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47th DGCA Conference, Asia and Pacific Regions 第47屆亞太區民航局局長會議

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CAD Delegation pictured with ICAO President of the Council, Mr Roberto Kobeh Gonzalez (fourth left).
民航處代表團與國際民航組織理事會主席Roberto Kobeh Gonzalez (左四)合照。

The Director-General of Civil Aviation (DGCA), Mr Norman Lo, led a delegation of six CAD officers to attend the 47th DGCA Conference, Asia and Pacific Regions, in Macao, China from 25 to 29 October 2010 as members.

There were 258 delegates from 31 States/Administrations in the Asia and Pacific regions and eight international organisations attending the Conference. The theme topic of this year's DGCA Conference is "Through the Turbulence, Working Together for Recovery and Enhanced Development

in Aviation". In face of the unprecedented growth of air transportation in the Asia Pacific Regions, the Director-Generals of the Region discussed the civil aviation safety and sustainability issues.

A total of 114 discussion/information papers were submitted to the Conference. Hong Kong CAD has submitted six papers on the topics of new meteorological services, Performance Based Navigation (PBN) development, safety management of Air Navigation Services (ANS), airport compatibility and readiness for B747-

800F operations, aviation and environment, and technical co-operations on aircraft maintenance management.

Mr Norman Lo, the recently elected Chairman of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), was nominated to serve as the moderator of the session on air navigation planning and implementation. At that session, the decisions and initiatives of a recent APANPIRG meeting, and the status of implementation of the future air traffic management (ATM) systems and the related satellite intensive technological development in this region, including the PBN, Global Navigation Satellite System (GNSS) and Automatic Dependent Surveillance-Broadcast (ADS-B), were presented. States/Administrations also exchanged their experiences with great fervour. The session ended with a consensus on strengthening inter-regional coordination on the new ATM systems to achieve a "seamless sky" for all airspace users.

The five-day conference concluded successfully by the endorsement of the Macao Statement jointly prepared by the Director-Generals. The statement reaffirmed the commitment of States/Administrations to accord safety and security the highest priorities, while recognising the essentiality of efficiency and sustainability in the new development of air transportation.

The next DGCA Conference will be hosted by New Caledonia, France from 9 to 14 October 2011 with the theme topic of "Sharing information and experiences to enhance safety and efficiency of ANS in the Asia-Pacific with specific reference to Oceanic Zones". Hong Kong CAD planned to host the 51st DGCA Conference in 2014.



DG Mr Norman Lo served as the moderator of the session on air navigation planning and implementation. 處長羅崇文在會議上主持空中航行規劃及實施的討論環節。



DG Mr Norman Lo led a delegation of six CAD officers to attend the Conference. 處長羅崇文率領六名民航處人員出席會議。

民航處處長羅崇文率領六名民航處人員出席2010年10月25日至29日於中國澳門舉行的第47屆亞太區民航局局長會議。

是次會議有31個亞太區成員國及地區，以及八個國際組織參與，與會人士共有258人。本屆民航局局長會議的主題為「共同為航空業的復甦及發展而努力」，面對亞太區航空運輸的急速增長，各民航局局長就民航安全及可持續發展等議題作出討論。

會議上總共有114份討論/資料文章。香港民航處共發表了六篇文章，包括新氣象服務、基於性能導航的發展、空中航行服務的安全管理、機場就波音B747-800F型號貨機的協調及準備、航空與環境及飛機維修管理上的技術合作。



Hong Kong delegates attended the welcome dinner. 香港代表團出席歡迎晚宴。

最近獲選為國際民航組織「亞太空中航行規劃和實施」地區小組主席的處長羅崇文，在會議上獲提名主持空中航行規劃及實施的討論環節。與會代表在會上簡介最近舉行的「亞太空中航行規劃和實施」地區小組會議的決定和倡議，以及亞太區的未來空管系統的實施情況及相關的衛星技術發展（包括基於性能導航、全球衛星導航系統及



CAD Delegation joined the culture tour in Macao. 民航處代表團參與澳門文化之旅。

廣播式自動從屬監察系統)。成員國及地區亦積極分享相關的經驗，並就加強區內新空管系統的協調合作上取得共識，努力為所有空中使用者構建無縫的天空。

為期五日的會議圓滿結束，民航局局長聯合發布了「澳門聲明」。聲明重申成員國及地區承諾在維持航空運輸新發展的高效及具持續性的同時，確立航空安全及保安為首要考慮。

下屆民航局局長會議將由法屬新喀里多尼亞主辦，定於2011年10月9日至14日舉行，主題為「分享資訊和經驗以強化亞太區尤其海洋區域空中航行的安全及效率」。而在二零一四年，香港民航處將主辦第51屆民航局局長會議。

The 37th Session of ICAO Assembly in Montreal

蒙特利爾國際民航組織大會第37屆會議

By **Mr Peter Yeung**, Chief Electronics Engineer (Projects), Air Traffic Engineering and Standards Division
航空交通工程及標準部總電子工程師（工程項目）楊海雲

The 37th triennial Session of the ICAO Assembly was convened at the ICAO Headquarters at Montreal, Canada from 28 September to 8 October 2010. DGCA, Mr Norman Lo and five CAD colleagues, attended the Assembly as members of the China Delegation.

There were a total of 75 agenda items and over 300 working papers covering a wide spectrum of subjects ranging from technical, environmental, legal and financial issues for discussion. The Assembly approved the work programmes and budget of the ICAO for the period 2011-2013.

In this Assembly, 1,588 participants from 176 ICAO Contracting States and 40 observer delegations attended the meeting to discuss and formulate policies and work programmes on three strategic objectives, namely aviation safety, aviation security and environmental protection and sustainable development of air transport.

Aviation Safety

Most of the recommendations of the ICAO High-level Safety Conference held in March 2010 were supported by the Assembly, and the following initiatives and work programmes were adopted:

- Create an international mechanism for the sharing of safety information among Contracting States;

- ICAO is developing various safety tools, such as SARPs Management and Reporting Tools (SMART), Integrated Safety Trend Analysis and Reporting Systems (iSTARS), and Online Aircraft Safety Information Services (OASIS), etc. which will be rolled out to States between 2011 and 2012 for trial use;
- Establish the Regional Safety Oversight Organisations (RSOOs) to achieve economies of scale and better use of regional expertise and resources to assist States in their compliance with safety oversight functions and obligations;
- ICAO will work on a new Annex to the Chicago Convention on Safety Management responsibilities and process with a view to enhancing and achieving a higher level of safety standards and performance;
- Under Runway Safety programme, ICAO is studying technological solutions to reduce/mitigate runway incursion and excursion as well as developing guidance material for foreign object debris (FOD), its global definition and taxonomy. A global runway safety symposium will be convened by ICAO in May 2011.

Aviation Security

- The Assembly urges all States to support the universal adoption of Beijing Convention and Beijing Protocol of 2010 by signing and ratifying these treaties soonest possible. The treaties enact criminalisation on the act of

using civil aircraft as a weapon and unlawful transport of dangerous materials that could attack aircraft would become punishable;

- Balance aviation security and facilitation and acknowledged the need to minimise disruptions or delays caused by repetitive security checks at transit/transfer points;
- Study the feasibility to extend the CMA to the Universal Security Audit Programme (USAP).

Environmental Protection

Climate Change was the most controversial and complicated issue under the subject Environmental Protection. There were diverse views of States on the ICAO draft resolution to limit or reduce greenhouse gas emission from international aviation. Despite of some States expressed reservation on the Assembly resolution on "Climate Change", the following initiatives and work programmes were proposed:

- To achieve a global annual average fuel efficiency improvement of 2% until 2020, and an aspiration global goal fuel efficiency improvement rate of 2% per annum from 2021 to 2050;
- To achieve the keeping the global net carbon emission from international aviation from 2020 at the same level;
- Develop a framework for market-based measures for international aviation for review in the 38th Assembly;
- ICAO Council's Committee on Aviation Environmental Protection (CAEP) will develop a CO₂ certification standard for aircraft engines by 2013.

Air Transport Efficiency

By applying new technologies like Global Navigation Satellite System (GNSS), Performance Based Navigation (PBN), etc. and new operational procedures and initiatives under development by the US Next Generation (NextGen) Air Transportation System and the Single European Sky ATM Research (SESAR) programme in Europe, efficiency of air transport could be achieved by further reducing fuel burn and hence emissions, lowering the risks associated with incidents/accidents and improving the services to travellers by air transport.



DG Mr Norman Lo pictured with China Chief Delegate, Mr Li Jiayang (second left); Alternate Chief Delegate, Mr Xia Xinghua (second right); and President of Civil Aviation Authority of Macao SAR, Mr Simon Chan (first right), at the Assembly.

處長羅崇文與中國代表團團長李家祥（左二）、副團長夏興華（右二）及澳門民航局局長陳穎雄（右一）於會議上合照。

To meet the above the strategic objectives and the expected passenger traffic growth at a rate of 4.6% per year, availability of well trained and qualified aviation professional is of paramount importance. In the Next Generation Aviation Professionals (NGAP) symposium held in March 2010, the worldwide aviation industry predicted shortages of 200,000 pilots, and 400,000 maintenance personnel by 2018. The senior management of the CAD not only has the foresight to increase staff resources for the Department, but has also established the Training and Development Office on 4 October 2010 to address on-going and long-term training and development needs for CAD professional staff.

三年一度的國際民航組織大會第37屆會議於2010年9月28至10月8日在加拿大蒙特利爾國際民航組織總部舉行。民航處處長羅崇文和五位同事，以中國代表團成員身份出席會議。

大會討論共75項議程和超過300份工作文件，內容涵蓋技術、環境、法律及財務事宜，亦通過了2011至2013年的工作綱領和財政預算。

會議共吸引來自176個締約國和40個觀察員代表團共1,588名人員參加。與會者就航空安全、航空保安、環境保護和航空運輸的可持續發展三個戰略目標作深入討論，並定立政策和計劃。

航空安全

大會接納於2010年3月舉行的國際民航組織高級別安全會議的大部分建議，定立以下主要工作方針：

- 建立國際平台讓締約國共享安全信息；
- 開發新的安全工具如 SMART，iSTARS，OASIS等，並於2011至2012年間供締約國試用；
- 成立地區安全監督組織(RSOO)，希望通過規模經濟及善用地區資源及人手以支援各國履行安全監督的責任；
- 在國際民用航空公約編制新的安全管理附件，進一步提升航空安全；
- 研究技術方案以減少跑道偏離、跑道侵入以及編寫有關異物碎片(FOD)的指導材料包括其國際定義及分類法。國際民航組織將於2011年5月組織一次全球跑道安全專題研討會。

航空保安

- 促請各國儘快簽署及確認北京公約及北京議定書，該條約訂明以民用航機作為武器及非法運載危害航機的危險物品，會被列作刑事罪行並受到處罰；
- 同意在航空保安及簡化手續兩方面作出平衡，並確認需要減少在轉機點/移交點上，因繁複保安檢查造成的延誤；
- 研究在普遍保安審計計劃引入持續監測措施的可行性。

環境保護

氣候變化是最具爭議性和複雜的環保議題。締約國就國際民航組織制定對國際民航溫室氣體排放進行量化的草議決議存有分歧。雖然某些締約國對決議表示保留，大會有關氣候變化的決議仍獲通過，主要工作項目如下：

- 在2020年之前，實現全球年平均燃油效率改進2%，以及從2021至2050年、實現全球年平均燃油效率改進2%的目標；
- 自2020年起將國際航空產生的全球淨二氧化碳排放保持在相同水平；
- 為國際航空界制定一個以市場為本的措施框架，供國際民航組織大會第38屆會議審議；
- 國際民航組織航空環境保護委員會將於2013年前設立航空器發動機二氧化碳排放的檢定標準。

航空運輸的效率

應用新科技如全球衛星導航系統(GNSS)和基於性能導航技術(PBN)等，加上美國下一代航空運輸系統(NextGen)和歐洲單一歐洲航空交通管理系統建置計劃(SESAR)帶來的新空管程序及概念，令到燃油用量及溫室氣體排放減少，再而減低意外風險及改良對空中旅客的服務，以致航空運輸效率得以提升。

要達成以上戰略目標和應付預期每年全球4.6%的乘客增長，培訓合資格航空專業人員至為重要。於2010年3月舉行的下一代航空專業人員(NGAP)論壇指出，至2018年，全球預計出現20萬名駕駛員和40萬名航空器維修人員的空缺。有見及此，民航處除增加人手之外，亦於在2010年10月4日成立培訓及發展事務辦公室，針對部門的人事培訓及發展，制定長遠的目標和計劃。



CAD Delegation
民航處代表團

Challenges for Replacement of Control Tower Simulator

更換控制塔模擬機的挑戰

By **H S Ng**, Electronics Engineer, Air Traffic Engineering and Standards Division
航空交通工程及標準部電子工程師**吳浩成**

What is Control Tower Simulator?

The Control Tower Simulator (CTS) consists of pseudo pilot workstations and a simulated control tower cab completed with a 360° projector system and major tower equipment such as Situation Data Display (SDD), Advanced Surface Movement Guidance and Control System (A-SMGCS), Aerodrome Meteorological Observing System (AMOS), Airfield Ground Lighting System (AGL) and Voice Communication System (VCS), etc. It simulates the tower operating environment for effective ab initio, advanced and emergency aerodrome control training of air traffic control officers. It can also be used to evaluate new air traffic control procedures for optimising air traffic management both on the ground maneuvering area and in the air.

Background

The old CTS was built based on the computing technology in mid 90's, and is difficult to in line with the rapid developments at the Hong Kong International Airport in the last decade. The performance and reliability of the old CTS also failed to meet the increasing demand of training needs.

With funding approved for the Replacement Air Traffic Control (ATC) System project in 2007, AESD and ATMD devised a two-phase delivery of the new CTS. Under Phase 1, the 8-screen front projection system and control tower cab structure of the old CTS are used with the hardware and software of the new CTS (replacing those of the old CTS), with minimum cost and down time. Phase 2 will be a completely new provision with a 12-screen rear projection system, control tower cab, consoles, etc. for installation in the CTS Room in CAD's new Office and Training Building.

Procurement

Procurement of the CTS was through a world-wide open tender exercise. After going through a rigorous assessment and selection process, the CTS contract was finally awarded in January 2010.

The Challenges

The next task after the contract award was to carry out detailed system design which involved

large amount of system and human-machine interface (HMI) customisation details to suit the operating environment of Hong Kong. Moreover, the supplier had to acquire the local terrain data, layout plan and photos of all buildings, including runways and taxiways, at the Hong Kong International Airport and neighboring areas to construct a 3D realistic scenery covering a circle of 50NM from the real aerodrome control tower. To fully and promptly grasp the technique for exercise preparation, a team of four training officers from ATMD attended a two-week training at the supplier's factory in Germany in mid-June 2010. To minimise interruption to the training, the removal of replaced CTS hardware and software, and installation and acceptance test of the new CTS were completed within a three-week period.

Project Success and the Way Forward

The Phase 1 CTS was ready for service on 2 September 2010, 32 weeks after contract award as scheduled. AESD will continue the concerted effort with ATMD and system supplier to set up a brand new CTS at the new Office and Training Building in 2013.

甚麼是控制塔模擬機？

控制塔模擬機 (CTS) 是由一個備有360度投影系統、仿機師工作台及主要控制塔設施 (如情況數據顯示器 (SDD)、先進場面活動引導和控制系統 (A-SMGCS)、機場氣象觀測系統 (AMOS)、機場地面照明控制系統 (AGL) 和話音通訊處理系統 (VCS) 等組成的塔台模擬裝置。通過模擬控制塔的作業環境, 有效地為空管學員提供相關的機場空管初階、進階及應急培訓課程, 也可用來評估新的空管程序, 優化地面和空中的交通管理。

背景

舊CTS使用90年代中的舊電腦技術, 但系統設備不能滿足日漸嚴謹的訓練要求。「更換航空交通管制系統」項目批核後, 航空交通工程及標準部和航空交通管理部計劃以兩個階段完成更換新的CTS系統。第一階段保留現有的八屏幕正面投影系統和塔台結構, 但以新CTS系統



Pseudo Pilot Workstations of Phase 1 Control Tower Simulator.
新控制塔模擬機的仿機師工作站。

的核心硬件和軟件更換在舊系統上, 以最少的支出及舊CTS系統最短停機時間改善它的功能及表現。第二階段將在民航處新辦公室和培訓大樓內建造一個全新的、備有十二屏幕背面投影系統的CTS。

購置工作

購置CTS在全球以公開招標形式進行, 多間著名的CTS供應商皆參予投標。經過嚴謹的評選工作, CTS的合同最終在2010年1月簽訂。

面臨的挑戰

隨後的任務是進行詳細的系統設計, 當中涉及制定大量的系統和人機界面 (HMI) 細節, 以適應香港的運作環境。供應商亦要取得香港50海里範圍內的地形數據、平面圖和所有包括跑道和滑行道的建築物照片, 以建立香港國際機場及鄰近地區的三維景象。為了及時和充分掌握新CTS的練習編寫技巧, 航空交通管理部培訓組派出一支為數四人的培訓隊伍在2010年6月中旬到供應商位於德國的工廠參加為期兩週的訓練課程。舊CTS的拆除和安裝工作在2010年6月底亦隨即展開。為減少控制塔模擬訓練的中斷時間, 兩項工作加上現場驗收的工作須於三個星期內完成。

項目的成功和未來路向

第一階段的新CTS如期在簽訂合同後32週內, 於2010年9月2日投入服務。航空交通工程及標準部將繼續與航空交通管理部及系統供應商緊密合作, 於2013年在新辦公室和培訓大樓內建立全新的CTS。



Student Workstations of Phase 1 Control Tower Simulator.
新控制塔模擬機的交通管制人員工作站。

Stand-alone Playback Workstations of Phase 1 Control Tower Simulator.
新控制塔模擬機的獨立播放工作站。



Comparison of Old and New CTS Features 新舊控制塔模擬機特性對照

Feature 特性	New Simulator 新模擬機	Old Simulator 舊模擬機
Mobile Instructor Workstation 移動導師工作台	It enables the instructor to introduce ad hoc changes during the course of an exercise to test the reaction of the students. 使導師於訓練過程中可隨意改變練習的內容，藉以測試學生的即時反應。	Not available. The instructor has to tell and rely on the pseudo pilots to introduce ad hoc changes during the course of an exercise. 沒有此項設施。導師要通知仿機師，由他們改變練習的內容。
Stand-alone Playback Workstation 獨立播放工作台	The playback workstation with a 52-inch LCD can be installed anywhere to playback an exercise copied from the new CTS to a memory stick. A joystick allows the selection of the desired sector or track the movement of an aircraft as it moves from one spot to the other. 該52英寸液晶顯示器的獨立播放工作台可以安裝於任何地方，播放從新控制塔模擬器複製到記憶棒的練習。播放台還設有一個操縱桿來選擇所需的扇區或追蹤飛機移動的軌跡。	Not available. 沒有此項設施。
Image Generators 圖像產生器	The image generators are off-the-shelf products available from several suppliers with full compatibility and have much better performance than the old one at a fraction of its price. 新圖像產生器是現成產品，很多供應商都可提供互相兼容的替代品。它的表現比舊圖像產生器優勝，但價錢卻相對便宜。	The image generators were proprietary products which were very expensive and restrictive to procure and maintain. 舊的圖像產生器是獨家產品及有局限性，採購和維護的費用均非常昂貴。
Airport Scenery 機場景象	Tools are provided for CAD to modify airport scenery to reflect the latest changes in runways, taxiways, buildings, etc. 新CTS附有齊備的工具，使民航處可自行修改跑道，滑行道，建築物等機場景象，以反映最新變化。	All updates must be provided by the supplier. 所有更新必須由供應商提供。
Aircraft Database 飛機數據庫	A large database of 150 aircraft models and 150 airline liveries were delivered with the new simulator. Moreover, tools are provided for CAD to modify airline liveries and create new airline livery/aircraft model combinations when new airlines are established or existing airlines introduce new aircraft models. 新控制塔模擬機附有一個由150個飛機型號及150個航空公司標記所組成的大型數據庫；亦有齊備的工具使民航處可自行建立新的飛機型號/航空公司標記組合及繪製新的航空公司標記。	A limited number of aircraft models with specific airline liveries were delivered with the old simulator. Their addition and modification had to be carried out by the supplier. 舊控制塔模擬機只提供有限數量的飛機型號和航空公司標記組合的數據庫。而這些組合的增加和修改需由供應商提供。
Quality of Visual Simulation 機場景象仿真度	Realistic simulation of the airport scenery for the students, with photographic quality of mountains and buildings and aircraft/vehicles movements during day time or night time, and under good or bad weather conditions. 以攝影製成的山巒和建築物、逼真的日間/夜間情景、晴朗/惡劣天氣及移動順暢的飛機和車輛，為空管學員提供一個仿真度極高的機場景象。	Most scenery/buildings are simulated by lower fidelity graphics. 很多景物都是用繪圖方式展示，形成低精確度的機場景象。

Diplomatic Conference on Aviation Security - Beijing 2010

2010年航空保安外交會議——北京

By **Ms Alice Chan**, Senior Operations Officer (Avsec Standards), Airport Standards Division
機場安全標準部高級民航事務主任（航空保安標準）**陳德配女士**

As an immediate response to the terrorist attacks of 11 September 2001, the ICAO Assembly in 2001 adopted a resolution to review the aviation security conventions that were in force, i.e. the Convention for the Suppression of Unlawful Seizure of Aircraft (1970 Hague Convention) and the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation (1971 Montreal Convention) as amended by the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation (1988 Montreal Protocol).

In September 2009, the Legal Committee of ICAO completed the drafting of the amendments to the two Conventions and agreed that a Diplomatic Conference be convened to finalise and adopt the amendments.

The Diplomatic Conference on Aviation Security took place in Beijing from 30 August to 10 September 2010. Over 400 participants from 77 States and four international organisations attended the Conference. Mr Xia Xinghua, Vice Minister of the Civil Aviation Administration of China, headed the Chinese delegation and he was also elected President of the Conference. Representatives from Hong Kong attended the Conference as part of the Chinese Delegation. They included Assistant Director-General, Mr Colman Ng; Senior Operations Officers, Ms Alice Chan and Mr Michael Yuen; Senior Government Counsel, Ms Shirley Wong and Assistant Secretary for Security, Ms Salina Mak.

At the Conference, all delegates were afforded opportunities to comment on the two draft consolidated texts as presented by the ICAO Secretariat. After extensive debates and negotiations, the consolidated text to amend the 1971 Montreal Convention was adopted



Hong Kong representatives at the Diplomatic Conference on Aviation Security.
參加航空保安外交會議的香港代表。

as the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (2010 Beijing Convention) and the consolidated text to amend the 1970 Hague Convention was adopted as the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (2010 Beijing Protocol).

The two treaties criminalise, inter alia, the act of using civil aircraft as a weapon, and of using dangerous materials to attack aircraft or other targets on the ground. The unlawful transport of biological, chemical and nuclear weapons and their related material has been made punishable. Moreover, the criminal liability of directors and organisers of an offence under the treaties is specifically covered. Making a threat to commit an offence under the treaties may also trigger criminal liability, when the circumstances indicate that the threat is credible.

The Beijing Convention and the Beijing Protocol are now open to all States for signature. Each of the treaties requires 22

ratifications to bring it into force. The ICAO General Assembly passed a resolution in October 2010 to urge all States to support and encourage the universal adoption of the two treaties by signing and ratifying them as soon as possible.

As of 1 October 2010, a total of 20 and 21 States including China signed the Convention and the Protocol respectively. Closer to the entry into force of the Beijing Convention and Beijing Protocol by the Mainland China, legislative amendment process will be initiated as appropriate to give effect to these two treaties in Hong Kong.

就2001年9月11日發生的恐怖襲擊事件，國際民航組織於同年的組織大會上通過決議案審視當時生效的航空保安公約，即《關於制止非法劫持航空器的公約》（簡稱1970年《海牙公約》）與經1988年《制止在為國際民用航空服務的機場上的非法暴力行為的議定書》（簡稱1988年《機場議定書》修正的《關於制止危害民用航空安全的非法行為的公約》（簡稱1971年《蒙特利爾公約》）。



2009年9月，國際民航組織法律委員會完成了起草修正《海牙公約》及《蒙特利爾公約》的案文，並同意召開外交大會通過有關的修正。

航空保安外交會議於2010年8月30日至9月10日在中國北京舉行。四百多位來自七十六個國家和四個國際組織的代表參加了這次會議。中國代表團由中國民用航空局副局長夏興華率領參加。夏副局長亦被選為大會主席。香港以中國代表團成員身份出席該會議。香港代表包括民航處助理處長伍崇正、高級民航事務主任陳德配及袁兆基、律政司高級政府律師黃修賢及保安局助理秘書長麥愷婷。

與會期間，各國代表亦有機會對國際民航組織秘書處提交的兩個合併案文草案作出評論。經過廣泛辯論及多輪談判後，大會通過了修正1971年《蒙特利爾公約》的合併案文成為《制止與國際民用航空有關的非法行為的公約》（簡稱2010年《北京公約》）和修正1970年《海牙公約》的合併案文成為《制止非法劫持航空器公約的補充議定書》（簡稱2010年《北京議定書》）。

這些條約的內容，包括將使用民用航空器作為武器、使用危險材料攻擊航空器或其他地面目標、非法運輸生物、化學和核武器及其相關材料定為犯罪行為。指揮和組織條約範圍內的犯

罪行為的人士亦要負上刑事責任。此外，條約亦訂明若揚言施行條約範圍內的犯罪行為產生可信的威脅，也會引起刑事責任。

《北京公約》及《北京議定書》現已開放給各國簽署。這兩項條約各自需要二十二個國家批准方可生效。國際民航組織大會於2010年10月通過決議案，敦促所有成員國簽署，並批准《北京公約》和《北京議定書》。

截至2010年10月1日，已有二十及二十一個國家（包括中國），分別簽署了公約和議定書。香港將會在中國批准《北京公約》及《北京議定書》生效後開展相關法例的修訂程序。

Department Activities 部門活動花絮

28.6.2010



ADG(ATM), Mr PF Wong, presented a commendation pennant to the Area Control Stream represented by Enroute Supervisors Mr Milton Cheuk and Miss Connie Yiu for achieving 12 months of incident free operations. 助理處長（航空交通管理）王炳輝頒授錦旗以嘉許航路管制組累積12個月無事故運作，由航空交通服務值班督導主任卓志聰及姚金枝代領。

17.7.2010



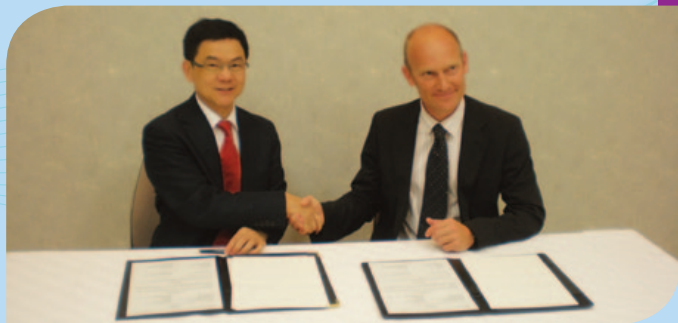
A group of colleagues went on squid fishing activity organised by CAD Staff Club. 本處同事參加由民航處職員康樂會舉辦的釣墨魚活動。

16 - 20.8.2010



Nine ATCO attended ATS Supervisor Course which aims to prepare them to carry out the duties of Watch Manager and Stream Supervisor. 九名航空交通管制主任參加了航空交通服務督導主任課程，為執行值班經理及督導主任的職務作好準備。

5.9.2010



DG Mr Norman Lo signed a Memorandum of Agreement on cooperation in Aircraft Accident and Incident Investigations with Mr Keith Conradi, Chief Inspector of Air Accidents, Air Accidents Investigation Branch of United Kingdom in Sapporo, Japan. 處長羅崇文與英國航空意外調查局總航空意外調查主任Keith Conradi 先生於日本札幌簽署飛機意外及事故調查合作之協議備忘錄。

9.9.2010



DG Mr Norman Lo and the Hong Kong delegation attended the APANPIRG Meeting when DG was elected as the Chairperson of the APANPIRG. 處長羅崇文及香港代表團出席亞太空中航行規劃和實施地區小組的年度會議，處長並當選為主席。

16.9.2010



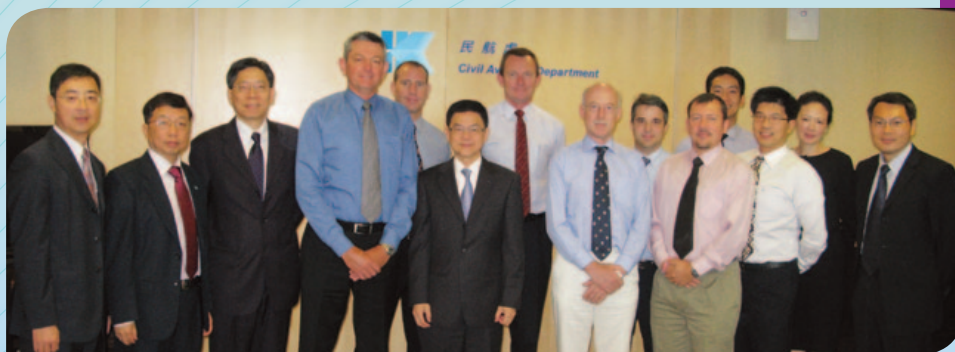
Aerothai delegation visited Air Traffic Control Centre. 泰國航空無線電公司(Aerothai)參觀航空交通管制中心。

12.10.2010



A/DDG, Mr Colman Ng (third left), attended the press conference of Asian Aerospace 2011. 署理副處長伍崇正(左三)出席2011亞洲國際航空展新聞發佈會。

21.10.2010



Members of the International Federation of Air Line Pilots' Associations visited CAD. 國際航空公司飛行員協會代表到訪民航處。

3.11.2010



President of Aerothai - Air Chief Marshal Somchai Thean-anant presented DG Mr Norman Lo with Honorary Wing of Aerothai in recognition of DG's significant contribution to ATC Operations in the APAC Region during his visit to Aerothai in the capacity of Chairman of the APANPIRG.

泰國航空無線電公司(Aerothai)主席Somchai Thean-Anant於處長羅崇文以國際民航組織亞太空中航行規劃和實施地區小組主席身份到訪Aerothai期間頒贈Honorary Wing of Aerothai以表揚處長對亞太地區空管運作的重大貢獻。

7.11.2010



Badminton Team strived hard in HAECO Cup entering semi-final as the divisional winner, yet losing 1-3 to MTR and settled for 2nd runner up.

羽毛球隊於港機盃羽毛球邀請賽以小組首名出線，唯在準決賽以一比三不敵港鐵，屈居季軍。

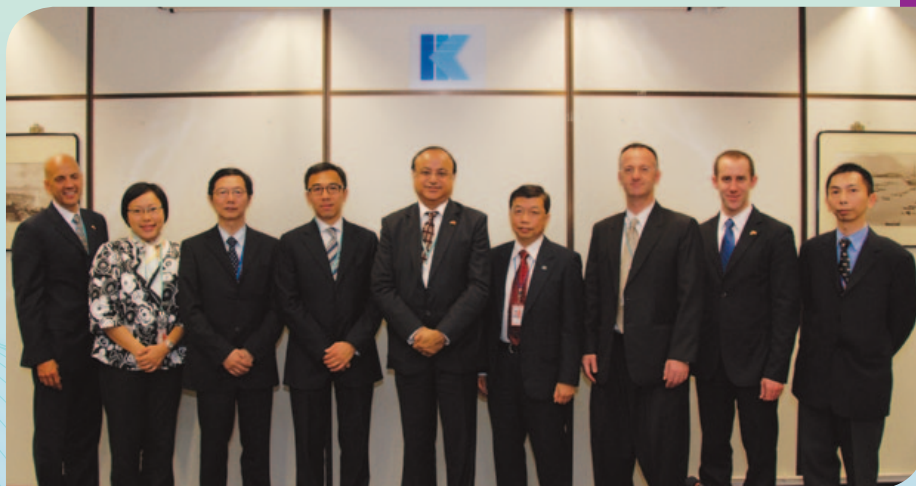
9.11.2010



Deputy Director-General of Air Traffic Management Bureau of the Civil Aviation Administration of China (CAAC), Mr Gao Yi, led seven members to visit Air Traffic Management Division.

中國民航局空管局副局長高毅率領七名團員參觀空管部。

15.11.2010



Assistant Secretary for Trade Promotion at the U.S. Department of Commerce, Mr Suresh Kumar (fifth left), visited ATCX to learn more about Hong Kong's aviation development.

美國商務部助理部長Suresh Kumar（左五）到訪空管中心，了解香港的航空發展。

17.11.2010



DG Mr Norman Lo officiated at the eye-dotting ceremony in HAECO 60th Anniversary Celebration Ceremony.

處長羅崇文於香港飛機工程有限公司六十周年誌慶典禮上為醒獅點睛。

30.11.2010



Master of The Guild of Air Pilots and Air Navigators (GAPAN), Dr Michael Fopp (third right); Chairman of GAPAN (Hong Kong Region), Captain Brent Hawkins (first right); and Administrator of GAPAN (Hong Kong Region), Captain John Farley (second left), visited CAD.

英國皇家飛行員及導航員協會代表Michael Fopp博士（右三）連同香港區代表Brent Hawkins機長（右一）及John Farley機長（左二）到訪民航處。

A New Chapter in CAD Professional Training

民航處專業訓練新里程

By **Mr Thomas Fok**, Senior Electronics Engineer (Training and Development), Air Traffic Engineering and Standards Division
航空交通工程及標準部高級電子工程師(培訓及發展) **霍偉雄**

You may share the same view that training is the most effective way for colleagues to acquire the required knowledge in this dynamic, advancing and rapidly growing aviation industry. Following the establishment of the new Training & Development Office (TDO) in October 2010, the two-man TDO team initially comprising a SOO and a SEE proceeds full steam to blueprint future departmental training more effective and responsive to the industry.

The main responsibilities of TDO are centralised management of professional training to enhance staff competence, and formulation of departmental training policies and programmes for career development and human resources planning. Taking into account DGCA's vision and views, the team would focus the near-term efforts in setting up Training & Development Committee in place of the former Continuous Learning Committee; sourcing local and overseas training courses for divisions; developing training packages for new recruits; and setting out training programmes to meet new ICAO and industry's initiatives like PBN, ADS-B, AIM, GNSS, Alternate Fuel and UAS etc.

Division's Views

One of TDO's main functions is to coordinate with divisions on improvements to training programmes/plans and career development of individual officers. Subsequent to the TDO presentation given to division's management at the 100th Directorate Grade Officer Meeting on 24 November 2010, TDO has planned to approach individual divisions to solicit their views on staff training and project training needs arising from industry growth or staff movements. Subject to the division's priority, cooperative efforts will then be focused on gap analysis of division's training and career development of potential officers. Results of gap analysis and progress of corresponding actions will be regularly reviewed under terms of reference of the new Training & Development Committee.

CAD Training Database

At present, all divisions according to their requirements should have developed and

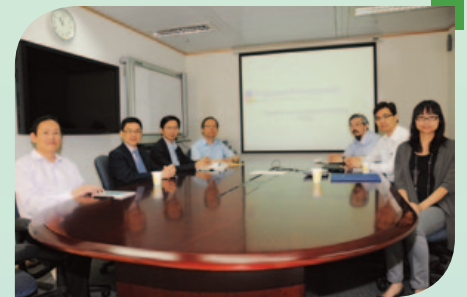
adhered to their own systems to plan for staff training and keep track of the attendance records. These systems are basically designed to operate standalone, so sharing of data amongst divisions or centralised data analysis is technically not feasible. With a view to achieving synergy and standardization, TDO would introduce a new IT application namely CAD Training Database on a common platform to administer the training data in a more systematic manner. This new database will be initially launched in AESD and Airworthiness Office for pilot trial run, before extending to other divisions gradually.

New Generation Aviation Professional (NGAP) Initiatives

At the recent 37th Session of Assembly held in Montreal, ICAO pointed out that its NGAP Task Force would launch a series of initiatives in coming years to ensure enough qualified and competent professionals are available to operate, manage and maintain the future international air transport system. For the "Air Traffic Safety Electronics Personnel (ATSEP)", the NGAP Task Force has noticed the training and competence of ATSEP are varying considerably between States and they would work with several voluntary aviation professions to develop the ATSEP competence towards end of 2011. To support this initiative, TDO is studying to revamp the conventional Electronics Engineer training to the more structure competency-based ICAO model, in which ATSEP training is divided into Basic Training, Qualification Training, System/Equipment Rating Training, Continuation Training and Developmental Training. This proactive move in CAD may be the first air navigation service provider in the region to step in such new initiative.

Collaboration with ATMD Training & TELS Units

All along, Training Unit and TELS Unit of ATMD are responsible for arranging/providing professional training to ATCO, ATFSO and ACO staff to equip them with adequate knowledge and technical skills leading to acquisition of associated licenses, ratings, certification or qualifications.



Colleagues discussing the proposed arrangements of TDO in a meeting.

同事開會商討有關成立培訓及發展事務辦公室的細節。

With their profound expertise and experience, TDO would research in close collaboration with ATMD in organising workshops and training courses for external participants in air traffic services related subjects.

Centre of Excellence in Aviation Training

To enable exchanging of experience and knowledge amongst CAD colleagues and other fellow members of the Asia Pacific aviation community or even with international organisations, TDO as the long-term goal would line up with appropriate overseas training resources to further widen the training spectrum in such a way that future aviation training courses can be delivered by CAD staff or jointly by CAD staff, industry partners and subject experts. The ultimate aim of the TDO is to set up aviation training curricula in CAD so as to pitch Hong Kong as the Centre of Excellence in aviation training for the region.

或許你也有同感，航空業發展迅速，適當培訓是最有效的方法來讓同事們獲得所需的新知識。培訓及發展事務辦公室(TDO)在2010年10月成立，成員包括一位高級民航事務主任和一位高級電子工程師。該辦公室正致力為部門設計具效益的培訓藍圖，以更有效地回應業界的需求。

TDO的主要功能是集中管理部門專業訓練資源，以提升員工的工作能力，並根據員工發展需要和人力資源規劃而制定部門的培訓政策和方案。聽取了處長的期望，TDO目前的工作將

集中於成立培訓及發展委員會以代替現時的持續進修委員會；為各分部搜尋本地及海外培訓課程；為新入職同事制訂培訓課程；及定立相應培訓方案以符合國際民航組織和業界的新倡議如PBN、ADS-B、AIM、GNSS、Alternate Fuel和UAS等等。

收集各分部意見

TDO其中一項主要職能是協調各分部，以完善其培訓方案和員工發展計劃。有關同事於2010年11月24日召開的第一百次首長級人員會議中簡介TDO的未來工作安排。同事亦已計劃分別約見各分部聽取他們就業界增長和人員調動而引發有關在員工及工作方面培訓的意見。TDO再以各分部的優先事項，與各分部聯手進行員工培訓和職業發展的差距分析。差距分析結果和相應工作的進展將於培訓及發展委員會作定期檢討。

民航處培訓資料庫

目前，各分部採用各自的系統計劃員工培訓和處理課程出席記錄。這些系統往往獨立運

作，在技術上難以用作交換資料或集中分析。為發揮協同效應和將系統標準化，TDO將引入跨分部的通用平台「民航處培訓資料庫」管理培訓資料。這資料庫將率先於航空交通工程及標準部和適航辦公室試行，繼而逐步擴展至各分部應用。

下一代航空專業人員計劃

國際民航組織最近於蒙特利爾總部舉行的第三十七屆大會上指出，其轄下「下一代航空專業人員計劃」工作組於未來數年將推出一連串措施以確保有足夠合資格的專業人員操作、管理和維護未來國際航空運輸系統。在「航空交通安全電子人員(ATSEP)」方面，工作組注意到不同地方的培訓和專業資格的標準存有很大差異，工作組將會與自願航空專業組織建立一套ATSEP專業資格，預計於二零一一年年底完成。為配合此計劃，TDO將研究重組傳統的電子工程師培訓至國際民航組織的建議模式。ATSEP培訓分為基礎訓練、資格培訓、系統/設備等級培訓、持續進修訓練和發展培訓。民航處可能是區內首個空中航行服務提供者積極地推動這新計劃。

與航空交通管理部轄下的訓練組及電訊組的協作

一直以來，航空交通管理部的訓練組及電訊組負責安排和為航空交通管制主任、航空交通事務員及航空通訊員職系同事提供優質的專業培訓。這些訓練裝備學員具足夠的知識和技能取得相關執照或資格。鑑於同事具備豐富專業知識和工作經驗，TDO將積極研究和航空交通管理部合作，舉辦與航空交通服務有關的專題工作坊及訓練課程予外間人士參加。

卓越的航空專才培訓中心

為讓同事和其他亞太區業界或甚至國際相關組織能分享不同經驗和知識，TDO的長遠目標為與海外培訓機構合作，以擴闊培訓範疇，使民航處人員，或聯同其他業界夥伴和專家能夠提供培訓課程。而TDO最終目的是在民航處設立航空培訓課程，使香港發展成為區內卓越的航空專才培訓中心。

100th Anniversary of Aviation Development in Hong Kong 香港航空發展百周年

By **Mr Alva Fung**, Senior Operations Officer (Special Duties), Air Services Division
航班事務部高級民航事務主任（專責事務）**馮志榮**



處長羅崇文聯同航空業界翹楚於2010年11月22日舉行的記者會為百周年紀念徽標揭幕。

DG Mr Norman Lo and leaders in the aviation industry unveiled the official logo of the events at a press conference held on 22 November 2010.

Year 2011 will be a special year for the aviation industry of Hong Kong because it will be the centenary year for the first powered flight in Hong Kong. On 18 March 1911, a Farman biplane piloted by Mr Charles van den Born took the sky in Shatin.

Since June 2010, CAD initiated a series of events to celebrate this important milestone in our history, with the cooperation of many aviation partners.

Aims of the celebration programme:

- To celebrate the centenary of powered flight in Hong Kong;
- To promote Hong Kong as an international and regional aviation centre;
- To raise funds for charity; and
- To promote aviation knowledge among youths.

Please refer to the table for event details.

Funds mainly come from organisation sponsorships, donations and advertisements in some events. Up-to-date details will be available at the dedicated website for this occasion at www.100aviationdevelopment.hk.

2011年對香港航空業界來說可算是特別的一年，它標誌着香港動力飛行的一百周年。於1911年3月18日，一架由查爾斯溫德邦駕駛的費文雙翼機於沙田成功飛行，揭開香港動力飛行發展的序幕。

自2010年6月，民航處聯同多個航空同業策劃一連串活動，紀念這個香港歷史上重要的里程碑。

活動目的為：

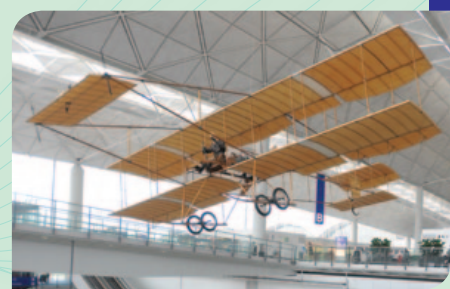
- 慶祝香港動力飛行一百周年；
- 宣傳香港作為重要的國際及區域航空樞紐；
- 籌募善款作慈善用途；及
- 提升青少年的航空知識水平。

活動詳情可參考附表。

活動的款項主要來自商業贊助、捐獻及某些活動的廣告收益。最新消息可瀏覽專題網頁 www.100aviationdevelopment.hk。



香港航空發展一百周年紀念徽標。
Official logo of 100th anniversary of aviation development in Hong Kong.



A replica of the Farman biplane on display at Hong Kong International Airport
費文雙翼機複製品，現正在香港國際機場展出。

Date in 2011 日期	Event 活動	Purpose 目的	Venue 地點	Target participant 參加者
22.2.2011 — 30.6.2011	1. Photo & Farman Biplane Replica Exhibition 相片及費文雙翼機複製品展覽	To recap the aviation development in the past century by displaying vintage photos and Farman biplane replica 展示過去一百年香港在民航領域的發展	Terminal 1 of Hong Kong International Airport 香港國際機場一號客運大樓	Public 公眾人士
8-10.3.2011	2. Asian Aerospace 2011 亞洲國際航空展2011	To showcase modern aviation technologies and products 展出最新航空技術及產品	AsiaWorld-Expo 亞洲國際博覽館	Aviation industry 業界
17.3.2011	3. Aircraft Pull 拉飛機	To celebrate the special day in the history of Hong Kong by Pulling 4 aircraft simultaneously 同時拉動4架飛機以紀念香港歷史特別的一天	Hong Kong International Airport 香港國際機場	Various groups 不同組別人士
18.3.2011	4. Gala Dinner 晚宴	To celebrate this special day with a pinch of charity element 慶祝特別一天兼籌善款	Regal Airport Hotel 富豪機場酒店	Aviation industry & charitable organisations 業界及慈善團體
6 — 8.2011	5. Career Talks and Visits to aviation industry 航空業界就業講座及參觀	To arouse youths' interest in aviation professions 提升青少年對航空專業的認識	Various locations 不同地點	High school and tertiary students 高中及大專學生
7.2011	6. Aviation Knowledge Contest 航空知識問答比賽	To promote aviation knowledge among youths 提升青少年對航空專業的認識	Hong Kong Science Museum 香港科學館	High school students 高中學生
7 — 8.2011	7. 4-D Movie Show 4-D電影放映會	To provide three dimensional imaging with sensory thrills experience for airport neighbours 提供3-D影像加上感官刺激經歷予機場友鄰	Skyplaza of Hong Kong International Airport 香港國際機場翔天廊	Kids closed to the airport 鄰近機場小朋友
18.9.2011	8. Birdman Flying Competition 鳥人飛行大賽	To share exciting moments of aviation enthusiasts 供航空發燒友一展身手	Tsim Sha Tsui promenade 尖沙咀海濱	Public 公眾人士
10.2011	9. Carnival Day 嘉年華會	To promote aviation knowledge in a fun day 同樂日推廣航空知識	Hong Kong Aviation Club 香港飛行總會	Public 公眾人士

The following commemorative items will be launched :

下列紀念品將會推出：

Date 日期	Item to be issued 紀念品	Produce 出版者
18.3.2011	Farman aircraft replica theme stamp sheetlet together with philately souvenirs 郵票小型張及集郵精品	Hongkong Post 香港郵政

Hongkong Post will issue "Centenary of Powered Flight in Hong Kong" stamp sheetlet with philately souvenirs on 18 March.

香港郵政將於3月18日發行「香港動力飛行百周年」郵票小型張及集郵精品。



CAD Newsmakers

同事動向

Welcome to the newcomer

歡迎新同事

Ms Cheung Chui-lin, Stella	Supplies Supervisor II	張翠蓮女士	二級物料供應主任
Ms Ling Kit-hang, Catherine	Assistant Supplies Officer	凌潔珩女士	助理物料供應主任
Ms Chan Wai-ye, Radcliffe	Statistical Officer II	陳偉儀女士	二級統計主任
Miss Lam Yuen-kei	Executive Officer II	林婉琪女士	二級行政主任
Miss Chau Ching-man, Eunice	Assistant Information Officer	周靜汶女士	助理新聞主任
Mr Leung Kwok-keung, Danny	Contract Project Inspector	梁國強先生	合約項目督察
Mr Pang Tsz-ho, Edmond	Contract Project Inspector	彭子浩先生	合約項目督察
Mr Yan Ching-wah, Jarvis	Contract Project Inspector	甄正華先生	合約項目督察
Mr Suen Hoi-tak	Student Air Traffic Control Officer	孫海德先生	見習航空交通管制主任
Mr Li Lui	Student Air Traffic Control Officer	李雷先生	見習航空交通管制主任
Miss Tam E-Man	Student Air Traffic Control Officer	譚依文女士	見習航空交通管制主任
Mr Kwan Chun-pong	Student Air Traffic Control Officer	關振邦先生	見習航空交通管制主任
Miss Chan Wei-shuen, Cheryl	Student Air Traffic Control Officer	陳韋璇女士	見習航空交通管制主任
Miss Lee Yan-ye, Jacinta	Student Air Traffic Control Officer	李茵怡女士	見習航空交通管制主任
Mr Leung Chun-him	Student Air Traffic Control Officer	梁俊謙先生	見習航空交通管制主任
Mr Hong Ho-cheung	Student Air Traffic Control Officer	康浩彰先生	見習航空交通管制主任
Mr Cheung Hiu-chun	Student Air Traffic Control Officer	張曉雋先生	見習航空交通管制主任
Mr Yeung Calvin Lai-ho	Student Air Traffic Control Officer	楊禮豪先生	見習航空交通管制主任
Miss Ho Chung-yin	Student Air Traffic Control Officer	何頌賢女士	見習航空交通管制主任
Mr Chu Chun-yip	Contract Project Assistant	朱振業先生	合約項目助理
Miss Wong Chui-yin	Contract Project Assistant	王翠賢女士	合約項目助理

Farewell to those leaving

再見好同僚

Mr Tse Ki-wai, Raymond	Air Traffic Control Officer I	謝其偉先生	一級航空交通管制主任
Mr B J Bruce	Air Traffic Control Officer II	B J Bruce先生	二級航空交通管制主任
Mr M P Kain	Air Traffic Control Officer II	M P Kain先生	二級航空交通管制主任
Mr T M Watt	Air Traffic Control Officer II	T M Watt先生	二級航空交通管制主任
Miss Sin Ka-man	Student Air Traffic Control Officer	單嘉玟女士	見習航空交通管制主任
Miss To Kit-ming	Student Air Traffic Control Officer	杜潔明女士	見習航空交通管制主任
Miss Chan Wing-lam, Karen	Student Air Traffic Control Officer	陳穎琳女士	見習航空交通管制主任
Mr Lok Tsz-chun	Student Air Traffic Control Officer	樂子駿先生	見習航空交通管制主任
Mr Leung Wing-chiu, Erik	Student Air Traffic Control Officer	梁永釗先生	見習航空交通管制主任
Mr Tang Tim-wing	Statistical Officer II	鄧添榮先生	二級統計主任
Miss Chan Ka-wing, Fiona	Assistant Information Officer	陳嘉詠女士	助理新聞主任
Ms Lun Yuet-ho	Supplies Supervisor II	倫月好女士	二級物料供應監督
Mr Chu Kai-kong	Assistant Supplies Officer	朱啟剛先生	助理物料供應主任
Ms Kam Ka-mei	Personal Secretary II	甘家美女士	二級私人秘書
Ms Wong Hoi-ye, Maria	Executive Officer II	黃凱怡女士	二級行政主任
Mr Chan Fat-kwai	Executive Officer I	陳發貴先生	一級行政主任



Congratulations to Mr Simon Li on his promotion to the rank of Assistant Director-General.
 恭喜李天柱晉升為助理處長。



ADG(ATM), Mr PF Wong pictured with 3 colleagues who were promoted to Air Traffic Control Officer III (left) and 2 colleagues who were promoted to Air Traffic Control Officer I (right).
 助理處長（航空交通管理）王炳輝與三位剛晉升為三級航空交通管制主任（左）及兩位剛晉升為一級航空交通管制主任（右）的同事合照。



Congratulations to Mr Michael Yuen on his promotion to the rank of Senior Operations Officer.
 恭喜袁兆基晉升為高級民航事務主任。



Congratulations to Mr Tsang Bing-kwan (left) and Mr Alan Shum (right) on their promotion to the rank of Chief Operations Officer.
 恭喜曾炳坤（左圖）和岑毓麟（右圖）晉升為總民航事務主任。



Congratulations to Mr Richard Wu on his promotion to the rank of Chief Electronics Engineer.
 恭喜胡志光晉升為總電子工程師。



Congratulations to the newly promoted

恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Ms Mak Wing-yin	Aeronautical Communications Officer I	22.6.2010	麥詠賢女士	一級航空通訊員	22.6.2010
Miss Sit Siu-mei	Aeronautical Communications Officer I	22.6.2010	薛小美女士	一級航空通訊員	22.6.2010
Mr P M Chadwick	Air Traffic Control Officer I	13.7.2010	P M Chadwick先生	一級航空交通管制主任	13.7.2010
Mr Li King-wah	Air Traffic Control Officer I	13.7.2010	李景華先生	一級航空交通管制主任	13.7.2010
Mr Ho Wang-leung, Jonathan	Senior Operations Officer	15.7.2010	何宏亮先生	高級民航事務主任	15.7.2010
Mr Yuen Siu-kei, Michael	Senior Operations Officer	15.7.2010	袁兆基先生	高級民航事務主任	15.7.2010
Mr Wu Chi-kwong, Richard	Chief Electronics Engineer	16.7.2010	胡志光先生	總電子工程師	16.7.2010
Mr Tsang Bing-kwan	Chief Operations Officer	16.7.2010	曾炳坤先生	總民航事務主任	16.7.2010
Mr Yuen Chi-king	Senior Electronics Engineer	19.8.2010	阮志敬先生	高級電子工程師	19.8.2010
Mr Li Tin-chui, Simon	Assistant Director-General of Civil Aviation	26.8.2010	李天柱先生	民航處助理處長	26.8.2010
Mr Shum York-lan, Alan	Chief Operations Officer	26.8.2010	岑毓麟先生	總民航事務主任	26.8.2010
Ms Hong Po-hing, Amanda	Senior Clerical Officer	8.9.2010	康寶馨女士	高級文書主任	8.9.2010

Best wishes to the retiree

Mr Leung Yiu-kwong	Air Traffic Control Officer I	梁耀光先生	一級航空交通管制主任
Miss Wong Tak-chung	Office Assistant	黃德聰女士	辦公室助理員
Mr Pong Yan-lam	Assistant Clerical Officer	龐恩霖先生	助理文書主任

願退休生活愉快



Mr Hung Yat-kwong (middle), ATCOI, was presented with silver plaque to commend his serving in Air Traffic Control Centre for over 43 years and significant contributions to ATC development. Mr Hung is now on pre-retirement leave.

一級航空交通管制主任洪日光（中）獲頒贈銀碟以表揚其為航空交通管制中心服務逾43年，並對航空交通管制的發展作出重大貢獻。洪日光已展開退休前休假。



Mr Andrew Leung (middle), ATCOI, was presented with silver plaque to compliment his long services in Civil Aviation Department.

一級航空交通管制主任梁耀光（中）獲頒贈銀碟以表揚其於民航處的長期服務。

Congratulations to the recipients of Long and Meritorious Service Travel Award Scheme 2010/2011

Mr Chan Chi-wing	Senior Clerical Officer	陳志榮先生	高級文書主任
Miss Ha Pui-ling	Clerical Officer	夏佩玲女士	文書主任
Mr Wong Wai-hop	Assistant Clerical Officer	黃維俠先生	助理文書主任
Ms Liu Oi-che	Statistical Officer I	廖愛枝女士	一級統計主任
Mrs Chan Cheng Kit-ha	Personal Secretary I	陳鄭潔霞女士	一級私人秘書
Mr Yeung Wai-sun	Aeronautical Communications Supervisor	楊偉新先生	航空通訊主任

恭賀2010/2011優良服務公費旅行獎勵計劃得獎人



Congratulations to the recipients of the Chief Executive's Commendation for Government/Public Service 2010

恭賀2010獲頒授行政長官公共服務獎狀得獎人

Mr Wong Ping-fai	Assistant Director-General of Civil Aviation	王炳輝先生	民航處助理處長
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Congratulations to ADG(ATM), Mr PF Wong, who was awarded the Chief Executive's Commendation for Government/Public Service to commend for his outstanding contribution to the successful completion of audit conducted on Hong Kong under the Universal Safety Oversight Audit Programme of the ICAO.

恭喜助理處長（航空交通管理）王炳輝獲頒授行政長官公共服務獎狀，以表揚其於國際民航組織根據全球安全監察審查計劃對香港進行安全審查的工作上作出的貢獻。