



# 航空業論壇首次會議

## The First Meeting of the Aviation Industry Forum

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航空業論壇首次會議於八月一日舉行，共有二十八位業界代表出席。

The first meeting of the Aviation Industry Forum held on August 1 was attended by 28 industry representatives.

一九九八年七月六日，位於赤鱘角的香港國際機場啟用。當時平均每天升降的航班為450架次，另有190架次航班飛越香港空域，前往澳門、內地和東南亞各目的地。九年後，同樣以七月份來說，香港國際機場平均每天有818架次航班升降，飛越香港空域的航班有420架次 — 分別大幅上升82%和125%。

為配合航空交通的增長，並確保航空交通持續發展，業內各主要伙伴必須建立有效的溝通途徑。二〇〇七年一月，「業界參與計劃」提出設立航空業論壇的構思，以促進業界對當前議題的了解，並對各議題有更深入的认识。藉著這個平台，業界既可交流資訊和解決問題的方法，又可坦誠地交換意見，加強彼此的合作和伙伴關係。設立航空業論壇的建議得到踴躍支持，業界同意大約每半年開會一次，由民航處處長或其代表擔任主席。

航空業論壇首次會議於二〇〇七年八月一日假空管大樓舉行，共有28名來自不同界別的代表出席，包括香港機場管理局(機管局)、本地航空公司、維修機構、香港國際機場航空公司委員會代表、國際航空運輸協會、香港航空交通管制協會、運輸及房屋局，以及主要的航空服務機構。會議首先由民航處不同分部介紹與航空發展有關的策略、技術和運作事宜，然後是公開討論環節。

會上講解的內容包括：綜覽珠江三角洲（珠三角）空域事宜的發展、新空中交通管理改善措施、限制跑道航機升降容量的因素和提高容量的措施、新建民航處大

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樓計劃進度，以及「互相承認飛機維修機構」的安排。此外，會上重播航空交通記錄，展示香港國際機場在惡劣天氣下的空管運作，以及惡劣天氣對機場流量的影響。

珠三角區域內五個機場距離接近，香港國際機場鄰近的空域和複雜的航空交通安排，向來備受航空服務經營者關注。會上亦向成員匯報：珠三角三方工作組現正進行的工作；計劃增設一條與A470空中交通服務航路平行的單程離境航路，前往中國東北部各目的地；以及專題工作組於二〇〇七年二月在桂林通過珠三角空域方案。

至於空中交通管理的新措施，會上提供的資料如下：

- 消滅噪音標準儀表離場航道修訂後，大大縮減北行歐洲長途機的行程；
- 離場管制線區的高度層分工，為航空交通管制中心一個工作最複雜的崗位解決了工作繁重的問題，並提升了處理交通的效率；
- 民航處與機管局攜手合作，改善飛行區基礎設施 — 由二〇〇七年七月二十五日起，於07右跑道增設等待着陸點，讓管制員更可靈活指揮離場放行。另外，南跑道會增設兩條快速離場滑行道，方便飛機進入貨運停機坪；兩條滑行道預計在二〇〇八年年中建成。

簡介環節亦探討香港國際機場面對的需求和容量問題。根據一九八八年進行的新機場顧問研究，預設新機場的建設規模具備獨立平行跑道，可應付每小時78架次的升降量。不過，這項預測的依據是機場會採用跑道獨立運作的一般平行跑道模式，以及大型和中型機種各佔一半，當中並未計及地勢和空域限制因素。當局決定以赤鱘角為機場選址後，考慮到赤鱘角周圍地勢的限制，於一九九二年發表的《新機場總綱計劃》修訂預測跑道的航機升降容量。二〇〇七年十月二十八日，公布的跑道航機升降容量由每

小時54架次增至55架次，已超越原先預測二〇〇七年的每小時52架次。

釐定跑道的航機升降量牽涉多項環環相扣的事宜，性質複雜，必須審慎從事，取得平衡。容量水平要切實可行，並長期持續，機場運作每個環節便須要接近預設的能力水平。交通情況時有不同，機場和終端管制區的天氣情況亦會對處理交通的能力造成顯著影響。歐洲和北美設有地區流量調節中心，可按策略調整每天的交通流量。香港的情況有所不同，因此公布的跑道航機升降容量須包含用作安全緩衝的容量，以盡量減低系統超出負荷的風險。

跑道的航機升降容量接近飽和時，處理能力稍降，都會令交通受阻的程度倍增。在繁忙時間，即使運作效率稍遜或輕微延誤，也會造成嚴重的交通擠塞。為加深成員的了解，會上重播二〇〇七年六月二十七日終端管制區交通情況的雷達記錄。從記錄可見，飛行區上空出現雷暴，雖然只令航機暫停著陸18分鐘，但積壓的航班需要三小時才能全部降落。

在日間繁忙時間，航機升降需求往往接近甚至超出公布的跑道航機升降量，令部分航機須在繁忙時間以外的時段升降。與會者得悉民航處已制定行動計劃，通過下列措施提升航空交通處理能力：

- 與機管局和航空公司密切合作，盡量減少飛機佔用跑道的時間，進一步提高跑道的使用量；
- 計劃在二〇〇七年底把抵港航機之間的標準間距調低至四海湮或降低至尾流擾動間隔最低標準；
- 提升雷達數據處理及顯示系統的功能，以容納更多空管崗位；
- 加快招聘和培訓見習航空交通管制主任(每年約有20名新聘人員)；以及
- 與機管局和飛行區經營者合作改善機場地面運作。

民航處一方面積極跟進職權範圍內的事宜，另一方面鼓勵業界伙伴在減少飛機佔用跑道時間等範疇上提供協助。此外，會上還討論日常運作遇到的困難，包括：沿客運廊而設的停機位有限，以致拖機的數量愈來愈多，影響停機坪的流動率；以及為符合每日維修要求而導致長時間單跑道運作。只要業界對這些困難有更多認識，並給予支持，定能找到圓滿解決問題的方案。

計劃提供的設施。建造工程將於二〇〇八年年底展開，在二〇一一年年初竣工，然後會進行系統安裝和驗收測試工作。根據計劃，新大樓和新空管中心將於二〇一二年底啟用。新建民航處大樓的特色是設備先進、符合環保要求、集教育與多種功能於一身，為航空業提供一站式服務。

最後，會上匯報香港與其他民航當局認可的「互相承認飛機維修機構」。認可範圍涵蓋航空器部件、發動機和航空器維修等，讓本地航空服務經營者在挑選維修承辦商方面有更多選擇，足見民航處致力為業界提供更完善的增值服務。對航空業來說，這確實是雙贏的安排。

民航處處長總結時對出席論壇的來賓表示謝意。他強調業內人士的充分合作和支持，對本港民航業的持續增長至關重要。雖然還有很多問題尚待解決，但各成員踴躍發表意見，足證已達至促進各方在相關課題上相互了解、協作和溝通的目標。

When the new airport at Chek Lap Kok assumed the role of Hong Kong International Airport (HKIA) on July 6, 1998, the average daily movements were 450 together with 190 flights overflying our airspace for Macao and other Mainland and South East Asian destinations. Nine years later, in the same month of July, a daily average of 818 flights operate at HKIA and another 420 flights overflying our airspace - a substantial increase of 82 % and 125 % respectively.

To keep pace with and to ensure sustainability of future traffic growth, it is important that good communication channels exist between all major partners in the industry. The idea to establish an Aviation Industry Forum (AIF) was raised at the Industry Engagement Exercise in January 2007. Through enhanced mutual understanding of developing issues and a more in-depth picture of problems being encountered, the forum would provide a platform for sharing of information and available solutions to problems, serving to strengthen working relationships and partnerships through a frank and open exchange of views. The proposal for the formation of the AIF was well supported and it was agreed that meetings would be convened at roughly six monthly intervals with DGCA, or his representative, as the Chairperson.

The first meeting of the AIF was convened on August 1, 2007 at the ATC Complex. A total of 28 representatives from different sectors of the industry, including Airport Authority Hong Kong, local airline operators, maintenance organisations, representatives of the Airline Operators Committee, International Air Transport Association, the Hong Kong Air Traffic Control Association,



羅崇文處長與其他同事解答與會人士的提問。  
Mr Norman Lo, DGCA, and colleagues answered questions from the floor.

接著，會上介紹新建民航處大樓計劃的進展、各個階段的主要目標日期和

the Transport and Housing Bureau and major aviation service providers attended the meeting. The program started with briefings by CAD Divisions on strategic, technical and operational issues involving the development of aviation related matters followed by an open discussion session.

The presentations at the first AIF included a review of the development of the Pearl River Delta (PRD) airspace issues, new Air Traffic Management improvement measures, runway capacity-limiting factors and capacity enhancement initiatives, the progress of the new CAD Building Project and the arrangement on Mutual Recognition of Aircraft Maintenance Organisations. Members of the Forum were also shown a replay of traffic scenario demonstrating ATC operations under inclement weather conditions at HKIA and its impact on airport capacity.

With close proximity of five airports within the PRD region, the airspace in the vicinity of the HKIA and the complex traffic arrangements is always an area of concern to operators. Members were briefed of the ongoing work of the PRD Tripartite Working Group, the plan to establish an additional one-way outbound route parallel to A470 for destinations to north-eastern China and the endorsement of the PRD airspace plan in February 2007 at the Supervisory Group Meeting in Quilin.

In terms of new Air Traffic Management initiatives, the meeting was informed of:

- (a) The revised Noise Abatement Standard Instrument Departure flight track which resulted in significant savings in track miles for northbound long haul European flights,
- (b) The vertical division of the Departure Control sectors, which resolved the hitherto high workload problem and improved the traffic handling in one of the most complex traffic positions in the Air Traffic Control Centre,
- (c) The coordinated efforts made between CAD and AAHK to introduce airfield infrastructure improvements - the extra holding point for Runway 07 Right, which was operational since July 25, 2007, offering increased flexibility to controllers for departure release and the two additional Rapid Exit Taxiways leading off from the South Runway to facilitate entry to the cargo apron with a target completion date of mid-2008.

The demand and capacity issue at HKIA was also addressed during the briefing. In the Replacement Airport Consultancy Study conducted in 1988, the design capacity of the new airport was projected to have independent parallel runways providing for 78 movements per hour. However, the estimate was based on a generic parallel runway system operating independently of each other discounting terrain and airspace limitations and with a 50-50 heavy to medium

aircraft mix. When the airport site at Chek Lap Kok was decided, the projected runway capacity was revised in the New Airport Master Plan 1992 to take into account the limitations imposed by the surrounding terrain. With the declared runway capacity at 54 increasing to 55 movements per hour from October 28, 2007, the original forecast capacity of 52 movements per hours for 2007 have already been exceeded.

The determination of runway capacity is a complex issue that requires prudent balancing of many interlocking issues. A consistently sustainable and achievable rate requires each piece in the airport mechanism to function at near its design capability. The degree of traffic bunching varies constantly and the weather conditions both at the airport and in the terminal area can have a significant bearing on traffic handling. Unlike Europe and North America where regional flow control centres are available to tactically adjust daily flow movements, some form of safety buffer has to be built-in in the declared capacity to minimise the risk of system overload.

Delay increases exponentially with every small reduction in capacity near the maximum, even minor inefficiencies/delays could lead to significant congestions during busy periods. To enhance the appreciation of members, the radar recording of a traffic scenario in the Terminal Control Area on June 27, 2007 was replayed to demonstrate how thunderstorm activities over the airfield brought a halt to arrivals for 18 minutes resulted in extensive holding for the next three hours before the backlog of traffic could be cleared.

There is no denying that during peak daylight hours, the demand is close to, or even exceeds, the declared runway capacity resulting in some flights having to operate into the shoulder hours. The meeting was informed of CAD's action plan to increase air traffic capacity through the following measures:

- (a) Work closely with AAHK and airline operators to minimise the Runway Occupancy Time (ROT) so as to further improve runway utilisation,
- (b) Plan to reduce the nominal inter-arrival spacing to 4 NM or wake turbulence separation minima by end 2007,
- (c) Enhance the Radar Data Processing and Display System to accommodate additional ATC control positions,
- (d) Expedite recruitment and training of student air traffic control officers (about 20 new recruits per year),
- (e) Collaborate with AAHK and airfield operators to improve ground operations at the airport.

Whilst CAD will actively pursue the issues under its purview, industry partners were urged to assist in areas like the reduction of ROT. Operational difficulties encountered during day to day operations were also



總適航標準總監曾煜本向與會人士講解航空維修許可的資格互認。

Mr Y P Tsang, Chief of Airworthiness, gave a presentation on the mutual recognition of aircraft maintenance approval.

discussed. These included the increasing trend of aircraft towing activities due to limited frontal bays which is impacting apron acceptance and delivery rate and the lengthy period of single runway operations as a result of daily maintenance requirements. The increased awareness and the support received from industry partners will certainly lead to fruitful resolution of these problems.

The second part of the briefing covered the progress of the new CAD Building Project, the major milestone dates for each stage and the facilities planned. The construction work would commence in late 2008 with a completion date of early 2011 followed by system installation and acceptance testing work. The plan is to have the building ready for occupancy and the new ATCC commissioned by late 2012. The new CAD Building would be a technologically advanced, environmentally friendly, educational and multi-functional building providing one-stop-shop service to the aviation industry.

The briefing concluded with a presentation on the approval of "Mutual Recognition of Aircraft Maintenance Organisations" between Hong Kong and other authorities. This approval covering the aspects of component, engine and aircraft maintenance enables local air operators more options in their choice of maintenance contractors and demonstrated CAD's commitment towards providing an enhanced, value-added service to the industry. This is a win-win arrangement for the industry.

In conclusion, DGCA thanked all participants for attending the forum. He stressed that full collaboration and support of industry stakeholders would be of paramount importance in achieving sustainable growth of civil aviation in Hong Kong. With enthusiastic input from all members, it is evident that whilst there are many issues to be tackled, the objectives of fostering mutual understanding, synergy and interaction on these topical issues have been achieved.

# 亞洲國際航空展覽會暨論壇在港舉行 Asian Aerospace 2007 in Hong Kong

總航空安全事務主任（機場及安全監察）張守德（機場安全標準部）

by Mr S T Cheung, Chief Safety Officer (Airport and Safety Regulation), Airport Standards Division

## 亞洲航展2007

第十四屆亞洲國際航空展覽會暨論壇（亞洲航展2007）已於九月三日至六日順利舉行。自一九八一年首屆亞洲航展開始，這項兩年一度的盛事一直在新加坡舉行，上一屆是在二〇〇六年二月。今次首度在香港主辦如此重要的航空界盛事，堪稱本地民航史上一個里程碑。

亞洲航展2007不單是一個航空展覽。今屆航展節目相當豐富，包括於設計現代的亞洲博覽館舉行的國際航空論壇及大型展覽、於香港商用航空中心及香港國際機場貨機停機坪進行的飛機展覽，與及其他三個大型商業活動。這個展覽會是世界上最大型的民航展覽，當中有超過五百家參展商及十二個國家的展覽團參展，吸引了逾一萬一千人次的業界人士和訪客到場參觀。今次參展的飛機共有九架，當中的一架空中巴士A380型飛機，乃今屆展覽的焦點之一。航展期間，共有超過五百名國際及本地傳媒代表採訪和報導航展的最新情況。

## 政府的支持

鑑於今次盛事可為香港帶來相當的經濟收益，及有助推廣香港作為區內航空樞紐的形象，有關政府部門包括民航處都非常樂意提供所需協助，並作出協調，好讓航展得以順利舉行。為顯示政府對今次航展的支持，財政司司長曾俊華更出席九月三日在亞洲博覽館舉行的開幕典禮，並擔任主禮嘉賓。除了曾司長外，其他嘉賓包括運輸及房屋局局長鄭汝樺、民航處處長羅崇文和中國民用航空總局副局長王昌順。

雖然這次航展在今年九月舉行，但部門早在二〇〇五年十一月已開始與主辦機構勵展博覽集團接觸。兩個月後，我們落實支持主辦機構在香港舉



羅崇文處長與財政司司長曾俊華（中）一同出席香港商用航空中心二號機庫開幕典禮。DGCA and Mr John Tsang (middle), Financial Secretary, attended the Hong Kong Business Aviation Centre Hangar 2 opening ceremony.

辦亞洲航展。自此，我們定期與主辦機構及其他相關團體就所需的策劃及預備工作進行商討。由於航展規模很大，要協調好各有關機構的工作相當不易。

在籌劃階段，我們曾碰上好幾個挑戰，但幸好最後都能迎刃而解。其中一項較有趣的挑戰，就是為方便A380型飛機滑往來位於貨機停機坪的飛機展覽場地所作的特別安排。原因是有一條通往貨機停機坪的滑行道，雖然其闊度及與障礙物距離已符合國際民航組織F類別要求，但其路肩的提升工程仍待第二期A380機場運作提升工程時才進行。鑑於空中巴士公司早前宣布A380貨機將延遲付運，故有關工程亦延至二〇〇九/一〇年度才進行。民航處、空中巴士公司和機場管理局（機管局）共同商議後找到一個解決辦法，就是機管局在貼近有關路肩的範圍先作臨時加固工程，以便A380型飛機當滑行至該滑行道時，僅須保持外側兩個發動機在最低動力，便可使用四個發動機滑往。結果，這個辦法相當成功。

另一個有趣的挑戰，就是如何安排預期可達至一萬一千名的訪客，進入機場禁區內的飛機展覽場地參觀。為符合保安規定，我們與香港商用航空中心作出特別安排，容許他們讓持有展覽會參觀證的人士進入該中心的租戶禁區。至於前往貨機停機坪參觀A380型飛機的人士，則獲發臨時許可證，並乘坐由保安人員護送的巴士往返貨機停機坪的飛機展覽場地。這些安排實行時都相當順利。

## 航空論壇、專家研討會及其他商業活動

政府除了為今次航展提供上述的技術意見及支援外，亦非常積極參與九月三日至五日的國際航空論壇。鄭汝樺局長出席了論壇的開幕典禮，並致歡迎辭。而在第二天的論壇上，羅崇文處長亦致歡迎辭。除了論壇之外，主辦機構亦組織了專家研討會供與會人士討論論壇上各主要議題。飛行標準總監廖志勇機長就代表民航處，在九月三日的研討會上以「商務航空在香港的發展」為題作簡報。



財政司司長曾俊華（左四）、運輸及房屋局局長鄭汝樺（左二）、中國民用航空總局副局長王昌順（右四）及羅崇文處長主持亞洲航展2007的開幕儀式。Mr John Tsang (forth from left), Financial Secretary; Ms Eva Cheng (second from left), Secretary for Transport and Housing; Mr Wang Changshun (forth from right), Vice Minister of CAAC and DGCA officiated at the opening ceremony of Asian Aerospace 2007.

除此之外，一連四日合共有三個大型商業活動亦在亞洲博覽館舉行，分別是亞洲飛機室內設計及設備展覽會、亞洲航空物流技術展覽會和亞太航空公司培訓研討會。其中，羅崇文處長在亞太航空公司培訓研討會上，以「專業培訓在快速增長的航空業中所扮演的角色」為題作簡報，論述區內民航訓練機構面對的問題。此外，署理航空交通管理標準總監謝紀發和高級安全事務主任溫靜研亦發表題為「在香港推行國際民航組織航空人員語言能力要求」的演說；至於高級適航主任吳志騰，則以「HKAR-147：從推出到實行」為題作演講。

## A380型飛機飛行拍攝

A380型飛機曾於二〇〇六年十一月及二〇〇七年三月進行飛行驗證時兩度途經香港。不過，飛機兩次訪港都因忙於進行機場兼容性測試及傳媒活動，沒有足夠時間在香港進行飛行拍攝。趁著這次A380型飛機訪港，民航處與空中巴士公司一起合作，在九月三日安排A380型飛機在維多利亞港及其他著名景點上空低飛，並利用三架政府飛行服務隊直升機拍攝飛行過程。有關這項活動，請參看由王鎮東執筆的「A380飛越維多利亞港」一文。

## 貴賓試坐A380

空中巴士公司在九月三日安排了一項貴賓試坐A380型飛機的活動，本處同事亦獲安排乘坐。

## 總結

總體來說，今次亞洲航展是香港航空史上的一大盛事，集合了來自國際商用航空界內不同範疇的專業人士、產品和服務的一個單一展覽會。它的成功，進一步鞏固和加強了香港作為主要航空樞紐、商業中心的地位及主動提升飛行安全的形象。今次航展，亦為部門同事提供了一個上佳的機會，學習如何籌劃、準備和與其他機構協調，舉辦如此大規模的盛事。我們從中得到的經驗和滿足感，實在彌足珍貴。

## The Event

The 14th Asian Aerospace International Expo and Congress was successfully held on September 3-6, 2007. It marked an important milestone in the history of aviation in Hong Kong as this was the first time that such an important event on civil aviation was held in Hong Kong. In fact, this biennial event had always been held in Singapore since its inception in 1981 including the last one held in February 2006.

The present Asian Aerospace 2007 (AA 2007) event was not simply an air show. It comprised an international congress and a large-scale exhibition at the brand new, ultra-modern AsiaWorld-Expo, an aircraft static display at the cargo apron and Business Aviation Centre (BAC) at the Hong Kong International Airport, and three other key commercial aviation events. It was the world's largest dedicated civil aerospace sector showcase with more than 500 exhibiting companies and 12 national pavilions participated in the exhibitions and over 11 000 industry participants and visitors attended this event. A total of nine aircraft participated in the aircraft static display, and they included an Airbus A380 which became the major attraction. Over 500 international and local media representatives joined hands in reporting the event to the world.

## Government Support

In view of the economic benefits that this event would bring to Hong Kong as well as its contribution to the promotion of Hong Kong as an aviation hub in the region, related Government departments including the Civil Aviation Department (CAD) readily agreed to facilitate and provide the required support to make this event a success. To show Government's full support to the event, the Financial Secretary, Mr John Tsang, officially opened the event at the AsiaWorld-Expo on September 3. Besides Mr Tsang, other VVIP guests included Ms Eva Cheng, Secretary for Transport and Housing; Mr Norman Lo, DGCA and Mr Wang Changshun, Vice Minister of the General Administration of Civil Aviation of China.

Although the event was scheduled to be held in September 2007, discussions between CAD and the organiser, Reed Exhibitions, in fact began as early as in November 2005. The Department soon made its firm commitment to support the organiser to make the event a success two months later. Thereafter, frequent discussions were made between CAD, the organiser and other relevant parties to make the necessary

planning and preparation for the event which was not an easy task in view of the large scale of this event and the coordination amongst various parties required.

Several challenges were identified and resolved during the planning process. One interesting challenge concerned the special arrangement made for the taxiing of the A380 to and from the aircraft static display area at the cargo apron. This is because the shoulder areas of a taxiway associated with the cargo apron (although in compliance with the ICAO Code F requirements in terms of taxiway width and obstacle clearance) still needed minor enhancement under Phase II of the A380 enhancement works and such works had been postponed to 2009/10 in the light of the revised delivery schedule announced by Airbus for A380 freighters. After discussions amongst CAD, Airbus and the Airport Authority Hong Kong (AAHK), a solution was worked out whereby AAHK would stabilise the landscape areas adjacent to the taxiway shoulders of the concerned area to allow the A380 to operate on all four engines whilst the pilot would apply minimum power on the outboard engines when taxiing at that area. This solution worked well.

Another interesting challenge concerned the arrangements to facilitate the access by the anticipated 11 000 visitors to the aircraft static display areas which were located inside the restricted areas of the Airport. To fulfill the security requirements, arrangement was made to allow the BAC to endorse the visitors holding Event Badges to access the BAC Tenant Restricted Area. For further access to the cargo apron to visit the A380, the visitors were issued ad hoc permits and transported by buses under security escort. These security arrangements were implemented successfully.

## The Congress, Specialist Master Classes and other Commercial Events

Apart from providing the technical advice and support mentioned above, the Government also participated actively in the three-day Congress held on September 3-5, 2007. It was officially opened by a welcoming address by Ms Eva Cheng on Day 1, and followed by Mr Norman Lo's welcome remarks on Day 2. Alongside the Congress, specialist master classes were held to complement the main Congress themes. On behalf of CAD, Captain Victor Liu, Chief, Flight Standards gave a presentation on "Business Aviation Development in Hong Kong" at one of these master classes on September 3, 2007.

In conjunction with the AA 2007, three other key commercial aviation events were also held at the AsiaWorld-Expo during the four-day event. They were the Aircraft Interiors Expo Asia, the Air Freight Asia and the Asia Pacific Airline Training Symposium (APATS). Focusing on issues currently occupying the minds of the civil aviation training community throughout the region, Mr Norman Lo gave an opening presentation at the APATS on the topic of "The Role of Training in a Time of Rapid Growth in Aviation". Other speakers from CAD at the APATS included Mr David



羅崇文處長在國際航空論壇上致歡迎辭。  
Mr Norman Lo, DGCA, gave his welcome remarks at the Congress.

Tse, Chief, Air Traffic Management Standards and Miss Claudia Wan, Senior Safety Officer, who spoke on "Implementation of ICAO Aviation Language Proficiency Requirements in Hong Kong", and Mr Steven Ng, Senior Airworthiness Officer, who spoke on "HKAR-147 from Launching to Sailing".

## A380 Photographic Flight

The A380 aircraft had visited Hong Kong twice before, in November 2006 and March 2007 as part of the A380 route proving flights, but were fully occupied with the airport compatibility tests and media events on both occasions and could not spare any time for making a photographic flight in Hong Kong. Taking the opportunity of the present visit, CAD in conjunction with Airbus arranged a low level flypast through the harbour and other prominent local sites by the A380 and filming of the manoeuvre was conducted from three Government Flying Service helicopters on September 3, 2007. Further details about this flight are provided in the following article on A380 Flypast by Mr Peter Wong, the coordinator for this task.

## VIP Flight

The A380 also made a local VIP flight to and from the Hong Kong International Airport on September 3, 2007 and CAD colleagues were honoured to be given the opportunity to take part in the flight.

## Conclusion

In conclusion, the AA 2007 event represented in Hong Kong's aviation history the broadest range of people, products and services from the international commercial aerospace and aviation industry ever presented at one event. Its great success had substantially consolidated and enhanced the position and profile of Hong Kong as a major aviation hub, business centre and an active leader in enhancing aviation safety. It also provided an excellent opportunity for CAD colleagues to learn how to plan, prepare and coordinate with other parties for such a large-scale event and the experience and satisfaction gained are priceless to them.



空中巴士A380型飛機是今屆亞洲航展的焦點之一。  
The Airbus A380 is one of the main attractions of the event.

# A380型飛機維港示範飛行

## A380 Flypast over Victoria Harbour

高級民航事務主任（技術）王鎮東（航空交通管理部）

by Mr Peter Wong, Senior Operations Officer (Technical), Air Traffic Management Division



A380型飛機示範飛行時，飛越青馬大橋上空。  
The A380 passed over the Tsing Ma Bridge on its demonstration flight.

二〇〇七年九月三日空中巴士A380型飛機在維多利亞港低飛，成為傳媒和市民的焦點。先跟大家分享一些數據：A380型飛機全長79.8米、翼展長72.6米、垂直尾翼高24.1米，重量則為560噸。如此巨型的鐵鳥在維港天際飛翔，實是難得一見的奇景。

為了今次示範飛行，民航處與政府飛行服務隊、政府新聞處和空中巴士公司在籌劃時都花了不少心血。還記得與空中巴士公司第一次籌劃會議是在七月，我們討論到路線途經的主要地標，包括維多利亞港、青馬大橋、港島南區、機場和天壇大佛。身為這個計劃的安全主任，我主要的工作就是要確保此次示範飛行運作安全。正如航空交通管制一樣，我們最重視的是安全。其次，就是要將對機場升降航班的影響減至最低。

與空中巴士公司代表開會後，我們需要政府飛行服務隊和政府新聞處的協助。政府飛行服務隊負責提供直升機，供政府新聞處的攝影師在機上拍攝整個飛行過程。與此同時，飛行路線經過小心設計和調整後，亦交予空中巴士公司在法國的總部，讓他們的駕駛員可以在飛行模擬器練習在維港飛行。

不過大家很快便發覺，政府飛行服務隊和政府新聞處都沒有防震拍攝平台設備，

因此遠距離拍攝比近距離拍攝要困難得多，所以直升機必須盡可能接近A380型飛機，但又要有足夠距離避開飛機尾流，因為始終是安全至上。

我們安排了政府飛行服務隊的捷流定翼機，試飛A380型飛機的飛行路線，連速度與高度亦一樣。不過，碰上八月天氣不佳，令多次試飛一再推遲。直到八月尾，才有機會進行了兩次試飛，然後再進一步調校飛行路線，並決定取消經過天壇大佛，因為該處實在不宜大型飛機低飛。

九月一日（周末）早上，即示範飛行前兩天，又有一段小插曲發生。A380型飛機在曼谷機場拖行時撞壞了左邊翼梢。儘管事件沒有令飛機結構受影響，亦不影響飛行安全，但沒有翼梢卻令它的外觀打了折扣。於

是，整個周日大家都在商討示範飛行是否應該繼續進行，還有大家都擔心天氣可能轉壞，令飛行受影響。

終於，A380型飛機在九月二日（周日）晚上抵達香港，我們隨即與駕駛員及政府飛行服務隊的同事到機場酒店開會，商討有關示範飛行的詳情。因為事前做了不少準備工作，所以技術簡報部份相當暢順，但談到翼梢時情況就不一樣了。在我們開會的同時，空中巴士公司將一套新翼梢從巴黎付運來香港。裝上翼梢進行示範飛行固然美觀，但時間上並不容許。考慮到往後一天（即周二）的天氣情況可能變壞和市民的熱切盼望，民航處及飛行服務隊都主張照原訂計劃在周一進行飛行。費了不少唇舌，才得說服了空中巴士。作了決定後，大家都鬆了一口氣。

大日子終於來到，那天早上所有人一早就齊集機場做準備。在A380型飛機的駕駛艙裡，除了兩位駕駛員外，還有我和另一位負責協調直升機的政府飛行服務隊飛行員。雖然沒有翼梢，但飛機仍按原訂計劃起飛。我們嘔心瀝血設計出來的飛行路線，亦出現在駕駛艙的導航儀器上。駕駛員按路線循順時針方向飛行，飛越青馬大橋、維港和港島南區。當日天公造美、視野良好，在寧靜的機艙裡以一千呎的高度俯瞰漂亮的維港，實在是一件賞心樂事。從高空看，整個繁忙的城市就像一幅壯麗的圖畫。能夠成為在機上觀賞這景致的少數人之一，我實在太幸運了。我也看到很多人在地面觀看A380型飛機。有這麼好的反應，之前籌備時的辛勞都一掃而空了。



王鎮東（右二）與工作組其他成員在示範飛行後合照。

Mr Peter Wong (second from right) pictured with the Working Group members after the demonstration flight.

返回地面之後，攝影師告訴我拍到很多精彩的照片。到晚間新聞的時候，我看到A380型飛機飛越維港的片段。市民的反應亦相當正面。作為部門的一份子，我很高興部門所作的努力得到認同，也為自己有一份參與其中而感到光榮。

我在這裡多謝政府飛行服務隊和政府新聞處同事大力協助，並向我們提供不少寶貴意見。沒有他們的支持，這次示範飛行一定不會如此成功。

The A380 flypast at low level through Victoria Harbour on September 3, 2007 attracted a lot of media attention and interest from the public. To quote some figures, the aircraft is 79.8 meters long; the wing spans 72.6 meters; and the tail fin is 24.1 meters high. The aircraft weighs a massive 560 tonnes. Seeing such a giant aircraft, flying through the harbour against the Hong Kong skyline, is certainly a spectacular sight.

A lot of planning efforts had been made by the CAD, Government Flying Service (GFS), Information Services Department (ISD), and Airbus Industries. The first planning meeting was held in July between Airbus and our Department. A number of prominent sites were identified, including the Victoria Harbour, Tsing Ma Bridge, Hong Kong South, the Airport, and the Buddha. As the Safety Officer for the project, my main task was to ensure the safety of operations during the flypast. Like everything we do in air traffic control, safety comes as second nature to us. It is always the prime consideration in all circumstances. Following safety, minimal disruption to commercial traffic at the Airport is also high on our priority list.

Following the meeting with Airbus, the assistance of GFS and ISD was enlisted, GFS in providing helicopters as photographing platforms and ISD in providing photographers. At the same time, very detailed flight path was designed, adjusted, and sent to Airbus factory in France where Airbus pilots practised flying through the Harbour in their simulator.

It was soon realised that both GFS and ISD did not possess a stabilised platform to reduce "camera shake". While this is not so much of a problem photographing objects at close range, it certainly is a big problem for long distant objects. It was therefore necessary to position the helicopters as close as possible to the A380, and avoiding wake turbulence at the same time. Remember, safety is our prime consideration.

A couple of trial flights were arranged, with the GFS Jetstream aircraft flying exactly the same speed and altitude, and planned route of the A380. This was, however, hampered by the poor weather we had in August. Cancellation followed by cancellations created frustrations. Finally, towards the end of August, two trial flights were flown following which the flight path was further refined and further practices in the simulator for the Airbus crew. It was also decided that the Buddha site was not suitable for such a large aircraft.

On Saturday morning of September 1, two days before the flypast, a drama developed - the left hand winglet was damaged in a push back incident in Bangkok Airport. While it was confirmed there was no structural damage and the aircraft could be flown safely, there was reservation on the look of the aircraft without the winglets. The whole Sunday was spent in coordinating and debating whether the flypast should go ahead, on top of the worry that the weather might deteriorate.

The aircraft arrived in Hong Kong on Sunday evening, September 2. The pilots from Airbus and GFS, and CAD immediately went into a meeting in the Airport Hotel to discuss the details of the flypast. With all the detailed planning, the technical part of the

briefing was relatively straightforward. However, this is not so on the question of the winglets. Almost at the same time when the meeting started at the Airport Hotel, the aircraft carrying the replacement winglet departed Paris for Hong Kong. It would be ideal if the winglets could be installed before the historic flypast. However, that could not be done in time. Considering the weather forecast being not so promising for Tuesday and the public's expectation, it was to everybody's relief that the decision to go ahead for Monday morning was made.

Then came the big day. Everybody arrived at the Airport early in the morning. In the cockpit, apart from the two pilots, were myself and a GFS pilot, who was responsible for co-ordination with the helicopters. The flight went ahead as planned. The exception is no winglets. The flight path which we took pains to develop was shown on the navigation display in the flight deck. The pilots followed the flight path, went over Tsing Ma Bridge, the Harbour and South of Hong Kong. Everything worked like clockworks. Even the weather lent a helping hand. It was a beautiful sight, at just over a thousand feet over Victoria Harbour, in the quiet flight cabin and air conditioned comfort, to have a view of the beautiful harbour. The bustling city appeared as a serene picture from up in the sky. I felt extremely privileged to be one of the few who were given such an opportunity to enjoy the view. I could see people down below admiring the view too. All the pains and frustrations were soon forgotten.

Back on the ground, I was told that the photographers got some great shots. In the evening news, the video of the A380 flight through the harbour was shown. The reaction from the public was very positive. As a member of the Department, I am really glad that an initiative undertaken by the Department was well received and I am honoured to be part of the team.

My sincere thanks go to my colleagues in GFS and ISD for their most valuable advice and their greatest co-operation, without which the event could not have been such a success.







A380

3.9.2007

# 部門活動花絮 Department Activities

25-29.6.2007



香港民航訓練中心提供的航空電訊網及航空交通服務訊息處理系統課程深受學員歡迎。

The ATN/AMHS course offered by the Hong Kong Civil Aviation Training Centre was well received by the participants.

8.7.2007



同事參與香港飛行總會舉行的「航空日2007」活動，與小朋友們打成一片。

Colleagues participated in the Aviation Day 2007 held at the Hong Kong Aviation Club had a great time with the children.

25.8.2007

民航處職員康樂會舉辦航管中心參觀活動供會員及親屬參加，反應熱烈。CAD Staff Club organised a visit to the ATCX for staff and their families which received an overwhelming response.



30.6.2007



中國民用航空總局局長楊元元到訪民航處，處長向他介紹航管中心的日常運作。

Mr Yang Yuanyuan, Minister of the CAAC, visited CAD and was briefed by DGCA on the daily ATC operation.

25.7.2007



運輸及房屋局常任秘書長（運輸）何宣威到控制塔參觀，並聽取處長簡介航管運作及部門發展。

Mr Francis Ho, Permanent Secretary for Transport and Housing (Transport), visited the Control Tower and was briefed by DGCA on the air traffic operation and the development of the department.

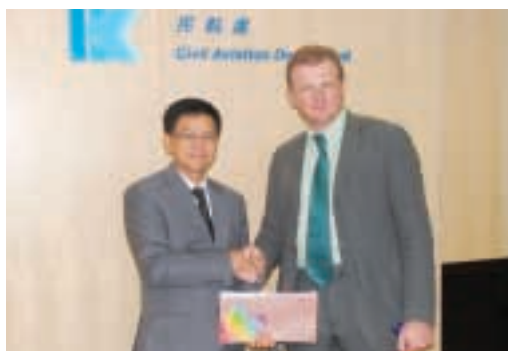
27.8.2007



坦桑尼亞政府及航空界代表團到訪民航處。

Representatives of the Tanzanian Government and aviation industry visited CAD.

# 28.8.2007



處長向到訪的法國生態、持續發展與國土規劃部代表福仁達致送紀念品。

DGCA presented a souvenir to Mr Bruno Fulda, representative of the Ministry of Ecology, Sustainable Development and Spatial Planning of France, who visited the Headquarters.

# 10.2007



兩位見習航空交通管制主任楊皓敏（上圖左）及余兆禧（下圖左），於高級航空教育課程（直升機）中取得優良成績。楊皓敏獲頒澳洲商用飛行員課程（直升機）獎學金，而余兆禧則獲一小時直升機飛行訓練，以作獎勵。

Student Air Traffic Control Officers, Miss Liz Yeung (left on top) and Mr Andrew She (bottom left), passed the Advanced Aviation Education Course with flying colours. Liz won the Scholarship for the Commercial Pilot Course (Helicopter) in Australia while Andrew was awarded the Scholarship for the One-hour Helicopter Flight.

# 4.9.2007



中國民用航空總局副局長王昌順（右二）到訪航管中心，他對香港的航空交通管理質素給予高度評價。

Mr Wong Changshun (second from right), Vice Minister of the CAAC, visited the ATCX and expressed his appreciation on the high standards of air traffic management provided by Hong Kong.



# 13.9.2007



由多個政府部門包括民航處聯合策劃的「科學為民」服務巡禮，在2007年公務員優質服務獎勵計劃比賽中勇奪「部門合作獎」季軍。

The Science in the Public Service Campaign jointly organised by various departments including CAD won the second-runner up in the "Partnership Award" in the Civil Service Outstanding Service Award Scheme 2007.

# 國際民航組織推行多機組駕駛員執照地區研討會

## ICAO Regional Symposium of the Implementation of Multi-crew Pilot Licence

航空營運督察劉家駒機長（飛行標準及適航部）

by Captain Samson Lau, Flight Operations Inspector, Flight Standards and Airworthiness Division

國際民用航空組織（國際民航組織）於去年十一月推出「多機組駕駛員執照」，為多機組飛機的副駕駛員，提供傳統儀表飛行等級商用飛行員執照（飛機）以外的選擇。多機組駕駛人員執照的培訓概念與方法，包括以合格能力為基礎的訓練、先進的飛行模擬技術、威脅和錯誤管理和多機組人員運作，皆與現行的儀表飛行等級商用飛行員執照（飛機）綜合課程有明顯分別。

為協助亞洲及太平洋區民航管理局推行多機組駕駛人員執照要求，民航處於八月廿三及廿四日在香港主辦了「國際民航組織推行多機組駕駛員執照地區研討會」，廣邀航空業界專家就多機組駕駛員執照的多個範疇，包括駕駛員培訓及發牌等事宜交流意見及經驗。研討會共有超過一百一十位來自不同民航管理局、航空公司、飛行員協會、飛行訓練機構和飛行模擬器製造商的代表出席。

民航處處長羅崇文在開幕禮上承諾，香港會全力支持國際民航組織推行多機組駕駛員執照。處長亦很高興繼二〇〇六年十一月的航空人員語言能力要求研討會之後，民航處再主辦這重要的研討會。

一連兩日的研討會，正好為業界不同工作範疇的人士提供一個討論平台。首日研討會的焦點是有關多機組駕駛員要求的監管事宜，先由國際民航組織飛行安全全部主管Mr Paul Lamy及飛

行安全地區主任Captain Fareed Ali Shah，簡介多機組駕駛員執照的背景和該組織正準備推出用以監察各締約國所提供的多機組駕駛員執照培訓課程的機制。另外，來自澳洲民航安全管理局、中國民用航空總局等監管機構的人員，亦就其國內多機組駕駛員執照的推行及培訓發展情況作匯報。本處的飛行標準總監廖志勇機長，亦向與會代表就民航處推行多機組駕駛員執照的目標和準備工作作出簡報。來自國際航空公司飛行員協會、Guild of Air Pilots and Air Navigators、國際航空運輸協會的代表，亦以一個全球性的角度，闡述其專業對實施和推行多機組駕駛員執照的看法。

研討會最後一天，各航空營運商、駕駛員培訓機構和飛行模擬器製造商，則以培訓駕駛員的角度，就多機組駕駛員執照培訓作一系列的簡報。在其後的討論中，很多講者都表示關注因

應培訓需求，對合資格多機組駕駛員執照教官的需求將會大增。

研討會閉幕時，Mr Lamy和Captain Ali Shah都感謝民航處籌辦了今次研討會，提供了一個討論平台，讓業界有關人士對多機組駕駛員執照有更深認識。另外，他們亦代表國際民航組織，鼓勵所有與會代表透過今次研討會的經驗，繼續通力合作，令多機組駕駛員執照在區內順利推行。

The International Civil Aviation Organization (ICAO) introduced in November 2006 the Multi-crew Pilot Licence (MPL), as an alternative to the traditional Commercial Pilot Licence with Instrument Rating (Aeroplane) (CPL/IR(A)), for co-pilot on multi-crew aeroplanes. The training concept and methodology for the issue of a MPL, which incorporate competency-based training, advanced simulator technology, threat and error management and multi-



飛行標準總監廖志勇機長在研討會上發表演說。  
Captain Victor Liu, Chief of Flight Standards, delivered a speech at the symposium.



研討會共有超過一百一十位來自不同機構的代表出席。  
More than 110 representatives from different organisations attended the symposium.

crew operations, are significantly different from the conventional approach utilised in the existing CPL/IR (A) integrated course.

In order to assist the aviation authorities in the Asia & Pacific Region in formulating strategies for the implementation of the MPL requirements, the Civil Aviation Department hosted an ICAO Regional MPL Symposium on August 23-24, 2007 in Hong Kong inviting professional experts from across the aviation industry to share their knowledge and experience in various aspects of MPL including pilot training and licensing. The symposium was well-attended by over 110 representatives from different aviation authorities, airlines, pilot associations, pilot training organisations, as well as flight simulator manufacturers.

At the opening ceremony, DGCA, Mr Norman Lo, pledged Hong Kong's strong support to help ICAO in promoting the MPL implementation. He was encouraged that Hong Kong was given the opportunity to host such an important aviation event, following the

successful Aviation English Language Proficiency Seminar in Hong Kong in November 2006.

The two-day symposium provided a good forum for discussion by all cross-section of the industry. The focus of the first day of the symposium was on the regulatory aspect of the MPL requirements. To kick-off the symposium, Mr Paul Lamy, Chief of the Flight Safety Section of ICAO, and Captain Fareed Ali Shah, Regional Officer, Flight Safety of ICAO Bangkok Regional Office, gave comprehensive overviews respectively on the background of MPL and the ICAO's initiative to establish a close monitoring of MPL training by different states. Aviation officials from other regulatory authorities including the Civil Aviation Safety Authority of Australia, the General Administration of Civil Aviation of China also reported on the progress of MPL implementation and training development in their respective countries. In his presentation, Captain Victor Liu, Chief, Flight Standards shared with the participants the CAD's objective and preparation for MPL. Representatives from the International

Federation of the Pilots' Association (IFALPA) and the Guild of Air Pilots and Air Navigators (GAPAN) and the International Air Transport Association (IATA) also took the opportunity to present their professional views of the introduction and implementation of MPL from a global perspective.

The final day of the symposium saw a wide range of presentations by airline operators, pilot training organisations and flight simulator manufacturers on the aspects of pilot training for MPL. In the ensuing discussions, most speakers expressed their concern about the huge demand for qualified MPL instructors to cope with training needs.

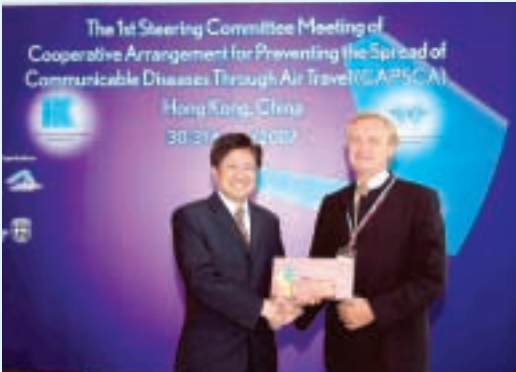
In the closing remark by Mr Lamy and Captain Ali Shah, they were most appreciative of CAD for providing an excellent forum for discussions and information sharing to enable all stakeholders a better understanding and appreciation of MPL. On behalf of ICAO, they encouraged all participants to build on the experience of this symposium, to work together to ensure a successful implementation of MPL in this region.

# 預防傳染病經航空交通散播合作計劃第一次 主導委員會會議在港舉行

## The First Steering Committee Meeting of CAPSCA held in Hong Kong

民航事務主任（航空保安支援）周麗娥（機場安全標準部）

by Miss Bealer Chow, Operations Officer (Avsec Support), Airport Standards Division



梁汝強副處長致送紀念品予國際民航組織技術合作部亞太區項目主管Mr Wolfgang Sander-Fischer。  
Mr Y K Leung, DDGCA, presented a souvenir to Mr Wolfgang Sander-Fischer, Chief of the Asia/Pacific Programme of the Technical Co-operation Bureau of the ICAO.

由民航處主辦的國際民用航空組織（國際民航組織）「預防傳染病經航空交通散播合作計劃」第一次主導委員會會議，已於八月三十日及三十一日在香港國際金融中心二期順利舉行，是次會議由民航處處長羅崇文揭幕，副處長梁汝強擔任主席，並有超過六十位來自十一個締約國／行政區、國際機構及本地航空業界代表出席。

處長致開幕辭時表示，很高興國際民航組織主動推出「預防傳染病經航空交通散播合作計劃」，協調各成員之間的合作，減低禽流感及其他類似傳染病經航空旅客傳播的機會。處長指出，鑑於禽流感可快速傳播，並有在人類間散播的可能，目前最重要的是集合區內締約國／行政區之經驗，盡力預防病毒之散播，務求把其對航空交通的影響減至最低。

今次會議為航空專家及醫療專家提供一個平台，交流彼此執行國際民航組織預防傳染病經航空交通散播指引時的經驗，並探討有效的預防措施。來自國際民航組織、世界衛生組織、國際航空運輸協會、國際機場協會、美國聯邦航空局與美國疾病控制及預防中心等國際機構的代表，先後就預防

傳染病散播措施作簡報。香港衛生署總港口衛生主任江永明醫生聯同香港機場管理局企業環境事務經理關嘉莉博士就「香港國際機場對傳染病的預防準備工作及應變措施」一題發表演說。此外，與會人士亦觀看了機場在二〇〇六年三月進行傳染病應變演習時的影片。當日演習模擬一架抵港飛機上有乘客懷疑感染禽流感。

會議期間，國際民航組織代表向與會代表簡介了「預防傳染病經航空交通散播合作計劃」的背景和內容，及計劃開展至今的成果。此外，代表亦在會上就計劃所面對的挑戰作出熱烈討論，並同意成立一個地區航空醫療小組，以便能更有效地推展計劃的技術層面工作。

八月三十一日下午，與會代表到香港國際機場參觀機場的港口衛生措施，並聽取了關於抵港旅客體溫檢查設備及相關檢查程序的簡報。代表其後參觀了醫療站和隔離室。該隔離室是一個配備獨立通風系統的護理室，能使房間呈負氣壓狀態，供懷疑感染傳染病的飛機乘客在等候救護車時使用。各代表對香港國際機場的港口衛生設施及公共衛生應變計劃均留下深刻印象。

The First Steering Committee Meeting of the Cooperative Arrangement for Preventing the Spread of Communicable Diseases through Air Travel (CAPSCA) hosted by the Civil Aviation Department was successfully held from August 30 to 31, 2007 at the Two International Finance Centre. Over 60 representatives from 11 member States / administrations, international organisations and local industry attended the meeting which was officially opened by DGCA, Mr Norman Lo, and

chaired by DDGCA, Mr Y K Leung.

In his opening remarks, Mr Lo expressed appreciation to the International Civil Aviation Organization (ICAO) for taking the initiative of launching the CAPSCA project which aims to coordinate the cooperative arrangements among members to reduce the risk of spreading of avian influenza and similar communicable diseases by air travelers. DGCA added that in light of the rapid and wide spread characteristic of avian influenza and its potential for a human pandemic, it was primarily important and imminent for States / administrations in the region to pool the experience and make concerted efforts to prevent its spread and to minimise its impact on air travel.

The meeting has provided a forum for aviation and medical experts to share experience in the implementation of the ICAO preventive guidelines and identify effective preventive measures. Representatives from international organisations including ICAO, World Health Organization, International Air Transport Association, Airports Council International, the Federal Aviation Administration and the Centers for Diseases Control and Prevention of the United States, made presentations on preventive measures on the spread of communicable diseases from their perspectives. Dr Henry Kong, Chief Port Health Officer, Department of Health Hong Kong and Dr Alice Kwan, Corporate Environmental Manager, Airport Authority Hong Kong also gave a joint presentation on "Hong Kong International Airport (HKIA) Pandemic Preparedness and Response". A video on the Contingency Exercise on handling of suspected avian influenza passenger on board an arrival flight, which was held at HKIA in March 2006, were also shown to the delegates during the meeting.

During the meeting, delegates were briefed by ICAO representatives on the background and activities carried out by the CAPSCA and noted the contributions made by the CAPSCA so far. They also discussed actively on the challenges faced by the CAPSCA

and its way forward, and endorsed the establishment of a Regional Aviation Medicine Team under CAPSCA to better carry forward the technical work of CAPSCA.

In the afternoon of August 31, delegates visited the HKIA to walk through the port health measures implemented at the airport, during which they were briefed on the temperature screening facilities and the relevant screening procedures adopted for

the arrival passengers at the HKIA. They also visited the medical post and the isolation room, which was a dedicated nursery room equipped with negative pressure on a separated air ventilation system for holding passenger suspected to have communicable diseases symptoms until the arrival of ambulance. Delegates were deeply impressed by the port health facilities and the public health contingency plans adopted for HKIA.



會議有超過六十位代表出席。  
More than 60 delegates attended the meeting.

## 越野競跑 Running the Trails

高級民航事務主任（技術）王鎮東（航空交通管理部）

by Mr Peter Wong, Senior Operations Officer (Technical),  
Air Traffic Management Division

秋意漸濃，正是登山好時節。遠足這項有益身心的運動，越來越受歡迎。大家不時都愛到郊外漫步，但可有想過把步伐加快一點點？

我們居於鬧市，總覺香港是石屎森林。不過，仔細想想，怡人的鄉郊山徑近在咫尺，應感到幸運才對。記得旅居墨爾本時，要走到郊外地方，往往得駕車好幾個小時。當時，遠足是一家總動員的大事，數星期前便要開始計劃。如今在香港，不過半小時巴士車程左右，大自然便信步可達。

本港一些機構趁秋冬季節舉辦越野競賽，好讓參賽者盡享郊野的明媚風光。「山野之王」系列越野賽事便是一個例子。「山野之王」的賽事分五段，於十一月至二月期間舉行，路線遍及西貢、大埔、大嶼山、港島（淺水灣）和深井。半馬拉松的賽程長14至23公里，馬拉松的賽程則長30至37公里。小徑的狀況各有不同，有已鋪築水泥路面的，也有凹凸不平且雜草叢生的，連河床也有。記得數年前我第一次參賽時，發現有些指示箭咀竟然直指茂密的叢林，有些指向河流溪澗，實在感到詫異。不過，可以肯定的是，沿途都風光如畫。

任職航空交通管制員，我十分注重鍛鍊。越野競跑講究訓練，這正是趣味所在。訓練期間，我們好好鍛鍊體魄之餘，還有機會遍遊香港，欣賞不同的地勢、景致。部門同事如有興趣，最好現在便開始操練，準備參加來季賽事。比賽一點也不辛苦，你我都應付得來。

想再輕鬆一點，可以參加水塘盃賽事，這項比賽由元老田徑會主辦。水塘盃賽道環繞數個水塘，賽程較短，小徑也較平坦，但景色同樣秀麗。本港還有其他機構舉辦不同比賽，賽事資料可在互聯網找到。在參賽之前，這個周末何不離開石屎森林，開始鍛鍊？

Now autumn is in the air, it is good time to head for the hills. Hiking is becoming very popular. It is a very healthy exercise. Many of us like to take a stroll in the countryside regularly, but have you ever considered doing it at a slightly faster pace?

We city dwellers think of Hong Kong as a concrete jungle. However, we should consider ourselves lucky in that we do have beautiful country trails almost at our doorsteps. I remember when I lived in Melbourne, to get away from brick and mortar would often involve more than a couple of hours of driving. A hiking trip used to be a major family event which had to be planned weeks in advance. Here in Hong Kong, half an hour of bus ride will bring you to a position within easy access of nature.

A number of organisations make full use of our beautiful countryside to hold cross country races over autumn and winter months. One example is the King of the Hills series. The series consists of five races run from November to February, in Sai Kung, TaiPo, Lantau, Hong Kong Island (Repulse Bay) and Sham Tseng. For half marathons, the distance varies from 14 to 23 km; for full marathons, the distance varies from 30 to 37 km. There is also a lot of variations in trail conditions, from paved surface to



王鎮東熱心於越野競跑。  
Mr Peter Wong is a keen runner.

rough overgrown trails and river beds. The first time I ran the race some years ago, I was surprised to find the arrows pointing straight into dense overgrown bushland or river streams. One aspect is ensured though, it is very scenic everywhere.

As an air traffic controller, I place a lot of emphasis on training. In the case of trail running, training is also very important but that is part of the fun. During training, we have a chance to tour different parts of Hong Kong, enjoy the different types of terrain and scenery, and give our body a good workout at the same time. For those interested, I fully recommend starting practising now for the coming season. The races are not tough. You and I can do them.

For the less ambitious, I would recommend another series called the Reservoir series organised by the Athletic Veterans of Hong Kong. The race distances are shorter and the trail conditions are smoother but equally scenic. The courses go around a number of reservoirs. There are also races run by other organisations. Race information can be found on the internet. Meanwhile, why don't we get out of our concrete jungle and start training this weekend?

# 同事動向 CAD Newsmakers



## 太平紳士委任 Appointment of JP

恭喜！民航處助理處長（機場標準）譚禮漢獲委任為太平紳士，任期由七月一日起生效。  
 Congratulations! Mr Anthony Tam, Assistant Director-General of Civil Aviation (Airport Standards), was appointed as an Official Justice of the Peace (JP) with effect from July 1.

## 歡迎新同事 Welcome to the newcomers

李燕芬小姐	二級行政主任	Miss Li Yin-fun, Frances	Executive Officer II
吳曼娥女士	高級庫務會計師	Ms Ng Man-ngo, Helen	Senior Treasury Accountant
饒子玲小姐	二級物料供應員	Miss Yiu Tsz-ling	Supplies Supervisor II
廖桂生先生	辦公室助理員	Mr Liu Kwai-sang	Office Assistant
陳穎思小姐	文書助理	Miss Chan Wing-sze	Clerical Assistant
林桂芳先生	辦公室助理員	Mr Lam Kwai-fong	Office Assistant
劉紹強先生	汽車司機	Mr Lau Shiu-keung	Motor Driver
程家裕先生	見習航空交通管制主任	Mr Ching Ka-yu	Student Air Traffic Control Officer
趙玉芝小姐	見習航空交通管制主任	Miss Chiu Yuk-chi, Sarah	Student Air Traffic Control Officer
劉卓培先生	見習航空交通管制主任	Mr Lau Cheuk-pui	Student Air Traffic Control Officer
李卓賢先生	見習航空交通管制主任	Mr Li Cheuk-yin	Student Air Traffic Control Officer
莫秀雯小姐	見習航空交通管制主任	Miss Mok Sau-man	Student Air Traffic Control Officer
吳卓健先生	見習航空交通管制主任	Mr Ng Cheuk-kin	Student Air Traffic Control Officer
沈靄婷小姐	見習航空交通管制主任	Miss Sin Yim-ting	Student Air Traffic Control Officer
黃潤彤小姐	見習航空交通管制主任	Miss Wong Elaine	Student Air Traffic Control Officer
黃若詩小姐	見習航空交通管制主任	Miss Wong Yeuk-sze	Student Air Traffic Control Officer
黃衍禮先生	二級物料供應員	Mr Wong Hin-lung	Supplies Supervisor II
吳淑嬌女士	文書助理	Ms Ng Suk-kiu	Clerical Assistant
沈佩詩小姐	助理文書主任	Miss Sum Pui-sze, Brenda	Assistant Clerical Officer

## 再見好同僚 Farewell to those leaving

潘淑儀小姐	助理文書主任	Miss Poon Shuk-ye, Wendy	Assistant Clerical Officer
鄧偉文先生	助理文書主任	Mr Chow Wai-man, Ray	Assistant Clerical Officer
吳恩榮先生	辦公室助理員	Mr Ng Ian-veng	Office Assistant
鄧志豪先生	辦公室助理員	Mr Tang Chi-ho, Eric	Office Assistant
謝景賢先生	二級航空交通管制主任	Mr Tse King-yin, Kenneth	Air Traffic Control Officer II
陳梅華女士	助理文書主任	Ms Chan Mui-wa, Wendy	Assistant Clerical Officer
何雅頌小姐	二級航空通訊員	Miss Ho Nga-chung, Joan	Aeronautical Communications Officer II
J Juriks先生	二級航空交通管制主任	Mr J Juriks	Air Traffic Control Officer II
AD Jones先生	二級航空交通管制主任	Mr A D Jones	Air Traffic Control Officer II
E J Young先生	二級航空交通管制主任	Mr E J Young	Air Traffic Control Officer II
謝概達先生	民航事務主任	Mr Tse Koi-tat, Kenway	Operations Officer

## 恭賀榮升之喜 Congratulations to the newly promoted

晉升為	生效日期		Promoted to	Date
譚艷嫻女士	30.5.2007	Ms Tam Yim-sim	Personal Secretary I	30.5.2007
李佩珠女士	27.10.2007	Ms Lee Pui-chu	Senior Supplies Officer	27.10.2007

## 願退休生活愉快 Best wishes to the retiree

陳國聰先生	一級航空交通管制主任	Mr Chan Kwok-chung	Air Traffic Control Officer I
陳順炎先生	一級航空交通管制主任	Mr Chan Shun-yim, Thomas	Air Traffic Control Officer I
F H Foster先生	高級航空交通事務員	Mr F H Foster	Senior Air Traffic Flight Services Officer
黎慶慈先生	二級物料供應員	Mr Lai Hing-chee	Supplies Supervisor II
林美娟小姐	高級文書主任	Miss Lam Mei-kuen	Senior Clerical Officer
柳偉光先生	特級司機	Mr Lau Wai-kwong	Special Driver
謝璐莉女士	總庫務會計師	Ms Tse Lo-lee, Louisa	Chief Treasury Accountant
胡道枝先生	特級司機	Mr Woo To-chi	Special Driver

## 恭賀2007/2008長期優良服務 公費旅行獎勵計劃得獎人

## Congratulations to the recipients of Long and Meritorious Service Travel Award Scheme 2007/2008

鄭雪芬女士	文書主任	Mr Cheng Shuet-fun	Clerical Officer
陳國聰先生	一級航空交通管制主任	Mr Chan Kwok-chung	Air Traffic Control Officer I
F H Foster先生	高級航空交通事務員	Mr F H Foster	Senior Air Traffic Flight Services Officer
梁華超先生	一級航空通訊員	Mr Leung Wah-chiu, Kenneth	Aeronautical Communications Officer I

## 恭賀2007年度公務員事務局 局長嘉許狀計劃得獎人

## Congratulations to the recipient of The Secretary for the Civil Service's Commendation Award Scheme 2007

梁至霖先生	總航空通訊主任	Mr Leung Chi-lam	Chief Aeronautical Communications Supervisor
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