

Our Vision

Effective air traffic management and robust regulatory regime are some of the most essential elements in maintaining a safe and efficient air transport system. The replacement ATC system and our unreserved commitments in regulatory functions will enable us to cope with the continuous traffic growth and strengthen our vision and determination of up-keeping Hong Kong's position as a hub and aviation centre of the region. To the aviation industry, we hope that the all-division-under-one-roof arrangement will provide them with quality and one-stop service. To the public, I hope that our new facilities available to them will help to spread the knowledge of aviation and promote the images of various aviation professions in the department. Finally, I hope that the new CAD building will bring comfort, happiness and pride to all CAD staff. In the design of the building and provision of the facilities therein, we will make suitable consultation with CAD members and respect the environment. With these goals in mind, I look forward to the continued support from all colleagues, business partners and the government.

亞洲公務航空大會及展覽會在港舉行 Asian Business Aviation Conference & Exhibition held in Hong Kong

高級民航事務主任伍子安（飛行標準及適航部）

by Mr Raymond Ng, Senior Operations Officer, Flight Standards & Airworthiness Division

亞洲公務航空大會及展覽會於二月六日至七日在香港舉行，會議由美國公務航空協會及亞洲公務航空協會合辦，目的是讓亞洲區內外的航空領袖、業界專家及政府官員交換及分享資訊和經驗，尋求發展機會。大會在二〇〇五年曾在中國上海舉行。

今次大會以「公務航空發展在亞洲」為主題，共有六十五家參展商及十二架飛機參展，與會人數超過二千二百人。助理處長（飛行標準）劉道全在開幕儀式上致辭時表示，香港位處亞洲重要位置，自新香港國際機場在一九九八年啟用以來，無論航班數目、客運量及貨運量俱有顯著增長，他感謝公務航空界對香港民航業發展所作的貢獻。隨著香港經濟持續發展，愈來愈多行政人員採用公務飛機作為航空交通工具，令近年公務飛機航班數目及客運量都有強勁增長。

除了飛機展外，大會亦安排了以公務航空為主題的技術研討會，並邀得國際民用航空組織地區總監Mr Lalit Shah及其他專家擔任講者及主持人。劉道全應主辦機構的邀請，在其中一個題為《亞洲天空與公務航空－我們在同步前進？》的技術研討會上作簡報。他指出，當局早在新香港國際機場籌建初期已經注意到公務航空的發展潛力，並預留了地方興建一個專為商務旅客及公務飛機提供服務的商用航空中心，為發展公務航空做好準備。為了進一步滿足商務旅客的服務需要，一個可容納如波音B737-800等大型飛機的機庫已經動工，預計可在今年下半年投入服務。此外，商用航空中心的停機坪範圍將會擴展，以提升公務飛機的運作效率及提供額外泊位。憑藉民航處健全的監管制度及高質素的航空交通管理服務，再加上本地航空界專業人士大力支持，香港公務航空

現時在香港登記的公務航空飛機

龐巴迪CL604型公務機
灣流G200型公務機
灣流G450型公務機
灣流G550型公務機
西科斯基S76C+型直升機

Business Aviation Aircraft Currently Registered in Hong Kong

Bombardier CL604 business jet
Gulfstream G200 business jet
Gulfstream G450 business jet
Gulfstream G550 business jet
Sikorsky S76C+ helicopter

前景一片光明。各與會人士都了解到香港公務航空發展蓬勃，他們並感謝部門提供了很多有用的資訊。

The Asian Business Aviation Conference & Exhibition (ABACE2007), jointly organised by the National Business Aviation Association (NBAA) and the Asian Business Aviation Association (AsBAA), was held in Hong Kong on February 6 and 7. Following on the successful ABACE2005 in Shanghai, China, the aim of ABACE2007 was to bring together leading representatives of the business aviation community, industry specialists and government officials from Asia and beyond to exchange information, share experience and explore the opportunities for business aviation in the region.

ABACE2007, with the theme "Asia Is Now Open For Business Aviation", was attended by more than 2 200 participants with 65 indoor exhibitors and 12 aircraft on static display. In his remarks made during the opening general session of ABACE2007, Mr John Lau, the Assistant Director-General of Civil Aviation (Flight Standards), pointed out that Hong Kong, being positioned at a strategic location in Asia, has experienced a remarkable growth in aircraft movements, passenger and cargo throughput since the opening of the new Hong Kong International Airport in 1998. He congratulated the business aviation community for its share of contribution to the development of the civil aviation industry in Hong Kong. Indeed, business aviation activities have experienced even stronger growth in terms of aircraft movements and passenger throughput in recent years, primarily due to the increasing use of business aviation aircraft for the transportation of business executives and company personnel as Hong Kong's economy continues to prosper.

Alongside with the exhibition and static display of aircraft, technical discussion sessions with focus on specific aspects of business aviation were arranged. ABACE2007 filled these sessions with expert speakers and moderators including Mr Lalit Shah, Regional



助理處長（飛行標準）劉道全在亞洲公務航空大會上致辭。

Mr John Lau, the Assistant Director-General of Civil Aviation (Flight Standards), addressed at the Asian Business Aviation Conference.

Director, ICAO Asia and Pacific Office. Upon invitation by NBAA and AsBAA, Mr Lau delivered a presentation in one of the sessions titled "Asian Skies and Business Aviation - Are We Moving Forward?" Mr Lau emphasised in his presentation that as early as in the planning phase of the new Hong Kong International Airport, the potential of business aviation had been fully recognised and a dedicated area had therefore been allocated to accommodate a business aviation centre with tailor-made passenger and aircraft facilities to facilitate business aviation development. To better serve business aviation passengers' needs, a new hangar to accommodate larger aircraft such as Boeing 737-800 is under construction and is scheduled to be in service in the second half of 2007. The delegates were also informed that the apron area of the business aviation centre would be expanded to facilitate the efficient movement of, and provide additional parking space for, the business aviation aircraft. Together with the other integral building blocks of the aviation system including a robust aviation regulatory regime administered by the Civil Aviation Department (CAD), high-quality air traffic management service and competent local aviation workforce, Hong Kong is confident that business aviation development will continue to move ahead in the years to come. The delegates were pleased to note the unprecedented growth of business aviation in Hong Kong and appreciated CAD for sharing the useful information.

部門活動花絮 Department Activities

1-4.2.2007



部門於教育及職業博覽2007設置的攤位，深受學生及求職人士歡迎。
Our CAD booth at the Education and Careers Expo 2007 met with warm response from students and job seekers.

7-8.3.2007

孟加拉民航局代表團訪問工程及系統部。
A delegation from the Civil Aviation Authority of Bangladesh visited the Engineering and Systems Division.



2.6.2007

安哥拉運輸部長Dr Andre Luiz Brando (右四)到訪航空交通管制大樓。
Dr Andre Luiz Brando (forth from right), Minister of Transport of Angola, visited the ATCX.



4.3.2007



處長出席香港童軍(九龍地域)航空日2007，並擔任主禮嘉賓。
DGCA officiated at the "Aviation Day 2007" held by the Scout Association of Hong Kong (Kowloon Region).

7.3.2007



Airway New Zealand行政總裁Mr Ashley Smout到訪民航處總部，與管理層會面。
Mr Ashley Smout, Chief Executive Officer of Airway New Zealand, met with our management team in the CAD Headquarters.

26.5.2007



國際民航組織理事會名譽主席Dr Assad Kotaite (左)，訪港期間於香港理工大學舉行的國際民航發展座談會上致辭。
Dr Assad Kotaite (left), President Emeritus of the Council of ICAO, addressed at the Development of International Civil Aviation Seminar at the Polytechnic University during his visit to Hong Kong.

9.3.2007



部門管理層在民航處職員周年聚餐上祝酒。
The CAD management team proposed a toast at the CAD Staff Club Annual Dinner.



同事共享美酒佳餚，氣氛熱鬧。
Colleagues enjoyed good food and great wine.

23.3.2007



油尖旺區議會參觀航空交通管制大樓，了解航管運作。
The Yau Tsim Mong District Council organised a visit to the ATCX to gain a better understanding of ATC operations.

12.4.2007



中國民航總局、澳門民航局、經濟發展及勞工局與民航處代表，出席在港舉行的第二屆三地國際航空法交流會。
The 2nd Tripartite International Aviation Law Meeting held in Hong Kong was attended by representatives from the General Administration of Civil Aviation of China, the Civil Aviation Authority of Macao, the Economic Development and Labour Bureau and CAD.

18-21.4.2007



航班事務部兩位同事與律政司的黃修賢律師(右)出席在澳門舉行的航空及太空法律國際會議。
Two Air Services Division colleagues and Miss Shirley Wong (right), Government Counsel of the Department of Justice, attended the International Conference on Contemporary Issues in Air & Space Law in Macao.

22.4.2007



康樂會會員到金督馳馬徑享受遠足之樂。
Staff Club members joined a hiking trip on Sir Cecil's Ride to get close to nature.

液體、凝膠和噴霧類物品的新保安檢查規定

New Security Measures for Screening Liquids, Aerosols and Gels

民航事務主任溫卓婷 (機場安全標準部)

by Miss Jennifer Wan, Operations Officer, Airport Standards Division

由二〇〇七年三月二十一日起，民航處要求香港國際機場的離港旅客，遵守關於液體、凝膠和噴霧類物品的新手提行李保安規定。國際民用航空組織(國際民航組織)鑑於二〇〇六年八月，英國當局揭發一宗企圖利用液體炸藥炸毀民航飛機的涉嫌恐怖襲擊，建議實施上述新規定。

二〇〇六年十二月，民航處收到國際民航組織致各締約國的信件，載述有關液體、凝膠和噴霧類物品檢查的新保安管制指引，遂着手準備在香港國際機場實施新保安規定。籌備工作包括諮詢航空公司代表協會、由機管局擔任主席的機場保安委員會，以及由保安局擔任主席的航空保安委員會。民航處落實新規定前，不但要獲得業界支持，亦需取得航空保安委員會的批准。民航處隨後透過一系列專責小組會議，審慎監察有關各方的籌備工作進度，同時與機管局、機場保安有限公司和航空公司等業務伙伴保持緊密聯繫，並向他們提供不少意見。

教育旅客以取得他們的合作，對確保在保安檢查站順利進行保安檢查至關重要。民航處深明這點，遂展開全面的公關活動，宣傳各項新規定。民航處首先召開記者會，再發出新聞稿，公布新保安規定的實施日期和詳情。另外，我們亦同時更新了網頁，在網上提供新規定的資料和常見問題。在政府新聞處的協助下，民航處製作宣傳短片，在本港電視和電台、地鐵機場快線列車上及香港國際機場播放，以便新保安規定的資訊能廣為傳播。為了提高旅客對新保安規定的認識，機管局在香港國際機場離境大堂設置電子指示牌和100個標誌，並印製500萬份資料單張，分發給航空公司、旅遊業議會和機場旅客。

實施新規定首日清晨三時，機管局啟動機場緊急控制中心。民航處、機管局、機場保安有限公司、警方、航空公司和地勤服務代理代表，獲邀到機場緊急控制中心，密切監察香港國際

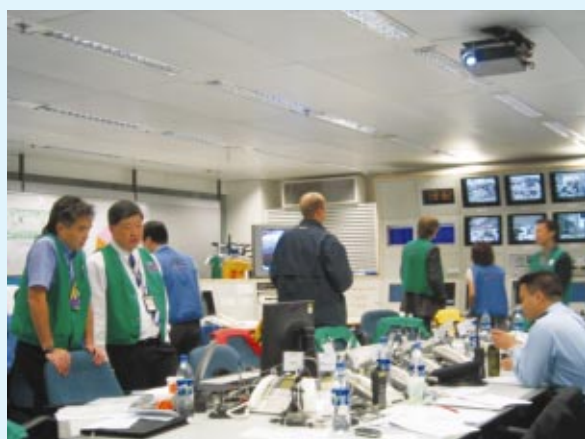
機場(尤其是保安檢查通道)的運作，以便發生緊急事故時能迅速回應。當天，約有65 000名旅客在各個保安檢查站接受檢查，當中有57%為離港旅客，轉機旅客則佔43%。為了符合新保安規定，旅客須在檢查站將所有容量超過100毫升的液體、凝膠和噴霧類物品(包括應課稅含酒精飲料物品)棄置。在新規定實施的首個星期裏，旅客所棄置的違規液體、凝膠和噴霧類物品中，每天有超過300件應課稅含酒精飲料物品轉交香港海關處置。

新規定實施後，民航處與航空業務伙伴舉行檢討會議，評估實施新規定對香港國際機場運作的影響。會上提出的其中一項建議，是修訂對空海轉駁旅客實施的保安檢查程序，從而紓緩海天客運碼頭的擠塞問題，和改善碼頭保安檢查通道的工作流程。

雖然四月的復活節長周末是航空旅客離境高峰期，但檢查液體、凝膠和噴霧類物品的新保安規定依然運作暢順。

新保安檢查規定得以順利執行，而香港國際機場的航班服務亦未有因此受阻，實有賴機管局、機場保安有限公司、航空公司、保安局、政府新聞處和有關各方同心協力，以及機場旅客的合作忍耐，民航處謹此向他們致謝。

有關該新保安規定的下一步工作，民航處會繼續與國際民航組織攜手合作，針對轉機旅客攜帶在機場零售商店或航機上購買的液體、凝膠和噴霧類物品的問題，制訂全球適用的解決方案，務求加強航空旅客的保安。



民航處派員到機場緊急控制中心，監察新保安規定的實施情況。
CAD officers were deployed to the Airport Emergency Centre to monitor the implementation of the new security measures.

The Civil Aviation Department (CAD) imposed new security measures for screening liquids, aerosols and gels (LAGs) in cabin baggage for all departing flights from the Hong Kong International Airport (HKIA) from March 21, 2007. The new measures were recommended by the International Civil Aviation Organization (ICAO) in response to an alleged terrorist plot involving liquid explosives against civil aircraft which was foiled by the UK authorities in August 2006.

On receiving the State letter from ICAO regarding the new security control guidelines on screening liquids, aerosols and gels in December last year, CAD started to prepare for implementation of the new security measures at HKIA. The preparation work included consultation with the Board of Airlines Representatives (BAR), the Airport Security Committee chaired by the Airport Authority Hong Kong (AAHK) and the Aviation Security Committee (ASC) chaired by the Security Bureau (SB). With full support from the industry and endorsement of implementation of the new measures from ASC, CAD maintained close liaison with and provided advice to our business partners of AAHK, Aviation Security Co. Ltd. (AVSECO) and airlines through a series of task force meetings and

新的手提行李保安規定

New security measures for cabin baggage

1. 所有旅客隨身攜帶之液體、凝膠及噴霧類物品，均需以容量不超過100毫升的容器盛載。任何容量大於100毫升的容器，即使未裝滿液體、凝膠或噴霧類物品，亦不會接納；
All LAGs in cabin baggage must be carried in containers with a maximum capacity of 100 ml. LAGs carried in containers larger than 100 ml will not be accepted, even if the container is only part-filled;



2. 所有盛載液體、凝膠及噴霧類物品之容器，均應儲存於一個容量不超過一公升、並可重複密封的透明塑膠袋內，而且要確保塑膠袋完全封妥；
Containers must be in a transparent re-sealable plastic bag of a maximum capacity of one litre. The containers must fit comfortably within the transparent plastic bag, which should be completely closed;



3. 行經安檢站時，裝有容器的塑膠袋應與隨身行李分開擺放，以便進行檢查。每名旅客只可攜帶一個裝有容器的塑膠袋；以及
The plastic bag has to be presented separately from other cabin baggage for visual examination at the screening point. Only one transparent plastic bag per passenger is permitted; and



4. 所有藥物、嬰兒奶粉/食品及特別飲食所需之物品，經查證後可獲豁免。
Exemptions will be made for medications, baby milk/food and special dietary requirements subject to verification.

carefully monitored the progress of the preparation works by all parties.

Understanding that education to the traveling public and securing their cooperation is essential in ensuring a smooth screening process at security checkpoints, CAD launched a comprehensive public relation (PR) campaign to publicise the new measures. The PR strategy was started out by holding a press conference and issuing a press release to announce the implementation date and details of the new security measures. CAD's website was updated simultaneously to provide online information and frequently asked questions of the new rules. To allow for the widest dissemination of information regarding the new security measures, CAD with assistance from the Information Services Department (ISD), produced an Announcement of Public Interest for broadcasting on local television and radio stations, on board the trains of MTR Airport Express Line, as well as at HKIA. To enhance passengers' awareness of the new security measures, AAHK displayed e-signage and 100 signs in the departure hall of HKIA, and printed five million information leaflets for distribution to airlines, Travel Industry Council and

travelers at HKIA.

At 3am on the first day of implementation of the new measures, AAHK activated the Airport Emergency Centre (AEC). Representatives from CAD, AAHK, AVSECO, Police, airlines and ground handling agents were invited to AEC to closely monitor the operations of HKIA especially the security screening channels so that emergency situations, if happened, could be responded to quickly. On that day about 65 000 departure (57%) and transfer (43%) passengers were screened at various passenger security checkpoints. To comply with the new security measures, passengers are required to abandon all LAGs in excess of 100 ml, including dutiable alcoholic beverage items, at screening checkpoints. Among those non-compliant LAG items abandoned by passengers, over 300 dutiable alcoholic beverage items were handed over to the Customs and Excise Department daily for disposal on the first week of implementation.

Post-implementation review meetings were held amongst CAD and our aviation business partners to evaluate the impacts of implementation to the

operations of HKIA. One of the recommendations of the review meetings was to refine the security screening process for air-to-sea passengers to alleviate congestion problems and to improve the workflow at the security screening channels in the Sky Pier.

Regarding the Easter long weekend in April which was the peak for air passenger departures, the new security measures on screening LAG items continued to run smoothly.

Thanks to the concerted efforts of AAHK, AVSECO, airlines, SB, ISD and all relevant parties, and the cooperation and patience of air passengers at HKIA, the new security measures on screening LAGs were launched smoothly without causing any disruptions to flight services at HKIA.

For the next step, CAD will continue to cooperate with ICAO and to work out a global solution to the problem of transfer passengers with LAGs purchased either at airport retailers or on board airport with a view to enhancing security for air passengers.

空中巴士A380驗飛航班抵港

Airbus A380 Test Flights to Hong Kong International Airport

航空安全事務主任張綺華（機場安全標準部）

by Miss Y W Cheung, Safety Officer, Airport Standards Division

香港國際機場在四個月內兩度見證空中巴士A380的技術驗證飛行，分別是二〇〇六年十一月十八日，由圖魯茲出發的空中巴士公司班機，以及二〇〇七年三月二十四日，由法蘭克福出發的德國漢莎航空公司班機。A380是全球最大型客機，翼展79.8米，最大起飛重量為560公噸，較波音B747-400重約40%。

這兩次技術驗證飛行，標誌著我們迎接新一代大型飛機準備工作的成果。這設計構思始於二十世紀九十年代初，當時新機場還未動工。在一九九〇年擬訂的新機場總綱計劃內，就已經包括了日後大型飛機運作的規劃，而北跑道與其雙滑行道系統便是以此概念設計和建造。

為做好準備配合A380運作，民航處早在二〇〇三年初建議香港機場管理局（機管局）進行兼容性研究，檢討機場的設施及其實際情況，並以國際民航組織列為F類的大型飛機為準，評估機場是否符合有關的機場發牌規定。兼容性研究在二〇〇四年五月完成，研究確定機場大致符合國際民航組織就F類飛機所訂的規定，但需進行若干改善工程，才完全符合有關規定。

主要的改善工程包括：擴闊與南跑道相關的滑行道道肩，以免飛機發動機經過未鋪有道面的地方時吸入鬆脫泥土；遷移停機線（用作指示飛機停定位置的地面標記和燈號），以符合安全防護規定；移走物件，以保持淨距離；以及擴建噴流隔柵，以應付較廣闊的噴流。機場消防隊亦已提升搶救能力，達到國際民航組織第10類標準。換言之，機場消防隊的消防車可以每分鐘11 200公升的速度噴出泡沫溶液，覆蓋整體長度達90米、機身闊度達8米的飛機。

確定設施符合相應的國際民航組織規定後，機場安全標準部在二〇〇六年七月五日確認香港國際機場具有處理F類飛機的能力，發予機管局的機場牌

照亦提升至相關類別。

除飛行區改善工程外，N60和N62兩個停機位的設施亦因應提升，包括改裝外登機橋連接A380飛機上層，並加建地面設施以配合大型飛機運作。

上述兩次技術驗證飛行證明了A380的飛行運作能力，亦提供機會予機管局和營運者，透過參與試驗程序汲取寶貴經驗，待運作程序及地勤設施進一步完善後，機場足以應付日後A380的運作。航空業發展一日千里，機場亦須不斷提升。驗飛過程正好顯示著規管機構與營運者合作無間，共創佳績。亞洲國際航空展覽會將於今年九月在香港舉行，A380飛機亦有機會參展，有關方面現正研究安排A380飛越維港上空的可行性。如能成事，屆時公眾便有機會看到巨型飛機飛越高樓大廈群的奇景，你又豈能錯過？

The Hong Kong International Airport (HKIA) has seen Airbus A380 twice for route proving flights in a four-month interval. They were operated by Airbus Company from Toulouse and Lufthansa German Airlines from Frankfurt on November 18, 2006 and March 24, 2007 respectively. Being the world's largest passenger aircraft, the wing span of A380 measures 79.8m with a maximum take-off weight of 560 tonnes which is about 40 per cent heavier than that of a B747-400.

The flights marked the success in our preparation for the arrival of the New Large Aircraft (NLA), with its design idea mooted in the early 90s and before the construction of HKIA. In 1990, when the master plan for the then new airport was being drawn, its planning had included future operations of the NLA. The North Runway and its dual taxiway system were designed and constructed with such operations in mind.



A380於二〇〇六年十一月十八日首度飛抵本港。A380 arrived at the HKIA for the first time on November 18, 2006.

To prepare the HKIA for accommodating the A380 operations, the Civil Aviation Department recommended to the Airport Authority Hong Kong (AAHK) in early 2003 to undertake a compatibility study to review the facilities and physical characteristics of the HKIA and to assess its compliance with the aerodrome licensing requirements for the NLA which had been categorised as Code F aircraft by the International Civil Aviation Organization (ICAO). The compatibility study completed in May 2004 confirmed that the HKIA was generally in compliance with the ICAO Code F requirements but certain upgrading works were needed to bring it up to full compliance.

The major upgrading works included widening of those taxiways shoulders associated with the South Runway in order to avoid overhanging of the aircraft engines over unpaved area which might cause loose soil ingestion, relocation of stop bars including ground marking and lighting for aircraft holding to meet safeguarding requirements, relocation of objects to maintain clearance distances and extension of jet blast fences to contain the wider jet blast effect. The Airport Fire Contingent had also upgraded their rescue and fire fighting (RFF) capability to ICAO Cat. 10. This means that the RFF appliances could discharge foam solution at a rate

of 11 200 L/minute to cover aircraft up to 90m in overall length and 8m in fuselage width.

After confirming that the upgraded facilities were in compliance with the corresponding ICAO requirements, the Airport Standards Division endorsed on July 5, 2006 the reclassification of HKIA to a Code F capable aerodrome for the aerodrome licence issued to the AAHK.

Apart from the airfield upgrading works, facilities at two aircraft parking stands, namely N60 and N62 had been

enhanced. The works included modifying the outer airbridge to reach the A380 upper deck and installing additional ground facilities to serve the NLA.

The two route proving flights have demonstrated the flight operations capability of A380. They have also provided the opportunity for gaining valuable experience by the AAHK and operators through participation in the operational trial. With improvement in operational procedures and modifications in aircraft servicing facilities, the HKIA is fully confident in supporting the future A380 operations.

The event has marked the success of close cooperation between regulator and operators in the continuous enhancement of the airport to embrace the ever advancing aviation industry. An A380 aircraft will likely come to Hong Kong in September this year to participate in the Asian Aerospace Exhibition 2007 and the possibility of arranging a flypast by the aircraft over Victoria Harbour is being explored. If the arrangement is successful, the general public will be able to see a scene of a giant flying machine passing by a jungle of high rises. Isn't that wonderful?

香港航管協會足球邀請賽奪標

HKATCA Cup 2007

黃正宏（香港航空交通管制協會副會長）

by Mr Isaac Wong, Vice President, HKATCA Association

由香港航空交通管制協會主辦的「二〇〇七香港航空交通管制協會盃」足球邀請賽，已於五月二十六日舉行。參賽隊伍分別來自香港機場管理局、國泰航空、香港快運航空和電訊盈科，本會亦派出兩支隊伍參賽。

大會很榮幸邀得民航處處長羅崇文主持開球禮，儘管當日天氣炎熱、濕度又高，但每位健兒都傾盡全力，令比賽更緊張刺激。

在最後一場空管隊對機管局隊的分組賽中，空管部的吳寶華和林向豪雙雙勇戰受傷。兩人在門前跳高以頭槌解圍時撞在一起，同告受傷流血，需接受在場的聖約翰救傷隊治療，然後再由救傷車送往醫院。

儘管兩員猛將受傷，但空管隊終成功出線，並在決賽中擊敗國泰航空隊奪標。賽後，署理總航空交通管制主任（訓練及評估）李廷贊頒獎予空管隊及國泰航空隊。我們在這裡恭賀空管隊贏得二〇〇七香港航空管制協會盃！

A football tournament organised by the Hong Kong Air Traffic Control Association (HKATCA) was held on

May 26. A total of six teams including the Airport Authority Hong Kong, Cathay Pacific Airways, Hong Kong Express, PCCW and two other teams representing ATC participated in the tournament.

It was our honor to have the Director-General of Civil Aviation, Mr Norman Lo, to officiate the kick-off. Although the weather was extremely hot and humid, all players gave their best effort and the matches were exciting and enjoyable.

However, two of our players, Mr Terence Ng and Mr Patrick Lam of the Air Traffic Management Division, were injured during the last group match against the



兩員猛將吳寶華（左）與林向豪在分組賽中勇戰受傷。Two key players Mr Terence Ng (left) and Mr Patrick Lam were injured during the group match.

Airport Authority. They collided with each other when jumped to head the ball away from the goal. Both of them were bleeding and they were attended by St. John Ambulance first aid immediately at the scene before the ambulance arrived.

Despite the loss of two key players, the ATC team came top of the group and won the championship match against Cathay Pacific Airways. The Acting Chief (Training and Evaluation), Mr Philip Lee, presented the Championship and the First Runner-up Trophies to the ATC team and CPA respectively. Once again, we would like to congratulate all the players from Hong Kong ATC in winning the HKATCA Cup 2007!



空管代表隊從署理總航空交通管制主任（訓練及評估）李廷贊手上接過冠軍獎盃。The ATC team received the Championship Trophy from Mr Philip Lee, Acting Chief (Training and Evaluation).