香港民航處
Civil Aviation Department Hong Kong

CAD LINK
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Message from the Director-General of Civil Aviation, Mr Norman Lo
民航處處長羅崇文的話

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The robust economic development in the Mainland has driven a strong growth in air traffic demand in recent years. According to forecasts from various studies, this trend is poised to continue in the future. Also, the Central Government announced in March this year the "Twelfth Five-Year Plan" giving her full support to Hong Kong to consolidate and advance our status as an international and regional transport hub. In order to fully capitalise this valuable opportunity, Hong Kong Civil Aviation Department (CAD) has been working relentlessly over the years to enhance the development of our aviation industry and strengthen our edge in the Asia Pacific (APAC) Region. I would like to share with you some of our progress below:

1. New Development in Pearl River Delta (PRD) Airspace

To enhance airspace management in the PRD Region, Civil Aviation Administration of China (CAAC), CAD Hong Kong, and Civil Aviation Authority of Macao (AACM) have conducted 16 meetings since 2004. Through these tripartite meetings, an agreement has been reached to implement a three-phase development plan to progressively enhance the PRD airspace structure by 2020. The plan covers various measures to rationalise airspace design, enhance flight levels allocation, standardise units of measurements, ensure equipment interoperability, unify air traffic control procedures and establishment of additional civil air routes, etc.

So far, the short-term improvement initiatives have already been implemented by the three sides. The medium (2011-2015) and the long term (2016-2020) tasks will also be implemented in accordance with the agreed timetable.

On 22 September 2011, an additional handover point - "LANDA" was established between Hong Kong and Guangzhou Flight Information Regions (FIRs). Before the establishment of LANDA, overflights for landing in Shenzhen were required to transit through the busiest airspace close to the Hong Kong International Airport (HKIA), which impacted the handling capacity of flight arrivals to HKIA. As the new handover point and its associated air routes are located further away from this busy airspace sector, traffic complexity around the HKIA has been significantly reduced, thus achieving the goal of improving the PRD airspace structure.

With the new handover point, more air route capacity is now available for use by other flights originating from Hong Kong to Mainland cities. Concurrently, CAD will also take steps to increase the capacity of other air routes within the Hong Kong FIR.

2. Environmental Initiatives

CAD's ongoing review on airspace management and route structure has made aviation more environmental friendly by reducing greenhouse gas emissions and noise disturbance within the Hong Kong FIR.

In 2009, CAD implemented the express air route over the western Hong Kong FIR.The resultant shortened air routes have achieved significant annual fuel burn savings and consequently reduced greenhouse gas emissions from aircraft engines. Aircraft are able to carry less fuel and therefore can further reduce their carbon footprints over the entire sector of the flight. In 2010, an estimated of 11 million kilometre flying distance was saved and 350,000 tonnes of carbon dioxide (CO_2) reductions were realised as a result of the shortened air routes over the western Hong Kong FIR. This is in line with the International Civil Aviation Organization's action plan to reduce aviation related CO_2 emissions.

3. Application of New Air Navigation Technologies and Advanced Air Traffic Management

Hong Kong has always been in a leading position in the APAC Region on application of advanced aviation technologies. In this regard, CAD has already introduced the latest Required Navigation Performance (RNP) approach and departure procedures at HKIA for suitably equipped aircraft. Moreover, Hong Kong has also been actively promoting seamless flight operations, implementation of Automatic Dependent Surveillance-Broadcast (ADS-B) in the Region. In fact, CAD has hosted a total of eight New Air Navigation Technology workshops and seminars so far. CAD is in the progress to study the application of new satellite navigation technology such as Ground Based Augmentation System (GBAS) at the HKIA. The Department has also developed and flight tested a new departure flight procedure based on new satellite navigation technologies to mitigate the noise impact to the residence on Ma Wan Island.

4. Construction of a New ATC Centre, Replacement of the Air Traffic Management Systems and the New CAD Headquarters

The construction of our New ATC Centre (ATCC) and the new CAD Headquarters has been making very good progress with the topping-out ceremony being staged on 11 July 2011. Its overall design has taken into consideration the need for sustainable development, application of advanced technologies, environmental friendliness and educational purposes. The new CAD Building will lay a solid foundation for future civil aviation development including the grooming of local aviation professionals in Hong Kong.

The new Air Traffic Management System (ATMS) has much increased system processing power to accommodate more controller working positions and its enhanced software design will support implementation of regional Collaborative Decision Making (CDM) with other ATCCs in the PRD Region. It will also support the latest ICAO initiative of Aviation System Block Upgrades (ASBU) concept which is a series of measureable improvements that can be implemented globally in phases over the next 15 years. This is in line with the short and mid-term recommendations and action items endorsed by the Asia Pacific Air Navigation Planning and Implementation Group (APANPIRG) Meeting recently held in Bangkok, and the DGCA Conference in New Caledonia.

The ASBU concept will ensure the ATM modernisation programme be advanced and implemented globally in a step-by-step manner. It will support seamless air transport operations, thus achieving more efficient use of airspace, shortened air routes, reduced carbon emissions, and to further enhance the overall efficiency of ATC operations. My other colleagues will share more about the ASBU concept in the CAD Link in future.

CAD's new ATCC will be commissioned for operational use by end 2013 at the earliest. With the state-of-the-art system facilities in place, CAD will be able to provide a better service to meet the long term air traffic growth, not just in Hong Kong but also in the Asia Pacific Region. With increase in manpower, CAD will also be able to cater for the operations of the third runway at HKIA.

The topping-out ceremony of the new headquarters was conducted on 11 July 2011.
新總部大樓的平頂儀式亦已於2011年7月11日舉行。

Conclusion

To summarise, CAD has in place a comprehensive development plan on hardware, software and manpower provisions, training of aviation workforce, application of new technologies, enhancement of airspace etc., to cater for the long-term needs of aviation development in the Region. I firmly believe that all of us in CAD will, as always, spare no efforts to facilitate the development of the aviation industry and to further enhance safety. We shall join hands with our international counterparts to advance aviation development in the Region but at the same time strengthen our own competitive advantages.

民航處處長羅崇文的話

過去數年，內地經濟急速發展帶動航空交通需求強勁增長，各方面的預測亦顯示這趨勢將會持續。再者，今年三月國家公布了《十二五規劃綱要》，當中表明中央政府全力支持香港鞏固和提升我們國際和區域航運中心的地位。為了充分把握當前的發展良機，香港民航處在過往數年一直努力不懈地從多方面改善本地民航業發展的大環境，以鞏固香港在亞太地區航空事業享有的優勢。我在此跟各同事分享一下：

一、珠江三角洲空域管理的最新進展

為改善珠三角空域的使用和區內空管的協調工作，國家民航局、香港民航處和澳門民航局於2004年已成立了三方工作組跟進有關事宜。三方工作組成立至今共舉行了16次會議，並已達成共識，明確規劃了至2020年分三階段逐步推動調整優化珠三角地區空域結構的措施，涵蓋範圍包括優化空域設計、改善飛行高度層分配、統一度量衡單位、空管設備的標準及程序，以及增加民用航道等多方面的工作。現時，在三方共同努力下，短期的工作經已實施，中期（2011-2015）及長期（2016-2020）的工作亦會按計劃落實。

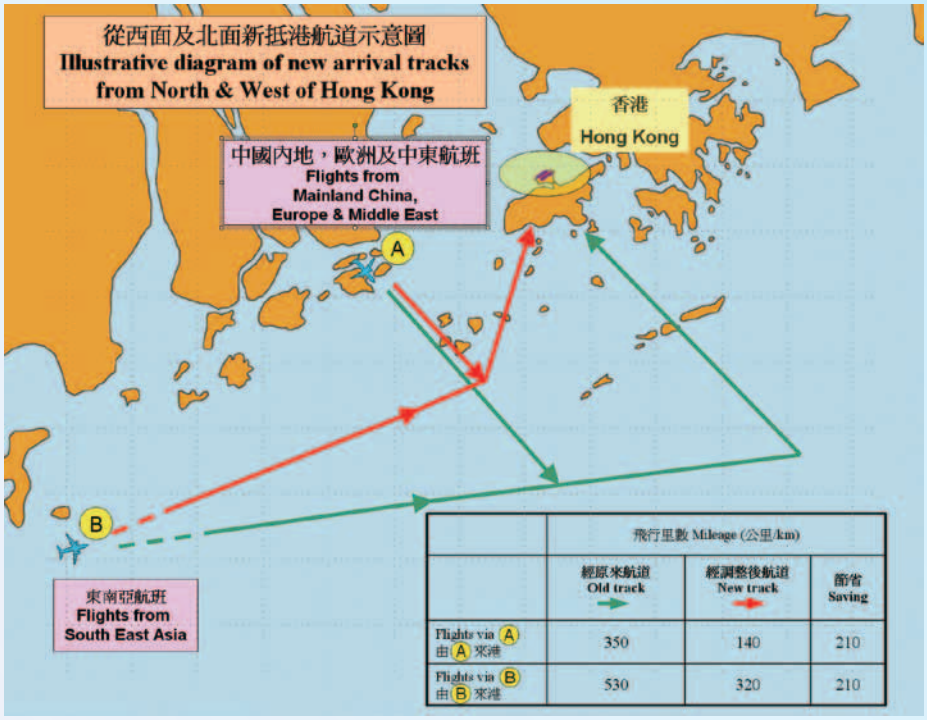
於2011年9月22日，香港與廣州兩個飛行情報區之間增設了一個空管移交點「LANDA」。在未設立「LANDA」以前，飛越香港到深圳的航班必須穿越香港飛行情報區內最繁忙的「進近空域」，對香港國際機場的本場航班處理量造成極大影響。有見及此，新移交點及相關新航道的位置遠離上述繁忙空域，大大減低空管處理本場航班的複雜性，從而達到優化珠三角地區空域結構的目標。

新移交點設立後從原有航道騰出的容量，可供從香港國際機場前往內地城市的航班使用。與此同時，民航處亦會一如既往，繼續制訂優化措施，逐步提高香港飛行情報區內其他航路的容量。

二、環保行動

民航處透過持續檢討香港飛行情報區內的空域管理和航線結構，對環境保護作出貢獻，以減少溫室氣體排放和噪音滋擾。

2009年民航處在香港西部空域實施快捷到港航線後。由於縮短了航程，飛機需要盛載的燃料亦相對減少，有助進一步降低整體的碳排放量。估計在2010年內，航班使用香港西部空域新的到港航線共節省了1千1百萬公里航程，相當於減少了約350,000噸二氧化碳排放量。這項環保行動充分配合國際民航組織大力推動的減少航空業相關的二氧化碳排放計劃。



Illustrative diagram of the shortened air routes.
快捷到港航線示意圖。

三、應用衛星導航技術及先進航空交通管制科技

香港一直以來在應用新空管技術方面都處於亞太地區的前列。在這方面，民航處已於香港國際機場引入了最先進的性能導航（RNP）進場及離場飛行程序，供配備有適當衛星導航儀器的航機使用。再者，香港亦積極推動區內無縫飛行運作，包括主動協調亞太地區內的民航單位及早實施廣播式自動相關監察（Automatic Dependent Surveillance-Broadcast）技術。事實上最近幾年，民航處已一共舉辦了八個有關新航行技術的工作坊及研討會。處方現正積極就衛星導航陸基增強系統（GBAS）在香港國際機場的使用進行可行性研究，並已完成規劃和測試一條利用衛星導航技術的新離場航路，以減低航機噪音對馬灣區居民的滋擾。

四、建設新空管中心、更新空管系統及民航處新總部大樓

建設新空管中心（ATCC）和民航處新總部大樓的進展順利，而平頂儀式亦已在2011年7月11日舉行。新總部大樓具體設計照顧了可持續發展、先進科技應用、環保以及教育等多方面的要求，為未來香港航空業的發展及本土航空專業人才的訓練打下穩健的基礎。

新航空交通管理系統（ATMS）將應用最先進科技，令處理能力大大提升，足以應付更多空管席位的設置，並支援與珠三角地區其他空管中心共同實施區域性協同決策（CDM）的安排。它還支持國際民航組織最新的航空系統模塊升級（ASBU）方案，這是一系列可量度的成效改善組件，將在未來15年分階段全球實施。有關發展完全可滿足最近在泰國曼谷舉行的亞太地區空中航行規劃及實施小組（APANPIRG）會議，以及在新喀里多尼亞舉行的亞太地區民航局局長會議通過的短、中期建議和執行項目的要求。

航空系統模塊升級方案將確保航空交通管理（ATM）現代化計劃能滿足全球一致性和配合無縫飛行的發展，促使更有效的空域使用、縮短航線、減少碳排放等，並進一步提高空管運作的整體效率。將來有機會其他同事再在《民航處通訊》和各位分享這概念。

而民航處的新空管中心最早可於2013年年底啟用。隨着全新空管系統的使用，民航處將能夠提供更好的服務。配合人手的增加，新中心亦能滿足到香港國際機場第三條跑道建成後航班增長的需求，以至亞太地區的長遠空運增長。

總結：

總結上述的多項工作，民航處無論在硬件或軟件的配置、人手規劃，包括專才培訓、應用新航空科技、優化空域設計等方面都已照顧到區內航空業長遠發展的需要。我確信民航處同事會一如既往，繼續努力，在促進亞太地區及本地民航業快速發展的同時，確保維持飛行安全，並與國際同業同步邁進，進一步鞏固香港特區在亞太地區民航領域的地位。

The construction of the New ATC Centre and the new CAD Headquarters has been making very good progress.
建設新空管中心和民航處新總部大樓的進展順利。

Civil Service Outstanding Service Award Scheme 2011
2011年公務員優質服務獎勵計劃

By **Mr Thomson Luk**, Evaluation Officer, Air Traffic Management Division
航空交通管理部評估主任**陸炯文**

The Under Secretary for Transport and Housing, Mr Yau Shing-mu (sixth left) and the Director-General of Civil Aviation, Mr Norman Lo (fifth left) have a group photo with the winning team members.
運輸及房屋局副局長邱誠武（左六）和民航處處長羅崇文（左五）與獲獎隊伍合照。

Although I had encountered many air traffic control (ATC) procedure changes in my 13 years of service in CAD, I am sure the airspace restructure implemented in October 2009 while I was still working as a frontline air traffic controller, was, in terms of scale the biggest procedure change since the opening of the Hong Kong International Airport. The changes included among others: (1) swapping of the geographical location of arrival and departure routes connecting ATC transfer point "SIKOU"; (2) shortening of the arrival route connecting the ATC transfer point "SIERA"; and (3) increasing of the number of terminal control sectors from 2 to 3. To me at that time, the new procedures meant only another round of procedure change necessitating controllers' adaptation.

One year after the airspace restructure, I joined the ATMD P&E Section as an Evaluation Officer. Incidentally the Civil Service Bureau at that time was conducting the Civil Service Outstanding Service Award Scheme 2011, a competition within the civil service held every two years. The airspace restructure project with the title of "Implementation of Express Air Route in Hong Kong Airspace" was nominated by the Department to participate in the "Specialised Service Team" category of the Award Scheme. I was tasked to organise the participation. The experience allowed me to have further understanding about the procedure and to realise the significance of the Evaluation Unit in all projects relating to change of airspace or procedure.

The first hurdle of the Award Scheme was an assessment interview held in February 2011. We had to deliver a presentation and answer questions raised by the Board of Examiners in a 30-minute interview session. Since I was not involved in the airspace restructure project, I had to find out all the information by going through the files and discussing with colleagues responsible for the project so as to fully understand the entire development and implementation process. As I learned more, I realised that many problems needed to be resolved in order that the airspace restructure could be successfully implemented. As a result of the airspace restructure, benefits were brought to ATC and the aviation industry.

In order to achieve a better performance during the assessment interview, together with the other presentation team members, we did a rehearsal of presentation to our senior management colleagues. We got many valuable suggestions and comments through the rehearsal which helped make our presentation more fluent.

On the day of interview, as we arrived at the venue at the North Point Government Offices, we noticed all other participants looked tense, which made me a little nervous. But we were well prepared and I managed to calm down once the presentation started. Once finished, we were quite confident that we would get through the assessment. And the result was as expected – we passed the initial screening.

We also passed the subsequent written presentation without any difficulty. As we seemed moving closer to the prize, we felt the pressure mounting at the same time.

In June came the final adjudication interview. The Adjudication Panel comprised nine panellists who were either members of the Legislative Council or District Council, or senior management personnel from the business sector. Once again we had to deliver a 30-minute presentation inclusive of a Q&A session. To facilitate the Panel to have a better understanding of the effectiveness of the airspace restructure, we quantified the benefits of the project. It was calculated that the fuel saved in the first year of implementation of the airspace restructure would be sufficient for a Jumbo jet to fly 400 round trips from Hong Kong to London! It would also achieve a total reduction of 350,000 tonnes of carbon dioxide emission. Additionally we quoted some of the comments found on airline journal, LegCo member's website and speech from IATA's Director General, all showing strong support to the initiative of CAD. It was not difficult to see right on the spot the panel members' appreciation of our project.

The Prize Presentation Ceremony was held on the day of the Mid Autumn Festival and our team was awarded a Silver Prize in the Specialised Service Team category. Mission accomplished! The Civil Service Bureau also produced a short documentary on our airspace restructure project. It will be uploaded to the CSTDI website in appreciation of the efforts of CAD in providing an outstanding service to the aviation industry as well as the public. (The results of the Award Scheme can be viewed on the following website – https://www.clcplus.cstdi.gov.hk/static/portal/adhoc/award/2011english.htm)

The airspace restructure has brought many benefits to the society in particular the airline operators and the travelling public. The achievement is attributed to the procedure designers, colleagues who provided comments and ideas during consultation and evaluation, as well as frontline colleagues who are always executing the procedures in a professional manner in the face of increasing traffic and challenging weather. I am thankful to the Department for giving me the task but indeed the prize belongs to the entire Civil Aviation Department.

記得在2009年，我還是前線的航空交通管制員時，儘管入行13年來經歷了不少空管程序的變更，然而當年10月實施的空域改革，我肯定是香港國際機場啟用以來規模最大的一次。這次改動包括：(1) 將經由SIKOU空管移交點進出香港飛行情報區的抵港和離港航道位置互換；(2) 縮短了經SIERA空管移交點的抵港航道；(3) 終端扇區由兩個增加至三個等等。當時，新程序對我的意義只是又一次的轉變與適應而已。

一年後，我加入了航空交通管理部評估小組。適逢公務員事務局正舉辦兩年一度的「公務員優質服務獎勵計劃」，而上述09年的空域改革得到部門提名，以「香港空域實施快捷航道」為主題，參與競逐其中「專門服務隊伍」組別的獎項，我被委派擔起這個任務。這次經驗令我對當年實施的程序有更深入的認識，亦深切體會到評估小組於所有空域或程序改革工作上的重要性。

「獎勵計劃」的初次評審於2011年2月進行，參賽者需要與評選組會面作簡報，在限時30分鐘內介紹參賽的專案以及回應評選組的提問。在準備這次簡報的過程中，由於我當年沒有參與程序設計及評估工作，唯有翻查檔案以及向當時有份參與設計的同事了解整個過程。我才發覺整個程序改革最終能夠落實，期間需要克服的困難可謂多不勝數；然而，新程序的確為空管及航空業界帶來很多好處。

幾經修訂，簡報終於落實，為了在評審當日有更佳表現，我和幾位參賽成員先向各主管作了一次綵排，從中我們得到了很多有用的建議，令我們在正式簡報時表現得更為流暢。

評審當日，我們一早到達北角政府合署的評審會場，見到各參賽隊伍嚴陣以待，不期然令我緊張起來。不過由於準備充足，面對着三位評審員時，我的心情很快便平靜下來，簡報及答問亦順利完成。簡報後，我們更是胸有成竹。結果亦一如所料，我們通過了初次評審。在其後的書面簡報，我們亦順利過關。與獎項的距離越來越近的同時，我感受到的壓力亦越來越大。

最終評審在2011年6月舉行，評審團由立法會議員、區議員及商界領袖等共九人組成，我們要再作另一次限時30分鐘的簡報及答問。為了令評審團更容易了解民航處評估小組這次程序改動為公眾帶來的好處，我們把效益量化，結果顯示新程序實施一年可節省到的燃料足夠讓一架珍寶客機來回香港至倫敦400次！相等於節省約350,000噸二氧化碳排放量。我們同時又引述本地航空公司刊物、IATA高層人員演說和立法會議員網頁等等對程序的讚賞，以證明外界對民航處這次空域改革的肯定和嘉許。當時，我從各評審員的臉上，已可看到他們對新程序的成效感到十分滿意和欣賞！

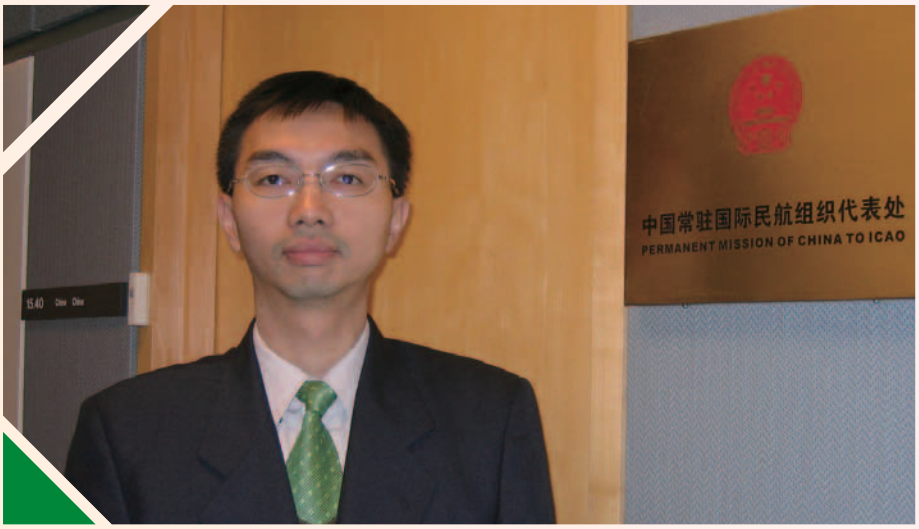
評審結果，我們從眾多對手之中在「專門服務隊伍」組別奪得銀獎，任務完成！頒獎典禮在中秋節當天舉行。公務員事務局更為我們這次空域改革製作了短片，將會在其網站播放，以表揚民航處努力為公眾及業界提供優質服務所作出的貢獻。(評審結果可於以下網頁瀏覽: https://www.clcplus.cstdi.gov.hk/static/portal/adhoc/award/2011chinese.htm)

這次空域改革為旅遊人士，航空公司以至社會大眾都帶來了很大的益處，負責程序設計的專家們固然功勞很大，很多民航處同事在設計及評估過程中亦提供了寶貴意見，前線空管同事在航班量高速增長的壓力及變幻莫測的天氣情況下，專業地執行新程序，為航班提供優質服務，當然亦功不可沒。非常感謝部門給我機會參與這次「比賽」，這個獎項實在是屬於整個民航處的。

Senior Evaluation Officer, Mr Gabriel Cheng (right) receives the award from Legislative Councillor, the Hon Wong Sing-chi.
高級評估主任鄭寶強（右）從頒獎嘉賓立法會議員黃成智手中接過獎項。

A Unique and Rewarding Experience at the ICAO Headquarters
航空生涯中又一寶貴經驗

By **Mr Raymond Ng**, 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)**伍子安**



A photo of the author taken outside the office of the Permanent Mission of China on the Council of the ICAO.
筆者於中國常駐國際民航組織理事會代表處外留影。

In mid June 2010, I landed in Montreal after a long flight from Hong Kong. As the airport bus bound for Montreal's downtown revved up its engine, I envisioned that my journey ahead would be somewhat unique but very rewarding.

Adviser to the Permanent Mission of China on the Council of the ICAO

In July 2010 – June 2011, I was posted to serve as an Adviser to the Permanent Mission of China on the Council of the ICAO. Throughout this unique journey, I have had the opportunity to provide direct support to the work of Mr Ma Tao, the Representative of China in the ICAO-related matters. For example, during the triennial session of the ICAO Assembly convened in Montreal in September – October 2010, I undertook ad hoc tasks related to the Assembly in close coordination with the Representative of China and all his staff. In the meantime, as an officer seconded from CAD to work in the ICAO headquarters, I was responsible for facilitating CAD's liaison with the ICAO to keep CAD informed of the latest global initiatives in aviation safety and security. And I availed myself of nearly every opportunity to participate in aviation events organised in Montreal by international organisations, civil aviation authorities (CAAs) or the ICAO (such as the meetings of the ICAO expert panels and working groups), which I might not otherwise be customarily nominated to attend.

Formulation and Implementation of Standards and Recommended Practices (SARPs)

As an integral part of my responsibilities as an Adviser, my regular participation in the meetings of the ICAO Council and Air Navigation Commission (ANC) proved to be an excellent springboard for me to reach out to the forefront of the key global aviation safety and security agenda. As a rule, before internationally accepted Standards and Recommended Practices (SARPs) can be introduced in the ICAO Annexes, the relevant proposals have to be subjected to rigorous discussion and comprehensive review in the ANC, followed by extensive consultation with CAAs and international organisations, detailed analysis by the ICAO (e.g. its Air Navigation Bureau or Air Transport Bureau) of responses collected during consultation, and final adoption by the Council. As a result of this well-established standard-setting process, SARPs in the ICAO Annexes are always carefully worded to avoid being overly prescriptive in order to provide for flexibility in implementation by aviation service providers. However paradoxically, SARPs have to be sufficiently detailed so as to establish common global baseline and facilitate compliance assessment by CAAs. It has been widely accepted that the well-established standard-setting process has been playing a pivotal role in striking this delicate balance. Be that as it may, the ICAO remains receptive to the call for the above process to be expedited in order to respond more promptly to the evolving operational environment and shifting market landscape.

Turning to the timely compliance with SARPs, drawing on the successful experience of leading CAAs, the ICAO has introduced additional procedural arrangements to more effectively monitor the implementation progress of SARPs. Of particular note is that as a guardian of safety, security and sustainability of international aviation, the ICAO has reaffirmed its strong commitment to reconcile disparate technical competence of CAAs and target its attention and resources at their specific needs. By coordinating assistance to CAAs to resolve deficiencies identified in audits and administering a broad spectrum of capacity-building projects through its Technical Cooperation Bureau, the ICAO demonstrates its leadership and determination in narrowing the disparity and in supporting CAAs' implementation of SARPs.

A Truly Unique and Rewarding Experience

30 June 2011 marked the end of my 12-month tenure as an Adviser to the Permanent Mission of China on the Council of the ICAO. During these 12 months, I was very privileged to have enjoyed and benefited from closer ties with the aviation executives and experts in the Civil Aviation Administration of China (CAAC). Although I am amazed that time has passed so quickly, I look back on my 12-month journey with satisfaction. Thanks to the CAD management for placing its trust and confidence in me, I now have a year of precious experience of working at the ICAO headquarters.

The one-year posting as an Adviser has afforded me the opportunity to zero in on the work of the ICAO and has indeed widened my outlook of civil aviation from the global perspective. With a deeper understanding of the work of the ICAO and a first-hand appreciation of the charms of Montreal (including its seemingly endless snowy winter) after these 12 months, I am convinced that the Adviser posting yields a truly unique and rewarding experience for me, both professionally and personally. Most importantly, I am delighted to be reassured that the presence of CAD Advisers in the ICAO headquarters through the secondment arrangement has left a lasting impression as it literally represents one further step forward in strengthening CAD's bond with CAAC and the ICAO.

2010年6月中，經過漫長的航程，我終於從香港抵達蒙特利爾。機場巴士準備全速直驅蒙特利爾市中心，我坐在車上，心想這次旅程將會頗為獨特，但必定收穫甚豐。

中國常駐國際民用航空組織理事會代表處顧問

2010年7月至2011年6月，我獲指派擔任中國常駐國際民航組織理事會代表處顧問。在這次獨特的公幹旅程中，我有機會直接協助中國常駐國際民航組織理事會代表馬濤先生，處理與國際民航組織有關的工作。舉例來說，2010年9月至10月，三年一度的國際民航組織大會在蒙特利爾舉行時，我與馬先生及其屬下人員緊密合作，執行各項與國際民航組織大會有關的特別任務。同時，我作為民航處借調到國際民航組織總部工作的人員，我也負責促進民航處與國際民航組織的聯繫，不時向民航處匯報全球最新的航空安全和保安措施。我更盡量把握每個機會，參與國際組織、民航當局或國際民航組織在蒙特利爾舉行的航空活動(例如國際民航組織專家組和研究小組會議) — 這些都是我平日難有機會參與的活動。

制訂並實施標準和建議措施

擔任顧問的其中一項主要工作，就是定期出席國際民航組織理事會和空中航行委員會會議。參與這些會議，讓我有難得機會，躋身於審議國際航空安全和保安重大事宜的最前線。一直以來，任何國際認可的標準和建議措施在納入國際民航組織附件之前，必須經由空中航行委員會反覆討論、通盤審視，並廣泛諮詢各民航當局和國際組織，再由國際民航組織(例如轄下的空中航行局或航空運輸局)詳細分析諮詢收集所得的意見，最後才交由理事會通過接納。由於制訂標準的程序完善，國際民航組織附件所載的標準和建議措施一向用詞審慎，避免過度規範，讓航空服務機構可靈活執行各項標準和建議措施。但另一方面，標準和建議措施必須巨細無遺，才足以確立通用的國際基準，以便民航當局評估遵行情況。對於兼顧上述兩種矛盾情況，這套行之有效的制訂標準程序一直發揮關鍵作用。儘管如此，國際民航組織仍從善如流，致力加快制訂標準的程序，務求迅速回應不斷轉變的運作環境和市場情況。對於適時遵行標準和建議措施，國際民航組織根據民航當局的成功經驗，訂立新程序，以便更有效監察推行進度。尤其值得一提的是，國際民航組織負責監督國際民航的安全、保安與持續發展，再三強調致力協調各個民航當局的技術水平差距，並會針對民航當局的特定需要而調配資源。國際民航組織不但協調民航當局改進審計時發現的不足之處，該組織轄下的技術合作局亦推行各項提升能力的計劃項目。上述工作均顯示該組織深具領導能力，決心縮窄技術水平差距，支持民航當局執行各項標準和建議措施。

滿載而歸

顧問任期12個月，於2011年6月30日結束。在此12個月期間，我能夠與中國民用航空局的航空行政人員和專家共事，緊密合作，我不但深感榮幸，也獲益良多。時光轉瞬飛逝，叫人意想不到。我回顧這一年的經歷，深感滿足。我衷心感謝民航處管理層的信賴，讓我可以在國際民航組織累積一年工作經驗。

顧問一職讓我專注於國際民航組織的工作，確能開濶眼界。經過這一年，我更了解國際民航組織的工作，也更能領略蒙特利爾的魅力(包括當地遍地白雪和似乎沒完沒了的寒冬)。無論在專業或是個人方面，這個顧問崗位讓我精進成長，兼有獨特體會。更重要的是，我深信藉借調安排調派民航處顧問到國際民航組織總部工作，不但令外界對民航處的人員留下深刻印象，更可進一步加強民航處與中國民用航空局和國際民航組織的聯繫。

Department Activities
部門活動花絮

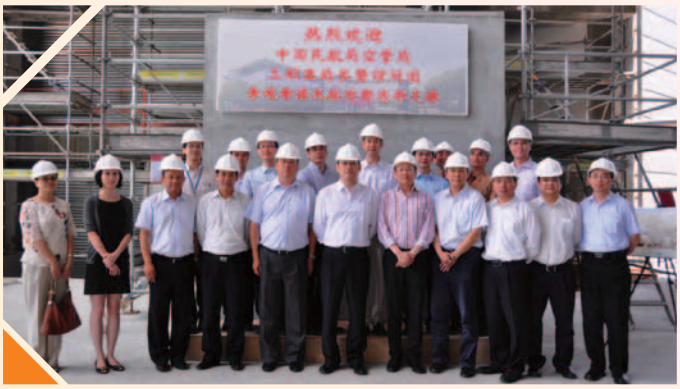
18.6.2011

CAD representatives attended the opening ceremony of Hangar 6 of Taikoo (Xiamen) Aircraft Engineering Company Limited (TAECO).
民航處代表出席太古（廈門）飛機工程有限公司第六機庫開幕典禮。

23.7.2011

Colleagues who joined the squid fishing trip organised by CAD Staff Club had enjoyed the lovely sunset scenery and delicious squid cuisine.
同事參加由民航處職員康樂會舉辦的釣墨魚活動，輕鬆地欣賞絢麗的黃昏景色和品嘗可口的墨魚美食。

5.8.2011



ADG(AES), Mr Simon Li (front row, fifth right) welcomed the delegation led by DG of CAAC/ATMB Mr Wang Liya (front row middle) to visit the New CAD Headquarters.
助理處長(航空交通工程及標準)李天柱（前排右五）歡迎由中國民航局空管局局長王利亞 (前排中) 所帶領的代表團參觀民航處新總部。

8,9,10.2011

CAD Staff Club arranged three ATCX visits in August, September and October. Over 150 staff and their family members participated.
民航處職員康樂會於八月、九月及十月安排三次航空交通管制中心參觀活動，共吸引超過150位同事及家屬參與。

5 – 9.9.2011

DG, Mr Normal Lo led a delegation of seven officers to attend the 22nd Meeting of APANPIRG.
處長羅崇文率領七名民航處人員出席第二十二屆亞太地區空中航行規劃和實施小組的年度會議。

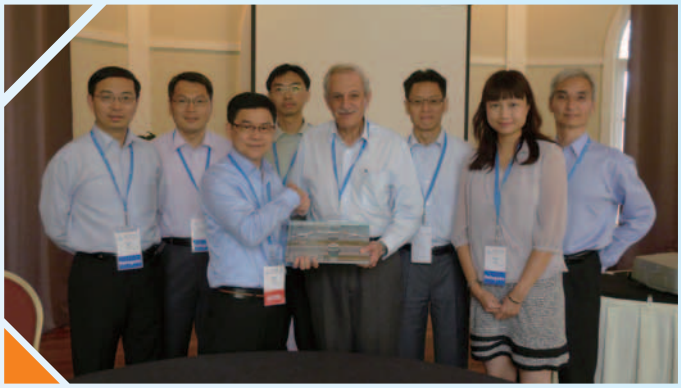
5 – 9.9.2011

DG, Mr Norman Lo (second left) and ADG(APS), Mr Colman Ng (first left) attended the Meeting as the Chairman of APANPIRG and the Chairman of ATM/AIS/SAR Subgroup respectively.
處長羅崇文(左二)和助理處長(機場標準)伍崇正(左一)分別以亞太地區空中航行規劃和實施小組主席和航空交通管理/航行情報服務/搜索及拯救分組主席身份出席及主持會議。

20 – 23.9. 2011

China Delegation and CAD colleagues pictured with Director of the Air Navigation Bureau of ICAO, Ms Nancy Graham (third right) at the ICAO Global Air Navigation Industry Symposium (GANIS) in Montreal, Canada.
中國代表團及民航處代表在加拿大蒙特利爾舉行的全球空中航行業界專題討論會議上與國際民航組織空中航行局局長Nancy Graham(右三)女士合照。

10-14.10.2011



CAD representatives attended the 48th DGCA Conference held at New Caledonia. Picture shows DG, Mr Norman Lo presenting a souvenir to ICAO President of the Council, Mr Roberto Kobeh Gonzalez who also attended the Conference.
民航處派員出席於法屬新喀里多尼亞舉行的第48屆亞太區民航局局長會議。圖示處長羅崇文向與會的國際民航組織理事會主席Roberto Kobeh Gonzalez致送紀念品。

1-10.11.2011

Representatives from CAD various divisions participated in the National Studies course organised by Chinese Academy of Governance.
民航處各分部派員參加由國家行政學院舉辦的國情研習班。

20.11.2011

The CAD team came fourth in the 2011 HAECO Cup Badminton Competition.
民航處代表隊於2011港機盃羽毛球邀請賽獲第四名。

29.11.2011

Master of the Guild of Air Pilots and Air Navigators (GAPAN), Captain O W Epton (fourth left), Chairman of the Regional Committee of the Guild, Captain B R Hawkins (fourth right) , and Vice-Chairman of the Regional Committee of the Guild, Captain A Fung (third right) visited CAD.
英國皇家飛行員及導航員協會(GAPAN)代表OW Epton機長(左四)、B R Hawkins機長（右四）和A Fung機長（右三）到訪民航處。

30.11.2011

Director of Electrical and Mechanical Services (fifth right), Mr Stephen Chan, visited the New Air Traffic Control Centre with other EMSD colleagues.
機電工程署署長陳鴻祥（右五）與該署同事參觀民航處的新空管中心。

2011 China Civil Aviation Development Forum
2011中國民航發展論壇

By **Ms Susanna Lui**, 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) **呂雅珊**

The 2011 China Civil Aviation Development Forum (CCADF) was convened in China World Summit Wing, Beijing on 11 and 12 May 2011. Organised by the Civil Aviation Management Institute of China (CAMIC), this forum was the only annual high level international symposium hosted by the Civil Aviation Administration of China (CAAC). The forum this year stressed on the Twelfth Five Year Plan with the theme of "Accelerating the Transformation of Global Civil Aviation".

The forum received very favourable response from the Chinese and international delegates. A total of 537 attendees from more than 20 countries from Asia, North America, Europe and Middle East attended the forum. Over 60 moderators and speakers from the Government, international organisations and Chinese civil aviation enterprises conducted 10 sessions and 3 panel discussions. The forum focused on the development of civil aviation from a global perspective triggered by changes brought about by the remarkable recovery of the aviation industry from the economic crisis. As year 2011 is the first year of China's Twelfth Five-Year Plan, the challenges and opportunities arising from the Central Government policies affecting the development of civil aviation in China were also discussed during the forum. Topics covered by the speakers included:

Session 1: Changes and Challenges Facing Global Aviation
Session 2: Macro Policy Environment for the Development of Chinese Aviation
Session 3: Aviation Development and Regional Economic Growth
Session 4: Safety Development of Civil Aviation
Session 5: Airline Profitability in the Next Five Years
Session 6: Accelerating Airport Development
Session 7: 12th Five-Year Plan – Macro Situation for Civil Aviation Development
Session 8: Facilitating the Transformation of Civil Aviation

Panel Discussion 1: Regional Aviation in the Next Five Years
Panel Discussion 2: Trends in Chinese Business Aviation
Panel Discussion 3: E-Commerce and Marketing Innovation

In the keynote speech addressed by the Administrator, CAAC, Mr Li Jiaxiang urged the implementation of policies to accelerate the pace of development amongst Chinese airlines with the ultimate goal of enhancing competitiveness in response to the liberalisation of international air transport. Strategies should be formulated to build up hub network and that the optimisation of the overall structure of Chinese airlines was imperative. Opening up of intercontinental routes should be speeded up as Chinese airlines currently operate flights and air routes to 54 countries only - less than 50% out of a total of 112 countries and regions having signed bilateral aviation

ADG(APS), Mr Colman Ng (second left) led the CAD delegation team in attending the 2011 China Civil Aviation Development Forum.
助理處長(機場標準) 伍崇正(左二)率領民航處代表出席2011中國民航發展論壇。

agreements with China by end of 2010. The overall scale of Chinese airlines was relatively small compared to those of the foreign airline network alliances. Business co-operation amongst Chinese airlines in both domestic and international routes should be strengthened to benefit the fast development of China's aviation industry at the international level. Chinese airlines should develop measures to support and promote the development of cargo aviation in China. It was predicted that at end of year 2015, the passenger market in China would reach 0.45 billion passengers. The annual growth rate of air cargo traffic would be more than 10% in the next five years.

A half-day session on 12 May focused on the topic of Air Traffic Management.

Session 9: Latest Application of New Air Navigation Technology

Session 10: International Best Practices on Air Traffic Management Operation

The Director General of CAAC/ATMB, Mr Wang Liya gave an account of the major issues of airspace management and use of airspace in China in his keynote speech, highlighting the following challenges being faced:

- National airspace management system is not keeping pace with aviation development in China;
- China's airspace resources lack national macro-strategic planning; and
- Flexible use of airspace in China is still in the embryonic stage

Mr Wang then further elaborated on the strategy in tackling the challenges in airspace management in China as follows:

- Continue to promote airspace management system reforms and strengthen co-ordination mechanism;
- Classify airspace in a scientific manner to improve airspace management;
- Flexible use of airspace to improve efficiency;
- Integrate upper control airspace to optimise operations;
- Plan a route network in tiers dynamically and statically;
- Strengthen reforms on management of lower airspace to improve efficiency in the use of lower airspace;
- Apply PBN technologies to build highly accurate closely spaced parallel routes; and
- Continue to strengthen co-operation to realise common development in a sustainable manner

In all, the forum was successfully held with exchange of valuable views and ideas by the speakers and forum participants giving insights to the development of civil aviation on a global scale. Presented by representatives of local governments, it was evident that the construction of airport infrastructure and development of modern hub airports enhanced regional economic growth in Hebei, Henan Provinces, Chongqing Municipality and Xinjiang Uygur Autonomous Region. Through attending this forum, the CAD delegates had acquired a deeper understanding of the current and future trend of civil aviation development in our country.

2011中國民航發展論壇於5月11至12日假座北京國貿大酒店舉行。此論壇是由中國民航管理幹部學院承辦管理，為中國民用航空局發起每年一度中國民航規模最大、層次最高的國際盛會。今屆論壇的焦點為第十二個五年計劃，而變革與發展也是未來全球民航業相互關注的議題。論壇今年的主題為「民航業與轉變經濟發展方式」。

論壇是一年一度的民航業盛會，反應如貫熱烈，出席者包括中國及國際民航高層代表。來自亞洲、北美、歐洲及中東起過20多個國家的537位高層代表出席今年論壇。60多位的主持及發言人包括世界各國政府、國際組織、中國航空企業的領導人和專家進行了十場演講及三場討論會。論壇焦點集中在近年金融危機後經濟復甦為全球民航業發展帶來的轉變。此外，2011年是中國第十二個五年計劃的起始年，中央政府的政策方向影響中國民航業發展的機遇也是今年論壇的重要研究課題。專家講者的演講題目如下：

第一場演講：全球民航業面臨的變革及挑戰
第二場演講：中國民航業發展的宏觀政策環境
第三場演講：民航業與區域經濟社會發展
第四場演講：民航業的安全發展
第五場演講：航空公司盈利模式的轉變
第六場演講：機場轉變發展方式的展望
第七場演講：“十二五”民航發展的宏觀形勢
第八場演講：助力民航發展方式的轉變

三場討論會題目：
討論會之一：支綫航空的五年展望
討論會之二：中國公務航空的發展趨勢
討論會之三：電子商務與營銷創新

中國民用航空局李家祥局長在主題演講中促請中國的航空公司因應國際航空運輸自由化要加快發展，提升行業在國際層面的競爭力。策略方面應加快樞紐網絡結構的轉型及優化航線結構至為重要。另外航空公司需加快開闢洲際航線，在2010年底中國已經與112個國家和地區簽訂了雙邊航空協議，但中國航空公司僅開通了54個國家的航線航班。對比全球主要航空公司透過跨國聯合兼併而成的大型網絡型航空公司，中國航空公司的整體規模較小。李局長也鼓勵中國航空公司之間在國內外航綫上開展航務合作，以惠及中國航空業在國際層面的快速發展，並落實措施支持貨運航空發展。預計2015年底，中國客運市場將達到4.5億人，而貨運量增速也達到連續增長10%以上。

5月12日下午，論壇安排了空管專題演講，題目如下：
第九場演講：空中航行新技術的最新應用
第十場演講：空中交通管理運行的國際經驗

中國民用航空局空中交通管理局王利亞局長在主題演講中談及空域管理與使用面臨的主要問題及挑戰：

- 國家空域管理體制不適應航空發展；
- 中國空域資源缺少國家宏觀戰略規劃；
- 中國空域靈活使用尚處於萌芽狀態

王局長隨後再深入談論應對以上中國空域管理問題的策略：

- 繼續推進空域管理體制改革，加强協調機制建設；
- 科學劃分空域類別，提高空域管理水平；
- 靈活使用空域，提高空域利用效率；
- 整合高空管制區，實現大區域運行；
- 規劃航路航綫網，分層佈設動靜結合；
- 深化低空管理改革，有效利用低空空域；
- 應用PBN新技術，建設高精近距平行航綫；
- 繼續加强合作，持續實現共同發展

是次論壇成功舉辦，提供了良好的互動平台讓專家與出席者廣泛交流寶貴的意見及看法，並對全球民航業發展有更透徹及全面的見解。在第三場演講有關「民航業與區域經濟社會發展」，河北省、河南省、重慶市及新疆維吾爾自治區代表的演講中已清楚説明了興建機場及相關基建項目、樞紐機場帶動了經濟增長。透過出席此論壇，民航處代表更深入了解國家民航業現狀及未來發展趨勢，獲益良多。

ICAO Performance-based Navigation (PBN) Airspace Concept Workshop

國際民航組織「性能導航空域概念工作坊」

by **Mr Samuel Ng**, Evaluation Officer, Air Traffic Management Division
航空交通管理部評估主任**吳毅賢**

In collaboration with the ICAO Asia-Pacific Flight Procedure Programme (FPP) Office, the CAD successfully hosted the ICAO PBN Airspace Concept Workshop during 22 to 25 November 2011. About 60 delegates from seven states / regions, including China, Hong Kong, Macao, Malaysia, Myanmar, Philippines and Vietnam, took part in the Workshop. Among them were air traffic controllers, flight procedure designers, pilots, flight operation managers, training officers, engineers as well as safety officers and regulators from various civil aviation authorities, aviation academies and airline operators.

The objectives of the four-day Workshop were to give participants an overview of the PBN Airspace Concept and to allow participants to familiarise with the airspace design planning process through a group exercise. Topics covered included PBN Airspace Concept, Continuous Descent Operations (CDO), Continuous Climb Operations (CCO), Route and Airspace Design, and Validation and Implementation.

Feedbacks from delegates on the Workshop were very positive. They also commended our department for the hospitality and logistics arrangements for the event. Taking this opportunity, I would like to thank all sections and units for rendering assistance which facilitated the smooth running of the event.

As DG, Mr Norman Lo asserted in his opening speech, "With our joint efforts, I am sure the full and harmonised transition to PBN implementation in the Asia-Pacific Region will be a smooth one." This event, which provided a platform for promoting knowledge and sharing of experience, is part of Hong Kong's continuous efforts in ensuring a regionally harmonised and coordinated implementation of PBN in the Asia Pacific Region.

民航處聯同國際民航組織亞太區飛行程序辦公室，於2011年11月22至25日，在香港成功舉辦「性能導航空域概念工作坊」。是次工作坊有來自7個國家/地區約60位代表出席，當中包括中國、香港、澳門、馬來西亞、緬甸、菲律賓及越南。代表分屬各地的民航局、航空學院及航空公司的多個航空專業界別，包括航空交通管制員、飛行程序設計員、飛行員、航班運作管理人員、訓練主任、工程師以至安全主任和航空業界監管人員。

一連四日的工作坊目的是令參加者認識「性能導航」空域概念以及將有關概念應用於空域設計及規劃上。主要課題包括「性能導航」空域概念、持續下降運作(Continuous Descent Operations)、持續爬升運作(Continuous Climb Operations)、航路及空域設計、驗證和實施。

各參加者均非常滿意這次工作坊，對民航處的熱情款待及妥善的後勤安排更讚譽有加。此工作坊之能夠如此成功，實為民航處不同部門同事的功勞，藉此機會，我謹向所有曾提供協助的同事們致萬二分感謝。

正如處長羅崇文先生在致開幕辭時指出「在我們攜手協力下，我深信亞太地區將會順利達至全面實施『性能導航』的目標。」是次工作坊提供良好機會予參加者提升業界相關知識及交流經驗，籌辦這項活動正好顯示香港一直大力支持亞太地區協調實施「性能導航」的決心。

A group photo of participants to the workshop.
工作坊參加者大合照。

Snapshots of 100th Anniversary of Aviation Development in Hong Kong Celebration Activities

香港航空業發展一百周年慶祝活動花絮

10.8.2011

The Steering Committee has donated HK$100,000 to Hong Kong Red Cross for the relief of Japan Earthquake and Tsunami in the name of "Centenary of Powered Flight in Hong Kong".
活動督導委員會以「香港動力飛行百周年」名義，撥捐港幣十萬元予香港紅十字會以援助日本地震及海嘯災民。

29.8.2011

A 4D Movie Show, sponsored by the Airport Authority Hong Kong was held at 4D Extreme Screen, Terminal 2 of HKIA. The event was organised for children related to Tung Chung to enjoy a session of 3D and 4D movies during their summer vacation. A total of 173 children participated in the movie show.
由香港機場管理局資助的4D電影放映會於香港國際機場二號客運大樓的4D超立體巨幕影館舉行。活動為東涌區的小朋友而設，讓他們於暑假期間欣賞具3D及4D影像的電影，共吸引173名小朋友參加。

17.9.2011

The Hong Kong Airlines Flying Machine Competition was held at the Promenade near the Hong Kong Cultural Centre, Tsim Sha Tsui. Permanent Secretary for Transport and Housing (Transport), Mr Francis Ho (second left), officiated at the kick-off ceremony.
香港航空飛行器大賽於尖沙咀文化中心海旁舉行。運輸及房屋局常任秘書長何宣威（左二）為比賽揭開序幕。

A total of 15 teams demonstrated their creativity and talent in the competition.
比賽共吸引15隊參賽隊伍一展創意和才能。

27.11.2011

Hong Kong 2011 Aviation Carnival was held at Hong Kong Aviation Club. A variety of activities including helicopters on static display, games booths and career talks were provided to participants.
香港2011航空嘉年華於香港飛行總會舉行。現場有直升機展覽、遊戲攤位、職業講座等活動供參加者度過愉快的一天。

A CAD representative introduced the work of CAD in the career talk of the Carnival.
民航處代表於嘉年華的職業講座中向參加者介紹民航處的工作。

CAD Newsmakers
同事動向

Welcome to the newcomer

		歡迎新同事	
Ms Cheuk Ho-yan	Executive Officer II	卓可欣女士	二級行政主任
Mr Li Pui-tong, Paul	Executive Officer II	李佩堂先生	二級行政主任
Mrs Chan Lau Wai-fan	Statistical Officer I	陳劉惠芬女士	一級統計主任
Mr Kwan Tin-chi, Heven	Statistical Officer II	關天賜先生	二級統計主任
Ms Li Yuk-chun	Supplies Supervisor I	李玉珍女士	一級物料供應監督
Miss Chan Hau-wing	Air Traffic Flight Services Officer III	陳巧穎女士	三級航空交通事務員
Mr Cheng Chi-ho	Air Traffic Flight Services Officer III	鄭志豪先生	三級航空交通事務員
Miss Leung Hiu-yan	Air Traffic Flight Services Officer III	梁曉恩女士	三級航空交通事務員
Miss Lui Oi-yuk	Air Traffic Flight Services Officer III	雷愛玉女士	三級航空交通事務員
Mr Ng Wai-yip	Air Traffic Flight Services Officer III	吳偉業先生	三級航空交通事務員
Mr Or Tak-kwan	Air Traffic Flight Services Officer III	柯德坤先生	三級航空交通事務員
Mr Wong Yun-chiu	Air Traffic Flight Services Officer III	黃潤釗先生	三級航空交通事務員
Miss Yu Wai-so, Queenie	Air Traffic Flight Services Officer III	余瑋素女士	三級航空交通事務員
Mr Kwok Wai-ho	Contract Assistant Project Manager	郭偉浩先生	合約助理項目經理
Mr Chan Hing-lung	Contract Assistant Project Manager	陳慶龍先生	合約助理項目經理
Miss Ching Yuen-yuen	Contract Assistant Project Manager	程元琬女士	合約助理項目經理
Mr Ho Ho-chuen	Contract Assistant Project Manager	何浩泉先生	合約助理項目經理
Mr Chan Kin-wa	Contract Information Technology Officer	陳健華先生	合約資訊科技主任
Mr Chan Kai-tuen	Student Air Traffic Control Officer	陳啟端先生	見習航空交通管制主任
Mr Chiu Kong-lung, Warren	Student Air Traffic Control Officer	趙江龍先生	見習航空交通管制主任
Mr Kam Kwun-shing	Student Air Traffic Control Officer	甘鈞丞先生	見習航空交通管制主任
Miss Kwok Sum-yee	Student Air Traffic Control Officer	郭心怡女士	見習航空交通管制主任
Mr Leung Ho-yan, Michael	Student Air Traffic Control Officer	梁皓恩先生	見習航空交通管制主任
Mr Leung Wing-cheong	Student Air Traffic Control Officer	梁永昌先生	見習航空交通管制主任
Mr Lo Man-kit, Matthew	Student Air Traffic Control Officer	盧文傑先生	見習航空交通管制主任
Miss Ng Yui-ling	Student Air Traffic Control Officer	吳蕊伶女士	見習航空交通管制主任
Miss Ngai See-wing	Student Air Traffic Control Officer	危思穎女士	見習航空交通管制主任
Miss Yeung Ka-wai	Assistant Clerical Officer	楊嘉惠女士	助理文書主任
Miss Chung Nga-yin	Assistant Clerical Officer	鍾雅妍女士	助理文書主任
Miss Cheung Man-ling, Michaela	Clerical Assistant	張敏玲女士	文書助理
Ms Ma Pui-chi	Clerical Assistant	馬沛芝女士	文書助理
Miss Wong Sau-lai	Clerical Assistant	王秀麗女士	文書助理
Miss Cheung Tsz-on	Clerical Assistant	張子安女士	文書助理
Mr Lai Tsz-chung	Clerical Assistant	黎子聰先生	文書助埋
Mr Cheung Koon-chuen, William	Office Assistant	張冠銓先生	辦公室助理員

Farewell to those leaving

再見好同僚

Mr Cheng Lam-yuen	Senior Operations Officer	鄭林源先生	高級民航事務主任
Mrs Ng Liu Oi-che, Anita	Statistical Officer I	吳廖愛枝女士	一級統計主任
Miss Lau Moon-kwan	Executive Officer II	劉滿群女士	二級行政主任
Mr Timms Neil Charles	Air Traffic Control Officer II	Timms Neil Charles先生	二級航空交通管制主任
Mr Baagoe Jens	Air Traffic Control Officer II	Baagoe Jens先生	二級航空交通管制主任
Mr Davidson Stephen Howard	Air Traffic Control Officer II	Davidson Stephen Howard先生	二級航空交通管制主任
Mr Fairbairn Kenneth Thomas	Air Traffic Control Officer II	范彬彥先生	二級航空交通管制主任
Mr Ku Chun-fai	Air Traffic Flight Services Officer II	顧鎮輝先生	二級航空交通事務員
Miss Mok Sau-man	Student Air Traffic Control Officer	莫秀雯女士	見習航空交通管制主任
Mr Li Nok-kei, Lucas	Student Air Traffic Control Officer	李諾琦先生	見習航空交通管制主任
Miss Li Helen	Student Air Traffic Control Officer	李佩筠女士	見習航空交通管制主任
Mr Yau Chi-hin	Student Air Traffic Control Officer	邱志軒先生	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
Miss Chau Ching-man, Eunice	Assistant Information Officer	周靜汶女士	助理新聞主任
Ms Leung Wei-man	Assistant Clerical Officer	梁慧敏女士	助理文書主任
Miss Yip Fung-yee	Assistant Clerical Officer	葉鳳儀女士	助理文書主任
Ms Leung Yuk-yin	Clerical Assistant	梁玉燕女士	文書助理
Ms Chan Sau-king	Clerical Assistant	陳秀琼女士	文書助理
Mr Lam Kwai-fong	Office Assistant	林桂芳先生	辦公室助理員

Congratulations to the newly promoted

恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Captain Liu Chi-yung, Victor	Assistant Director-General of Civil Aviation	28.7.2011	廖志勇先生	民航處助理處長	28.7.2011
Mr Chung Hon-keung	Chief Air Traffic Control Officer	5.7.2011	鍾漢強先生	總航空交通管制主任	5.7.2011
Mr Wong Wai-choi, Ronald	Senior Electronics Engineer	19.4.2011	黃偉才先生	高級電子工程師	19.4.2011
Ms Chu Ming-sum, Laura	Operations Officer	8.6.2011	朱明心女士	民航事務主任	8.6.2011
Miss Yip Miu-ling	Operations Officer	8.6.2011	葉妙玲女士	民航事務主任	8.6.2011
Ms Loo Wing-man, Sandy	Accounting Officer I	13.5.2011	盧詠敏女士	一級會計主任	13.5.2011
Mr Chan Ka-cheong	Air Traffic Flight Services Officer II	15.7.2011	陳家昌先生	二級航空交通事務員	15.7.2011
Mr Chan Man-ho	Air Traffic Flight Services Officer II	15.7.2011	陳文濠先生	二級航空交通事務員	15.7.2011
Mr Ku Chun-fai	Air Traffic Flight Services Officer II	15.7.2011	顧鎮輝先生	二級航空交通事務員	15.7.2011
Miss Ng Gay-ling, Gillian	Air Traffic Flight Services Officer II	15.7.2011	伍紀玲女士	二級航空交通事務員	15.7.2011
Miss Wong Nga-man	Air Traffic Flight Services Officer II	15.7.2011	黃雅敏女士	二級航空交通事務員	15.7.2011
Mr Chan Ka-kei	Air Traffic Control Officer III	20.6.2011	陳嘉祺先生	三級航空交通管制主任	20.6.2011
Mr Ching Ka-yu	Air Traffic Control Officer III	27.6.2011	程家裕先生	三級航空交通管制主任	27.6.2011
Miss Lee Pui-chee, Catherine	Air Traffic Control Officer III	11.7.2011	李佩芝女士	三級航空交通管制主任	11.7.2011
Mr Chan Kai-man	Air Traffic Control Officer III	19.7.2011	陳啟文先生	三級航空交通管制主任	19.7.2011
Mr Leung Lok-man	Air Traffic Control Officer III	25.7.2011	梁諾文先生	三級航空交通管制主任	25.7.2011
Miss Tam Rebecca, Carmen	Air Traffic Control Officer III	1.8.2011	譚嘉敏女士	三級航空交通管制主任	1.8.2011
Miss Li Yuen-lam	Air Traffic Control Officer III	18.10.2011	李苑琳女士	三級航空交通管制主任	18.10.2011
Mr Cheng Su-ho, Helios	Air Traffic Control Officer III	8.11.2011	鄭書皓先生	三級航空交通管制主任	8.11.2011

Congratulations to Captain Victor Liu on his promotion to the rank of Assistant Director-General of Civil Aviation.
恭喜廖志勇機長晉升為民航處助理處長。

Acting ADG(ATM), Mr Manuel Sum (third right), pictured with five colleagues who were promoted to Air Traffic Flight Services Officer II.
署理助理處長（航空交通管理）岑兆華（右三）與五位剛晉升為二級航空交通事務員的同事合照。

Congratulations to Mr HK Chung on his promotion to the rank of Chief Air Traffic Control Officer.
恭喜鍾漢強晉升為總航空交通管制主任。

ADG(ATM), Mr PF Wong, pictured with eight colleagues who were promoted to Air Traffic Control Officer III.
助理處長（航空交通管理）王炳輝與八位剛晉升為三級航空交通管制主任的同事合照。

Best wishes to the retiree

願退休生活愉快

Mr Chan Pak-cheung	Senior Electronics Engineer	陳伯祥先生	高級電子工程師
Mr Cheung Wing-kin, Ricky	Air Traffic Control Officer II	張永堅先生	二級航空交通管制主任
Mr Ng Wing-hon	Supplies Supervisor I	吳榮漢先生	一級物料供應監督
Ms Mak Woon-ha	Office Assistant	麥煥霞女士	辦公室助理員

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

恭賀2010/2011優良服務公費旅行獎勵計劃得獎人

Mr Leung Chi-chiu	Aeronautical Communications Supervisor	梁志超先生	航空通訊主任

Congratulations to the recipient of the 8th TEN Outstanding Drivers Award

恭賀獲得第八屆優秀司機得獎人

Mr Yao Wing-tai	Chauffeur	姚永泰先生	貴賓車司機