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Development of Aviation Safety in Asia and Pacific Regions
亞太區航空安全的發展

By **Captain Victor Liu**, Assistant Director-General (Flight Standards)
助理處長（飛行標準）**廖志勇機長**

目錄 Content

Picture shows the CAD delegation led by Assistant Director-General (Flight Standards), Captain Victor Liu (second right), taking a photo with the newly appointed Chief Technical Advisor of COSCAP-SEA, Captain Kim Trethewey (second left) at the Steering Committee Meeting in Yangon, Myanmar, 29 November to 1 December 2011.
2011年11月29日至12月1日，東南亞互助拓展安全運作及持續適航計劃督導委員會會議在緬甸仰光舉行。圖示由民航處助理處長(飛行標準)廖志勇機長(右二)率領的代表團與委員會新任總技術顧問Kim Trethewey機長(左二)合照。

With the continuous growth in aviation, the International Civil Aviation Organization (ICAO) is promoting better coordination on safety oversight and enhancement initiatives across different states and administrations in various regions. The Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) is therefore established.

The RASG would be fostering aviation development in the Asia and Pacific Regions (APAC) in parallel with the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG). The RASG will act as a body to materialise the implementation of the ICAO Global Aviation Safety Plan / Roadmap (GASP/GASR), and APANPIRG will coordinate air navigation services and CNS/ATM developments in the APAC.

RASG-APAC

The first meeting of the RASG-APAC was held in October 2011 in New Caledonia in conjunction with the 48th DGCA Conference. 197 participants from 33 member states / administrations, 12 international organisations / industry partners attended the meeting. The organisational structure and terms-of-reference of the group were also established.

In line with the ICAO GASP and GASR, and based on the works already done by states,

existing sub-regional organisations, such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), the RASG-APAC aims at developing and implementing a work programme that supports a regional performance framework for the management of safety.

RASG's work programme includes essentially the following:

- Analysis of safety information and hazards to civil aviation at the regional level and review of the action plans developed;
- Facilitation of the sharing of safety information and experience among all stakeholders;
- Coordination of safety activities in the regional and sub-regional level to avoid duplication of efforts; and
- Providing feedback to ICAO in the continuous improvement and ensuring an up-to-date global safety framework.

Subsidiary Bodies of RASG-APAC Asia Pacific Regional Aviation Safety Team (APRAST)

The APRAST was established under RASG-APAC. It is the executive technical group which thoroughly discusses and submits recommendations for enhancing aviation safety to the Director-Generals and industry partners in the RASG-APAC for their consideration and approval.

The first meeting of APRAST was held from 20 to 24 February 2012 at the ICAO Asia and Pacific Office in Bangkok. There were 138 participants from 21 member states/ administrations and eight international organisations or industry partners. The delegation from Hong Kong, China included members from various CAD technical offices as well as from our industry partners, including aircraft operators, maintenance organisations and aerodrome operator. It was my honour to be the head of our delegation. It was also encouraging to see the active participation of our members throughout the meeting.

The meeting decided several Safety Enhancement Initiatives (SEIs) in high risk areas, such as controlled-flight into terrain, loss of control, runway safety and runway incursions. These SEIs will be considered for adoption by the APRAST.

APRAST Ad-hoc Working Groups

Recognising the importance of sharing safety information as well as the experiences learnt from accidents/incidents investigation, two Ad-hoc Working Groups (AWG) were set up. The experts within these AWG would perform studies and prepare supporting documentation on defined subjects for consideration by the RASG-APAC or sub-groups as a whole.

- The Accident Investigation Ad-hoc Working Group (APRAST-AIG AWG) will review the relevant GASP/GASR Global Safety Initiative (GSI) with the primary objective to promote effective incident and accident investigation.
- The Asia Pacific Safety Reporting and Programme Ad-hoc Working Group (AP-SRP AWG) will formulate means to gather safety information from different available sources to determine the main aviation safety risks in APAC.

A group photo of the participants at the first APRAST meeting in February 2012.
與會者在2012年2月舉行的亞太區航空安全分組會議中留影。

Way Forward

The Asia and Pacific Regions are forecast with the fastest aviation growth in the coming years. There will no doubt be many challenges, together with the opportunities, ahead all members of the aviation community. With the collaborated efforts from members in the APAC as well as the establishment of the RASG-APAC, aviation safety initiatives can be delivered in a more coordinated manner. As member of the COSCAP-SEA, the RASG-APAC and the APRAST, CAD will continue to support the development and implementation of safety enhancement initiatives.

亞太區航空安全的發展

隨着航空事業蓬勃發展，國際民航組織致力推動各國家和地區的安全監管、協調及改善措施。「亞太地區區域航空安全小組」（RASG-APAC）因此而成立。

RASG-APAC與「亞太地區航行規劃和實施小組」（APANPIRG）相輔相成，促進亞太區的航空業發展。前者負責落實施國際民航組織的全球飛安計劃/ 準則（GASP/GASR），後者則負責協調亞太區的航行服務及通訊、導航、監視與飛航管理。

亞太地區區域航空安全小組（RASG-APAC）

2011年11月，第48屆民航局局長會議在新喀里多尼亞舉行期間，RASG-APAC亦同時進行首次會議。會上雲集197位來自33個成員國/地區及12家國際與業界機構的代表，制訂了RASG-APAC的架構與職責範圍。

根據國際民航組織的全球飛安計劃/ 準則，及按照成員地區及「互助發展運作安全和持續適航計劃」（COSCAP）等分區機構的工作，RASG積極發展及實行支援區域性能架構的工作計劃，強化安全管理。

RASG-APAC的工作計劃主要包括：

- 分析亞太區區域層面的民航安全資訊及危機，並檢討相關行動計劃；
- 促進並協助持份者分享安全資訊與經驗；
- 在區域與分區層面協調飛行安全活動，以善用資源；及
- 向國際民航組織提供意見，精益求精，並維持最新的環球飛行安全架構。

亞太地區區域航空安全小組轄下組織

亞太地區航空安全團隊（APRAST）

APRAST是隸屬RASG-APAC的行政技術小組，討論並向RASG-APAC中的民航局局長及業界夥伴提交建議，提升航空安全水平。

2012年2月20至24日，APRAST的首次會議在泰國曼谷的國際民航組織亞太區辦事處舉行，來自21個成員國家/ 地區及八個國際組織或業界夥伴、共138人參與。中國香港代表團包括民航處的技術人員，以及航空公司、維修機構與航空器營運人等業界人士。本人獲委派為代表團團長，深感榮幸。各團員積極參與會議，交流經驗，令人鼓舞。

這次會議制訂了關於高風險範疇的「強化安全措施」（SEIs），如可控飛行撞地意外、飛機失控、跑道安全及跑道誤入等問題。亞太區航空安全團隊將考慮採納該等措施。

亞太地區航空安全團隊特設工作組（APRAST AWG）

共享安全資訊及意外/事故調查經驗均十分重要，兩個特設工作組（AWG）亦因此成立。工作組的專家就特定項目開展研究及撰寫文件，整合呈交予亞太地區區域航空安全小組或其轄下分組。

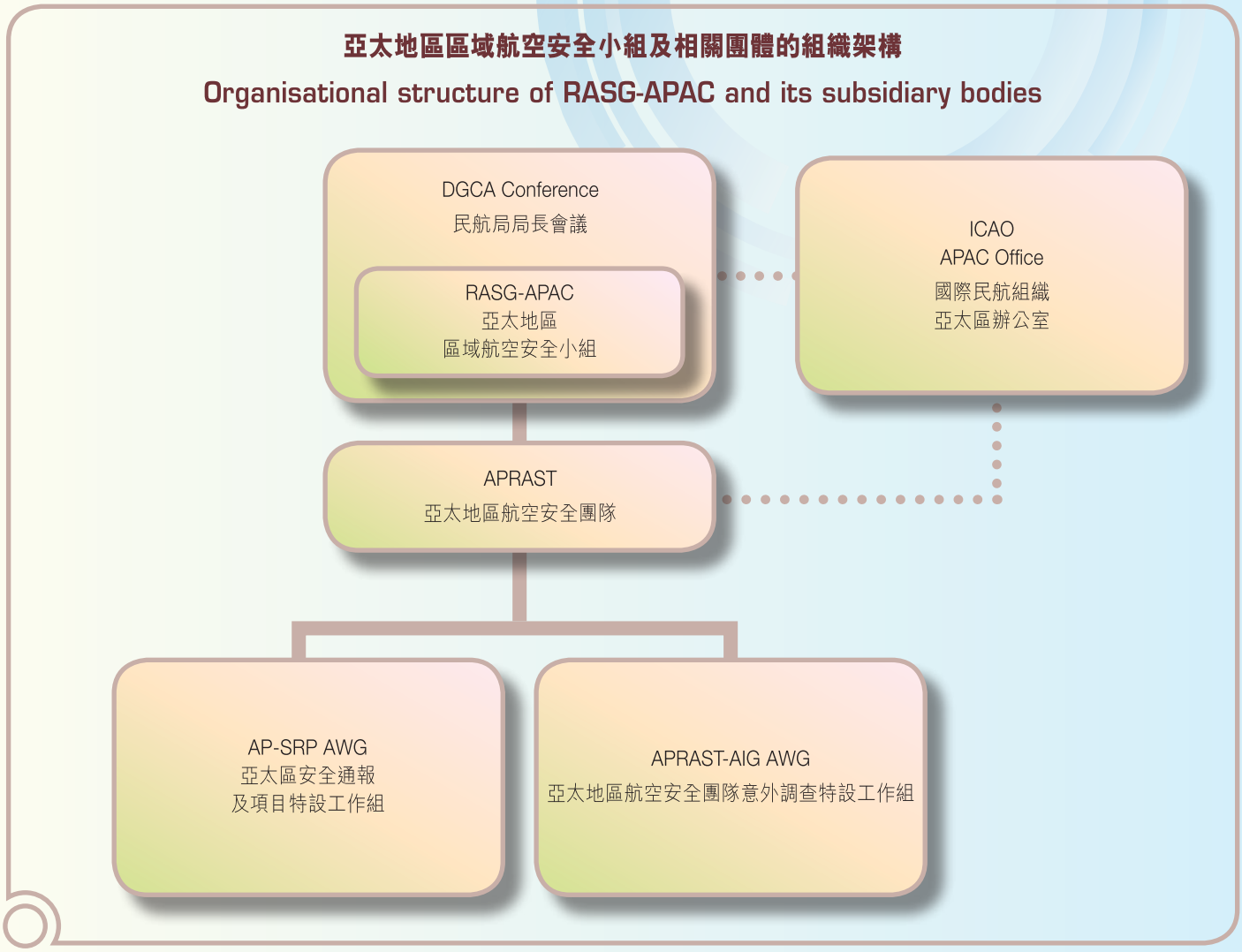
- 「亞太地區航空安全團隊意外調查特設工作組」（APRAST-AIG AWG）覆檢全球飛安計劃/準則及「全球安全倡議」（GSI），以提升事故與意外調查工作的效率；
- 「亞太區安全通報及項目特設工作組」（AP-SRP　AWG）設法由各個渠道收集安全資訊，以評估亞太區內的航空安全的主要風險。

展望將來

亞太區的航空事業預期未來數年增長最為迅速，充滿機遇及挑戰。藉RASG-APAC的成立，區內各成員群策群力，各項航空安全措施應可暢順實行。民航處身兼COSCAP-SEA、RASG-APAC及APRAST的成員，將會繼續參與及支援各項安全改善措施的發展和執行。

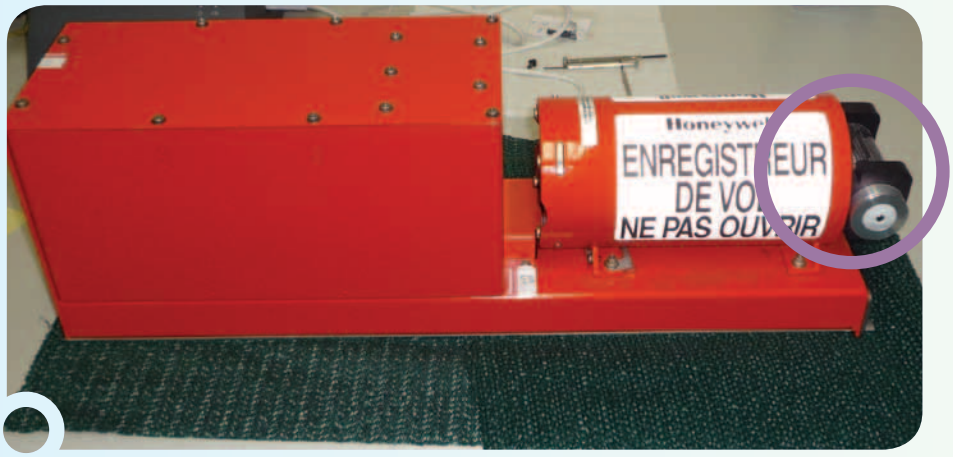
亞太地區區域航空安全小組及相關團體的組織架構

Organisational structure of RASG-APAC and its subsidiary bodies



Underwater Recovery of Flight Recorder
飛行記錄儀水中尋

By **Mr Steven Ng** & **Mr Sunny Lam**, Inspectors of Accidents, Accident Investigation Division
意外調查部意外調查主任**吳志騰**及**林志強**



Black box with an ULB. The ULB (circled) is attached to a flight recorder.
黑盒與水底定位訊號發射器。發射器（圈內）安裝在黑盒上。

You may have been impressed at how accident investigators could rationalise the scenes of air accidents from tangled aircraft wreckages in TV documentaries. In most cases, flight recorders, or widely known as black boxes, which include flight data recorder and cockpit voice recorder, provide essential flying information regarding the accident flight to the investigators. For this reason, investigators always try to retrieve the black boxes promptly after an accident has occurred. However, locating such a small box may not be easy, especially in open water. There could also be occasions that the exact last position of the accident aircraft is to yet be determined! In such case, the answer to finding the black box lies in identifying an Underwater Locating Beacon (ULB), or a "pinger" first.

An ULB is a cylindrical device, approximately one inch in diameter and four-inch tall, mounted to a black box. It will transmit a 37.5KHz ultrasonic pinging signal ("the ping") for 30 days when it is immersed in water. The ping can be picked up by using a diver-operated pinger locator which has the sensitivity of about one kilometer.

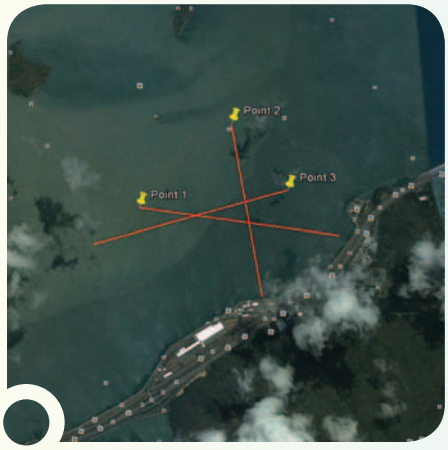
The key components of a typical pinger locator set are a handheld acoustic receiver, a remote transducer to pick up the ping, a headphone, and a bonephone to listen to the ping.

To locate the ULB under the water, a common practice is to establish, on a search map, three points (i.e. GPS positions) that can receive the ping. Together with the bearings of the signal source, the probable ULB location can then be estimated by using the triangulation method which is presented as a triangular area on the map. By using the handheld acoustic receiver and the bonephone, a diver then conducts an underwater homing search for the ULB within the triangular area. Once the ULB is located and provided that it is still attached to the black box, the flight recorder can be found.

While the theory is straight-forward, tracking the ping in actual underwater environment requires a high level of skill and experience. Therefore, practice is important. For this reason, investigators from the Accident Investigation Division and the Airport Fire Contingent (AFC) of the Fire Services Department jointly held an ULB search exercise in November 2011.

A pinger locator set.
聲波定位儀。

Tracking the ping.
追縱聲波訊號。



The triangulation process: the probable location of the ULB lies within the triangular search area.
三角測定：聲波發射器可能位處三角搜索範圍之中。

The exercise began with the sinking of an ULB by the AFC divers at a predetermined seabed location in the vicinity of the Hong Kong International Airport. The beginning of the search was not easy because the underwater environment was full of different sounds, such as waves and engine noise from nearby boats, which can easily mask off the soft pinging signal. After a few trials, we were fortunate to pick up the first ping. By adjusting the sensitivity and volume of the receiver, we established the bearing of the signal source and recorded the GPS position of the first point. We then moved on to other probable locations and eventually established three points with pings.

We applied the triangulation method to the three locations to form a triangular search area on the AFC rescue command boat. A diver from the AFC then carried out an underwater homing search for the ULB. One can imagine the difficulties that the diver had to face with all the bulky equipment he had to carry, and when the water was murky with very low visibility. With determination, enthusiasm and skill, the diver eventually recovered the ULB from the seabed, which was within our estimated triangular area.

While enjoying the spectacular sunset and the cool breeze when returning to base, we shared our experiences of the exercise on the deck of the command boat. We trust such valuable exercise will further enhance the cooperation between the two departments and our investigation capability.

電視紀錄片中，調查員能從凌亂不堪的飛機殘骸裏重組出事發情況，可能令你驚嘆不已。多數情況下，俗稱「黑盒」的飛行記錄儀，包括飛行數據記錄儀及駕駛艙聲音記錄儀，的確為調查員提供意外航班的重要飛行資料。因此，當意外發生後，調查員都設法及早找回黑盒。但是，有時候連飛機失事前的確實位置都不能肯定，要在茫茫大海找到黑盒又談何容易？這時，找出「水底定位訊號發射器」（ULB，又稱「聲波發射器」）便成為關鍵。

水底定位訊號發射器是一個圓柱形儀器，直徑約一吋，高約四吋，安裝在黑盒上。發射器能在水中發射37.5千赫茲的超聲波訊號，為期30日。由蛙人操作的聲波定位儀能收集聲波訊號，而定位儀的接收範圍約為一公里。一套典型的聲波定位儀包括手提聲波接收器、用以收集聲波訊號的遙控換能器、耳筒以及用作水底收聽聲波的水底耳機。

要在水中找到聲波發射器，通常會在搜索圖上以全球定位系統（GPS）定出三點可以接收聲波訊號的位置。加上訊號源頭的方向，便能以三角測定法在地圖上畫出一個三角範圍，代表聲波發射器的可能方位。運用手提聲波接收器與水底耳機，蛙人可在三角範圍內進行水底搜索，找出聲波發射器的位置。若聲波發射器仍然附在黑盒上，而又測定到發射器的位置，即可找到黑盒。

尋找聲波發射器的理論顯淺容易，但要實地在水底追縱聲波訊號卻需要純熟技巧及豐富經驗。因此，實習變得十分重要。意外調查部的調查員及消防處機場消防隊（AFC）在2011年11月聯合舉辦了聲波發射器搜索演習。

今次演習在香港國際機場附近海域進行，機場消防隊的蛙人首先在指定範圍的海床放置了一個水底定位訊號發射器。由於水底充斥着海浪聲與鄰近船隻的引擎聲等不同聲音，掩蓋了微弱的聲波訊號，搜索演習一開始時並不順利。數次試驗後，我們終於接收到第一下聲波訊號。透過調較接收器的敏感度及音量，我們確定了訊號源頭的方向，並以全球定位系統確定第一點的位置。之後，我們再到其他可能找到訊號的位置，測定出三個接收到聲波訊號的地點。

在機場消防隊的救援指揮船上，我們以三角測定法在三個位置上訂出三角搜索範圍。隨後，蛙人在水底搜索聲波發射器。水底環境陰暗、能見度極低，蛙人攜帶着笨重的儀器搜索，難度可想而知。憑着決心、熱誠和技術，蛙人終於在三角範圍內的海床中找到聲波發射器。

指揮船返回基地途中，我們在甲板上一邊細賞微風下的斜陽，一邊分享當日的心得。相信這次寶貴的演習，定能進一步提升兩個部門的協作和我們的調查水平。

Diver with handheld acoustic receiver starting the homing search.
蛙人手持手提聲波接收器開展搜索。

Department Activities 部門活動花絮

9.1.2012

Staff members from different divisions attended the launching ceremony for the installation of the new air traffic control system at the new Air Traffic Control Centre.
民航處各分部人員出席新空管中心的更新空管系統啟動儀式。

11.1.2012

Mrs Josephine Teo, Singapore Minister of State for Finance and Transport and her delegation from Ministry of Transport, Civil Aviation Authority of Singapore and Changi Airport Group visited the CAD. Picture shows DG Mr Norman Lo presenting a souvenir to Mrs Teo.
新加坡財政部兼交通部政務部長楊莉明率領新加坡交通部、新加坡民航局及樟宜機場集團代表到訪民航處。圖示處長羅崇文向楊莉明致送紀念品。

19.1.2012

Representatives from the CAD and the Hong Kong Police Force entered into an agreement on accident investigation.
民航處與警務處代表簽署意外調查合作協議。

2.2.2012

Messrs Richard Deakin and Chris Danner of National Air Traffic Services (NATS), UK, visited the CAD. Picture shows DG Mr Norman Lo presenting a souvenir to the Chief Executive Officer of NATS, Mr Deakin.
英國國家航空交通服務有限公司(NATS)的代表Richard Deakin及Chris Danner到訪民航處。圖示處長羅崇文致送紀念品予NATS行政總裁Richard Deakin。

27-29.2.2012

Senior Electronics Engineer (Projects), Mr C K Yuen (second row, seventh right), and Electronics Engineer, Mr George Wong (second row, sixth right), attended the First Meeting of ICAO Ionospheric Studies Task Force in Tokyo, Japan.
高級電子工程師（電子項目）阮志敬（第二排右七）與電子工程師王德源（第二排右六）到日本東京參加國際民航組職的Ionospheric Studies Task Force第一次會議。

13.4.2012

Staff members from different divisions met and drank at CAD Staff Club Annual Dinner.
民航處各分部人員於職員康樂會周年聚餐中歡聚一堂，開懷暢飲。

7-8.6.2012

As the VIP speaker, DG Mr Norman Lo delivered a presentation titled "Consolidating and Enhancing Hong Kong's Position as an International Aviation Centre" in the Second Airport Construction Summit held in Shanghai.
處長羅崇文於上海舉行的第二屆機場建設發展國際峰會擔任演講嘉賓，演講題目為「鞏固和提升香港作為國際航空中心的地位」。

12.6.2012

Secretary for Transport and Housing, Ms Eva Cheng (centre), visited the new CAD Headquarters.
運輸及房屋局局長鄭汝樺（中）到訪民航處新總部。

14.6.2012

DG Mr Norman Lo received a symbolic key from the representative of the building contractor, which signified that the Office and Training Building of the new CAD Headquarters is officially handed over to the CAD.
處長羅崇文從建築承辦商代表手上接過鑰匙，代表新總部的辦公及培訓主大樓正式移交民航處。

Airway Longitudinal Separation Reduced to Increase Route Capacity
縮減航道間距 增加飛機流量

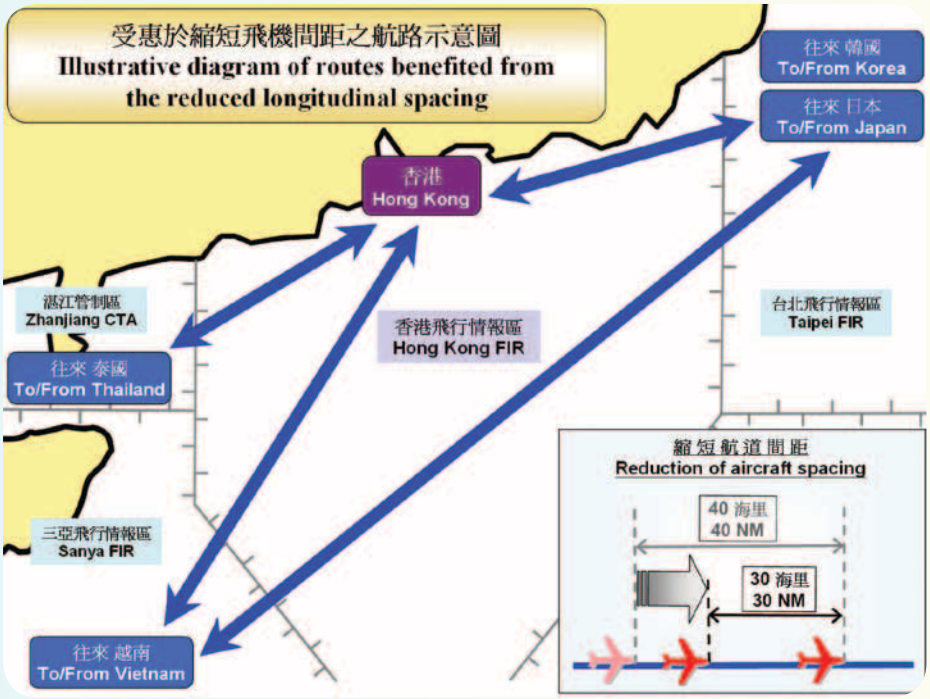
By **Mr Samuel Ng**, Evaluation Officer, Air Traffic Management Division
航空交通管理部評估主任**吳毅賢**

In order to meet the continued air traffic growth demand in the Asia Pacific region, the Air Traffic Control (ATC) team of the CAD has spared no effort in the research and development of airspace enhancement measures to raise runway and route capacities. To this end, we have recently successfully implemented the reduction of longitudinal separation on several airways in the Hong Kong Flight Information Region (FIR) over the South China Sea since 5 April 2012.

The airways concerned include A1, A202, G581, G86, M750, P901 and R339. With the longitudinal spacing reduced from 40 nautical miles to 30 nautical miles, the capacity of these routes between Southeast Asian and Northeast Asian cities is increased by 30 per cent. The reduction also benefits flights operating at the Hong Kong International Airport and dovetails with the CAD's plan for enhancing airport runway capacity. Apart from increasing ATC operational efficiency, with the implementation of the revised longitudinal separation, more aircraft will be able to fly at more fuel efficient altitudes, thus results in fuel saving and reduction of CO_2 emission.

The successful implementation of this spacing reduction is the result of concerted efforts of many states and civil aviation administrations in the Asia Pacific region. The Air Traffic Management Division of our department, in conjunction with the Civil Aviation Administration of China, has for the previous 18 months been pushing hard for the implementation of this initiative. In view of the reliable surveillance and communication systems as well as the accurate navigation performance of aircraft in the FIRs involved, all ATC authorities concerned agreed to the spacing reduction on the various airways with effect from April 2012.

To prepare for its implementation, our ATC team has worked with the ATC authorities in adjacent FIRs, including Sanya, Zhanjiang and Taipei, to enhance the air traffic co-ordination and communication procedures applicable across the common FIR boundaries. The enhanced procedures will ensure the continued provision of safe and efficient air traffic services after the reduction in spacing on the airways.



We will keep up our efforts to enhance airspace management efficiency and increase the capacity of air routes within the Hong Kong FIR to satisfy the continued growth of air traffic in the region.

為了滿足亞太區內航空交通持續增長需求，民航處空管團隊不斷積極研究和發展空域優化措施，以提高跑道和航道流量。為此，我們由2012年4月5日起在香港飛行情報區內南中國海上多條航道上成功實施縮減的飛機間距。

相關航道包括A1、A202、G581、G86、M750、P901和R339。飛機縱向間距由以往的40海里縮減至30海里，可令往來東南亞和東北亞城市的飛機流量增加三成，進出香港國際機場的航班亦得以受惠。該新措施亦與民航處按計劃提升香港機場跑道流量的規劃相輔相成。除了提高空管運作效率外，在新航道間距實施後，將會有更多航機可在有利於提高燃油效率的高度航行，有助減低燃油消耗及減少溫室氣體如二氧化碳的排放。

飛機間距得以縮減，全賴亞太區內有關航空當局的共同努力，其中本處航空交通管理部聯同中國民用航空局在過去18個月一直大力推動有關計劃。鑑於各飛行情報區內已建立可靠的監察及通訊系統，而飛機亦具精確導航性能，各航空交通管制當局一致同意在2012年4月開始實施縮減不同航道上的飛機間距。

為了準備實施縮減航道間距，我們空管團隊與鄰近的三亞、湛江及台北飛行情報區的空管當局，經已優化各方面的航空交通協調及通訊程序，以確保各航管當局在航道間距縮減後繼續提供安全及高效的空管服務。

我們會繼續致力提升香港飛行情報區內的空域管理效率及航道容量，以滿足區內航空交通的持續增長。

National Studies Course for CAD Officers
民航處國情研習班

By **Mr Simon Li**, Assistant Director-General (Air Traffic Engineering and Standards)
助理處長（航空交通工程及標準）**李天柱**

The Chinese Academy of Governance is a ministerial-level institution and an important body for training high- and mid-level civil servants, high-level administrators and policy researchers. The training centre designated for Hong Kong and Macao students was inaugurated on 31 October 2011, providing quality training environment and all-round facilities. The Academy organised National Studies Courses for over 30 CAD officers in 2006 and 2007. From 2 to 10 November 2011, 22 CAD officers attended the third CAD National Studies Course.

The CAD National Studies Course covered topics on civil aviation as well as China's latest development. Participants were allowed to know more about China's political systems, military affairs, foreign affairs, and economic and social issues from various perspectives. I am very delighted and honoured to have this precious opportunity of returning to the Academy to attend the training course.

The course was arranged and delivered in an appropriate order. The inclusion of Hong Kong-related topics enhanced the understanding of participants in the positioning of Hong Kong and the significance of integration with the Mainland. As a Hong Kong civil servant, I believe we should attend national studies courses to appreciate the institutional and cultural differences between the Mainland and Hong Kong in order to achieve better collaboration. We should also adhere to the dedicated chapter in the National Five-Year Plan to contribute our very best in supporting our country's development.

Participants had an active discussion during class and presented the group discussion results to coursemates.
學員於課堂上積極參與討論後，簡報小組討論的結果。

國家行政學院是培訓國內公務員，特別是高中級公務員的新型學府，也是培養高層次管理和政策研究人才的重要基地。去年10月31日舉行落成儀式的「港澳培訓中心」，更為港澳地區學員提供優質的教學環境和完備設施。學院分別在2006及2007年為民航處舉辦國情研習班，培訓超過30位同事。去年11月2至10日，學院第三度為民航處舉辦研習班，共有22位同事出席。

民航處國情研習班課程除了研究民航方面的課題外，亦探討中國的最新國情，讓學員多角度了解中國的政治制度、軍事、外交、經濟和民生等現狀及發展的趨勢。能重返學院參與國情研習班，我感到非常高興和榮幸。

研習班課程鋪排有序，當中更包含和香港息息相關的課題，讓我們更了解香港的定位和跟內地融合的重要性。當然，內地和香港存在着體制和文化差異，所以香港公務員就更應該到內地了解國情，加強兩地協作，循「十二五」規劃港澳專章發揮自身優勢、配合國家整體發展，共同構建更美好的家園和豐盛的未來。

Course attendees took the opportunity to visit the famous Hongluo Temple on Sunday.
善用餘閒，一眾學員在星期天到紅螺寺欣賞北京著名旅遊點在深秋的勝景。

Closing of the 100th Anniversary of Aviation Development in Hong Kong Celebration Activities

「香港航空業發展百周年」慶祝活動圓滿閉幕

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**

Permanent Secretary for Housing and Transport (Transport), Mr Francis Ho, delivers a speech at the reception.
運輸及房屋局常任秘書長(運輸)何宣威於午宴致辭。

Consequent to the implementation of the series of celebratory events to commemorate the Centenary of Powered Flight in Hong Kong, the Steering Committee of the 100th Anniversary of Aviation Development in Hong Kong has invited representatives of participating organisations to join the Spring Reception on 18 February 2012. The function also served as the official closing of the 100th Anniversary celebratory programme.

We were very delighted to have the Permanent Secretary for Housing and Transport (Transport), Mr Francis Ho, as our Guest of Honour. In his opening speech, Mr Ho congratulated the Hong Kong aviation industry for the very fruitful results accomplished through the programme in fully realising the programme goals and highlighted the vital support from the aviation industry as a significant factor leading to the success of the programme.

During the event, Mr Ho and our Director-General, Mr Norman Lo, presented souvenirs to members of the Steering Committee and sponsoring organisations to express our sincere appreciation for their outstanding dedication in supporting the celebratory programme.

With the generous support and contributions from across the aviation industry, we have successfully attained a particularly meaningful goal of our programme in raising funds for charity. The donations have demonstrated the strong commitment of the Hong Kong aviation industry in fulfilling their corporate social responsibilities and care for the Airport neighbouring community. The following beneficiary organisations have received our donations of over HK$600,000 in total:

Aviation related beneficiary organisations:

- Hong Kong Air Cadet Corps
- Hong Kong Aviation Club Foundation

Other beneficiary organisations :

- Hong Kong Red Cross (in supporting Japanese Earthquake & Tsunami recovery operation)
- The Neighbourhood Advice-Action Council (Tung Chung Integrated Services Centre)
- Hong Kong Sheng Kung Hui Welfare Council (Tung Chung Integrated Services)
- The Salvation Army Hong Kong and Macau Command (The Salvation Army Tung Chung Family Support Centre)
- Hong Kong Outlying Islands Women's Association (HKOIWA Jockey Club Social Service Centre)

The CAD is very pleased with the successful conclusion of the 100th Anniversary celebratory programme together with the achievements attained. However the triumph also owed to the collaborative efforts and selfless devotion of our CAD colleagues contributing to the smooth running of the overall programme.

隨着民航處及本地航空業界成功舉辦一連串紀念「香港動力飛行百周年」的慶祝活動，香港航空業發展百周年督導委員會邀請參與機構出席於2012年2月18日舉行的春節午宴，同時正式宣布「香港航空業發展百周年」慶祝活動圓滿閉幕。

是次午宴我們非常榮幸邀請到運輸及房屋局常任秘書長(運輸)何宣威作為主禮嘉賓。在致辭中，何宣威衷心祝賀香港航空業界完全實現「香港航空業發展百周年」慶祝活動的目標，並重點指出業界的鼎力支持對成功籌辦慶祝活動是不可或缺的因素。在午宴中，主禮嘉賓及處長羅崇文亦分別致送紀念品予督導委員會會員機構及各贊助機構代表，以感謝和表揚各機構為全力推動「香港航空業發展百周年」慶祝活動作出的貢獻。

全賴本地航空業界的慷慨支持及自發性的捐獻，「香港航空業發展百周年」慶祝活動成功實現一個別具意義的活動目標——籌募善款作慈善用途，亦反映本地航空業界充分履行企業社會責任及對機場毗鄰社區的關愛。總數超過港幣60萬元的善款已捐給以下的慈善機構：

與航空相關的受惠機構：

- 香港航空青年團
- 香港飛行總會基金

其他受惠機構：

- 香港紅十字會(用作日本地震及海嘯災後重建)
- 鄰舍輔導會 (東涌綜合服務中心)
- 香港聖公會福利協會 (東涌綜合服務)
- 救世軍港澳軍區 (東涌家庭支援中心)
- 香港離島婦女聯會 (賽馬會社會服務中心)

民航處對「香港航空業發展百周年」慶祝活動圓滿結束及達致的成效感到十分欣慰和鼓舞。同事們合力協作、無私奉獻的精神也是一連串慶祝活動成功舉辦的強大推動力。

DG Mr Norman Lo presents a souvenir to Mr Francis Ho.
處長羅崇文致送紀念品予何宣威。

CAD Newsmakers
同事動向

Welcome to the newcomer

Capt Kern Pedro Luiz	FOI(Consultant)3	Kern Pedro Luiz先生	航空營運督察(顧問)3
Mr Chan Chun-hong	Operations Officer	陳振康先生	民航事務主任
Mr Woo Chi-wang	Operations Officer	胡志宏先生	民航事務主任
Ms Wong Siu-king	Acting Chief Treasury Accountant	王少琼女士	署理總庫務會計師
Mr Leung Wai-hung	Accounting Officer I	梁偉雄先生	一級會計主任
Ms Ng Hau-wan	Supplies Assistant	吳巧雲女士	助理物料供應員
Mr Leung Charn-wai, Charles	Assistant Electronics Engineer	梁燦偉先生	助理電子工程師
Mr Chan Wing-hong, Raymond	Assistant Electronics Engineer	陳永康先生	助理電子工程師
Ms Lai Yuen-kwan	Executive Officer I	賴婉筠女士	一級行政主任
Ms Chan Mei-mui	Statistical Officer II	陳美梅女士	二級統計主任
Miss Leung Sze-ming, Charmaine	Assistant Information Officer	梁詩明女士	助理新聞主任
Ms Tong Mei-kuen	Clerical Officer	唐美娟女士	文書主任
Ms Leung Ka-yan	Assistant Clerical Officer	梁嘉茵女士	助理文書主任
Miss Cheung Ching-fong	Assistant Clerical Officer	張靜芳女士	助理文書主任
Mr Kwok Ho-wing	Assistant Clerical Officer	郭永可先生	助理文書主任
Mr Sin Chuen-ngai	Clerical Assistant	冼全毅先生	文書助理
Ms Wong Kin-yee	Clerical Assistant	王建怡女士	文書助理
Miss Ma Wai-yin, Maybo	Clerical Assistant	馬慧妍女士	文書助理
Mr Choi Chi-wai	Motor Driver	蔡志威先生	汽車司機
Mr Ng Wai-fat	Motor Driver	伍偉發先生	汽車司機

Farewell to those leaving

Mr Fairbairn Kenneth Thomas	Air Traffic Control Officer II	Fairbairn Kenneth Thomas先生	二級航空交通管制主任
Mr Faarbaek Peter Melchior	Air Traffic Control Officer II	Faarbaek Peter Melchior先生	二級航空交通管制主任
Miss Wong Ngar-man	Air Traffic Control Officer III	黃雅汶女士	三級航空交通管制主任
Mr Tsang Ling-on	Student Air Traffic Control Officer	曾令安先生	見習航空交通管制主任
Miss Yu Wa-yan	Student Air Traffic Control Officer	余華茵女士	見習航空交通管制主任
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 Wong Yun-chiu	Air Traffic Flight Services Officer III	黃潤釗先生	三級航空交通事務員
Ms Ng Man-ngo, Helen	Chief Treasury Accountant	吳曼娥女士	總庫務會計師
Miss Lung Nei	Accounting Officer II	龍妮女士	二級會計主任
Mr Ng Sheung-yin	Supplies Assistant	吳尚賢先生	助理物料供應員
Mr Chan Hung-fan	Senior Executive Officer	陳鴻芬先生	高級行政主任
Miss Wong Mei-ki	Contract Executive Assistant	黃美棋女士	合約行政助理
Ms Chan Wai-yee	Statistical Officer II	陳偉儀女士	二級統計主任
Ms Fok Yin-ha	Personal Secretary II	霍燕霞女士	二級私人秘書
Miss Chan Ling	Clerical Officer	陳玲女士	文書主任
Miss Lo Wai-yin	Assistant Clerical Officer	羅偉然女士	助理文書主任
Ms Tam Lai-ching	Clerical Assistant	譚麗菁女士	文書助理
Miss Ng Miu-mei	Clerical Assistant	伍妙媚女士	文書助理
Mr Chan Kai-chung	Motor Driver	陳繼宗先生	汽車司機

Congratulations to the newly promoted

恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Miss Wong Lai-sha	Air Traffic Flight Services Officer I	30.9.2011	黃麗莎女士	一級航空交通事務員	30.9.2011
Mr Wong Siu-hung	Air Traffic Flight Services Officer I	30.9.2011	黃兆雄先生	一級航空交通事務員	30.9.2011
Mr Lau Wing-keung	Air Traffic Flight Services Officer I	30.9.2011	劉永強先生	一級航空交通事務員	30.9.2011
Mr Chan Lap-chun, Marcus	Air Traffic Control Officer II	27.10.2011	陳立駿先生	二級航空交通管制主任	27.10.2011
Miss Chow Kwok-kiu, Becky	Air Traffic Control Officer II	27.10.2011	周幗翹女士	二級航空交通管制主任	27.10.2011
Miss Hung Kwai-sum, Debbie	Air Traffic Control Officer II	27.10.2011	孔桂心女士	二級航空交通管制主任	27.10.2011
Miss Lee Yan-yin, Jenny	Air Traffic Control Officer II	27.10.2011	李欣然女士	二級航空交通管制主任	27.10.2011
Miss Lee Yeuk-ping, Sita	Air Traffic Control Officer II	27.10.2011	李若冰女士	二級航空交通管制主任	27.10.2011
Miss Sung Kei-man, Jasmine	Air Traffic Control Officer II	27.10.2011	宋琪敏女士	二級航空交通管制主任	27.10.2011
Mr Tsui Hung-kit, Anthony	Air Traffic Control Officer II	27.10.2011	崔鴻傑先生	二級航空交通管制主任	27.10.2011
Mr Wong Chi-him, Kenneth	Air Traffic Control Officer II	27.10.2011	黃智謙先生	二級航空交通管制主任	27.10.2011
Miss Wong Ka-yan, Grace	Air Traffic Control Officer II	27.10.2011	王嘉欣女士	二級航空交通管制主任	27.10.2011
Mr Wong Ming-wing, Boris	Air Traffic Control Officer II	27.10.2011	王銘嶸先生	二級航空交通管制主任	27.10.2011
Miss Woo Chung-yee, Emily	Air Traffic Control Officer II	27.10.2011	胡頌儀女士	二級航空交通管制主任	27.10.2011
Mr Wong Tze-kin	Executive Officer I	12.1.2012	黃子健先生	一級行政主任	12.1.2012
Miss Kwong Kar-yee, Karry	Air Traffic Control Officer III	15.2.2012	鄺嘉誼女士	三級航空交通管制主任	15.2.2012
Mr Lo Koon-wai	Air Traffic Control Officer III	29.2.2012	羅貫維先生	三級航空交通管制主任	29.2.2012
Miss Siu Yin-wah	Senior Air Traffic Flight Services Officer	1.3.2012	蕭燕華女士	高級航空交通事務員	1.3.2012
Ms Wong Siu-lai	Senior Air Traffic Flight Services Officer	1.3.2012	黃少麗女士	高級航空交通事務員	1.3.2012
Mr Chui Tak-chuen	Air Traffic Control Officer III	9.3.2012	朱德泉先生	三級航空交通管制主任	9.3.2012
Miss Chu Wing-yi	Air Traffic Control Officer III	3.4.2012	朱詠兒女士	三級航空交通管制主任	3.4.2012

Best wishes to the retiree

願退休生活愉快

Mr Tsang Bing-kwan	Chief Operations Officer	曾炳坤先生	總民航事務主任
Mr To Tit-tsang	Chief Operations Officer	杜鐵錚先生	總民航事務主任
Mr Leung Koon-fun	Air Traffic Control Officer I	梁冠勳先生	一級航空交通管制主任
Mr Wong Chun-tung, Peter	Air Traffic Control Officer II	王鎮東先生	二級航空交通管制主任
Mr Yeung Kai-man, Alexander	Senior Air Traffic Flight Services Officer	楊啟文先生	高級航空交通事務員
Ms Leung Sau-mui	Clerical Assistant	梁秀梅女士	文書助理
Mr Lau Shiu-keung	Motor Driver	劉紹強先生	汽車司機

ADG(ATM), Mr PF Wong, pictured with colleagues who were promoted to Air Traffic Control Officer II.
助理處長（航空交通管理）王炳輝與剛晉升為二級航空交通管制主任的同事合照。

ADG(ATM), Mr PF Wong, pictured with four colleagues who were promoted to Air Traffic Control Officer III.
助理處長（航空交通管理）王炳輝與四位剛晉升為三級航空交通管制主任的同事合照。