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目錄 Content

Hong Kong Civil Aviation Department stands ready to complement the robust development of civil aviation industry in Mainland China

香港民航處準備就緒積極配合中國民航事業發展

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Administator of CAAC, Mr Li Jiaxiang, spoke at the inauguration ceremony of the ICAO APAC RSO in Beijing.
國家民航局局長李家祥在北京的國際民航組織亞太地區分辦事處開幕儀式上致辭。

The Administrator of Civil Aviation Administration of China (CAAC), Mr Li Jiaxiang, while officiating at the inauguration ceremony of the International Civil Aviation Organization (ICAO) Asia and Pacific (APAC) Regional Sub-Office (RSO), spoke on the rapid development of the civil aviation industry in Mainland China. He pointed out that since the reform and opening-up of the Mainland, the civil aviation industry has experienced an average annual growth rate of 17.5%, which is 1.8 times of China's GDP growth, 2 times the average of all other means of transport and 3.6 times the average growth of global civil aviation.

Since 2005, Mainland has risen to the world's second largest in terms of total annual tonne-kilometre (tonne-km) turnover. By end May 2013, there were 183 licensed airports, over 200 airlines (including about 160 general aviation operators), 3,392 aircraft, and 1.3 million people employed in the civil aviation industry in the Mainland. The industry maintained its rapid growth in the first five months of 2013 and recorded a total of 26.4 billion tonne -km turnover, representing a 10.3% increase year-on-year. The number of passengers handled during the period was close to 140 million and the amount of cargo and mail handled was 2.2 million tonnes. According to CAAC, the number of licensed airports and aircraft is forecast to increase to 260 and 9,900 respectively by 2020 in order to meet the projected 700 million passenger traffic demand.

To this end, ICAO has also reinforced its support to APAC states/administrations on various air navigation matters and established the RSO in

ICAO established a Regional Sub-Office in Beijing in June this year.
國際民航組於今年6月在北京設立亞太地區分辦事處。

Beijing in June this year. The RSO will assist the ICAO Regional Office in Bangkok through implementing concepts such as Airspace Organization and Management (AOM), Collaborative Decision Making (CDM), Air Traffic Flow Management (ATFM), Performance-Based Navigation (PBN) and Flexible Use of Airspace etc., to optimise the use of limited airspace resources and enhance air traffic flows to accommodate traffic growth in the APAC Region while safeguarding a high and internationally recognised safety level.

Meanwhile, the Mainland civil aviation authority also places much emphasis on the development of air traffic management and airspace in the Pearl River Delta (PRD) region. In terms of air transport, the PRD region is one of the busiest areas in the Mainland. There are 39 international and domestic air routes, nine holding areas for civil aircraft as well as numerous special use airspaces in the region. The region is not only the confluence for the Beijing-Guangzhou and Shanghai-Guangzhou air routes, but also an air traffic hub connecting Hong Kong/Macao and the Mainland.

In order to facilitate the expansion need of civil aviation in China including that of Hong Kong, the air traffic control authority in the Mainland has been adjusting and enhancing airspace structure in the PRD region through realising various measures such as the implementation of new air routes, modification of control area structure and establishment of an additional handover point for flights transiting through Hong Kong Flight Information Region and landing at Shenzhen. CAAC has continuously and proactively coordinated with relevant military and civil aviation authorities through the implementation of new initiatives such as diversionary and conditional air routes, establishment of direct communication mechanism between Guangzhou Air Command and Hong Kong CAD, promotion of the flexible use of airspace, studies on Integrated Departure Release System for PRD airports and standardisation of aeronautical information exchange platform. The objective is to progressively enhance the operational efficiency of air traffic management in the region, improve airspace management mechanisms, and gradually enhance airspace capacity in the PRD area.

In the coming years, the Hong Kong CAD will continue to strengthen cooperation with relevant military and civil aviation authorities, and strive to meet the development needs of the aviation industry in the PRD region. Specific tasks of various concerned parties in this respect include:

(A) Actively pursue the establishment of Guangzhou and Southern PRD Terminal Areas. According to the "PRD Airspace Adjustment Plan", relevant Mainland authorities will, in conjunction with the Hong Kong and Macao civil aviation authorities, jointly push forward the establishment of Guangzhou and Southern PRD Terminal Areas in accordance with the principles of joint airspace planning, use of common standards, harmonised flight procedure design and integrated management;

(B) Increase the capacity of main trunk air routes connecting the PRD region and other parts of Mainland, and explore the use of parallel routes to mitigate air route congestion and reduce flight delay;

(C) Continue the study on the adjustment of airspace structure between PRD region and along the southeast coast to the Yangtze River Delta (YRD) region, including strengthening coordination with relevant authorities to increase the number of handover points between Hong Kong and eastern China, and establishment of coastal air routes between Hong Kong and the YRD region in order to divert air traffic flow from the existing handover point, DOTMI, reduce flight delays and enhance air traffic management efficiency as well as air transport capability in the PRD region.

To complement the rapid growth of aviation industry of our country, particularly in the PRD region, Hong Kong CAD has contributed our very best on numerous fronts in reinforcing Hong Kong's position as one of China's aviation hubs. CAD will endeavour to continue making contribution to the development of aviation industry in the Mainland and on a global scale.

Since 2004, Hong Kong CAD has joined hands with CAAC and Civil Aviation Authority of Macao to establish a Tripartite Working Group (TWG) to discuss issues such as the enhancement of airspace and air traffic management in the PRD region. In 2007, the TWG reached a consensus to follow the principles of joint airspace planning, use of common standards and harmonised flight procedure design to progressively enhance airspace planning and air traffic management in the region. The Group is now progressively implementing the measures as planned.

As for the upgrading of aviation infrastructure, CAD's brand new air traffic control centre in our recently opened headquarters is equipped with state-of-the-art air traffic control system capable of meeting the anticipated air traffic growth in the region in the long term. Conference facilities housed in the headquarters enable CAD to host both local and regional aviation conferences. These facilities also address the need of the local aviation community for nurturing future aviation professionals in supporting the sustainable growth of aviation industry.

Through implementation of the above enhancement measures, we are fully prepared for complementing the rapid growth of aviation industry in China, in particular the PRD region.

香港民航處準備就緒積極配合中國民航事業發展

國家民航局局長李家祥於國際民航組織（ICAO）亞太地區分辦事處開幕時談及內地民航業繼續高速發展。他指出內地自改革開放以來，民航年均增長率達17.5%，增速為國民經濟增長的1.8倍、整體交通運輸的兩倍、世界民航的3.6倍。

自2005年以來，內地民航運輸總周轉量已躍居世界第二位。截至今年5月底，內地共有持牌運輸機場183個，航空公司超過200家（包括通用航空公司約160家），飛機3,392架，從業人員130萬。2013年，內地民航繼續保持快速增長的態勢，前五個月運輸總周轉量達到264億公噸公里，比去年同期增長10.3%；旅客運輸量近1.4億人次；貨郵運輸量近220萬公噸。預計到2020年，內地持牌運輸機場總數將達到260個，飛機將增至9,900架，以滿足約七億人次的旅客運輸市場需求。

有見及此，ICAO也加強了對亞太地區各國家/ 地區在多項空中航行事宜上的支援，並於今年6月在北京設立地區分辦事處，以協助位於曼谷的地區辦事處，透過實施空域管理、協同決策、航空交通流量管理、性能導航及彈性使用空域等措施，在保障國際飛行安全水平的前提下，更有效使用空域資源及改善航空交通流量，以滿足亞太地區航空交通增長需求。

與此同時，內地民航部門亦高度重視珠江三角洲地區的空管及空域發展。珠三角是國內航空運輸最繁忙的地區之一，現有39條國際和國內航路、九個民航等待空域及多個特別用途空域，不僅是京廣和滬廣航路的滙聚點，也是連接港澳和內地的空中交通樞紐。

多年來，國家空管部門通過新辟航線、調整管制區結構和增加供飛越香港空域而降落深圳航班使用的移交點等措施，不斷調整珠三角地區空域結構，以滿足包括香港在內的航空業發展需要。期間國家民航局持續積極協調軍民航等有關部門，通過實施分流、臨時航線，建立廣空與香港直接通報關係，推進空域靈活使用，研究珠三角多機場綜合放行、統一飛航資訊平台技術方案等工作，逐步提高區內空管運作效率，完善空域管理機制，以求逐步解決珠三角空域擠擁問題。

未來數年，香港民航處將繼續進一步加強與有關民航部門的交流合作，致力滿足珠江三角洲航空業發展需要，各方具體工作包括：

（甲）積極推進廣州和南珠三角終端管制區建設。根據國家空管委《調整珠江三角洲地區空域結構方案》，按照統一規劃、統一標準、統一程序、綜合管理的原則，與香港、澳門民航部門共同推進建立南珠三角終端管制區工作；

（乙）增加銜接內地與珠三角地區主幹航路容量。探索利用平行航線緩解航路擁堵和航班延誤；

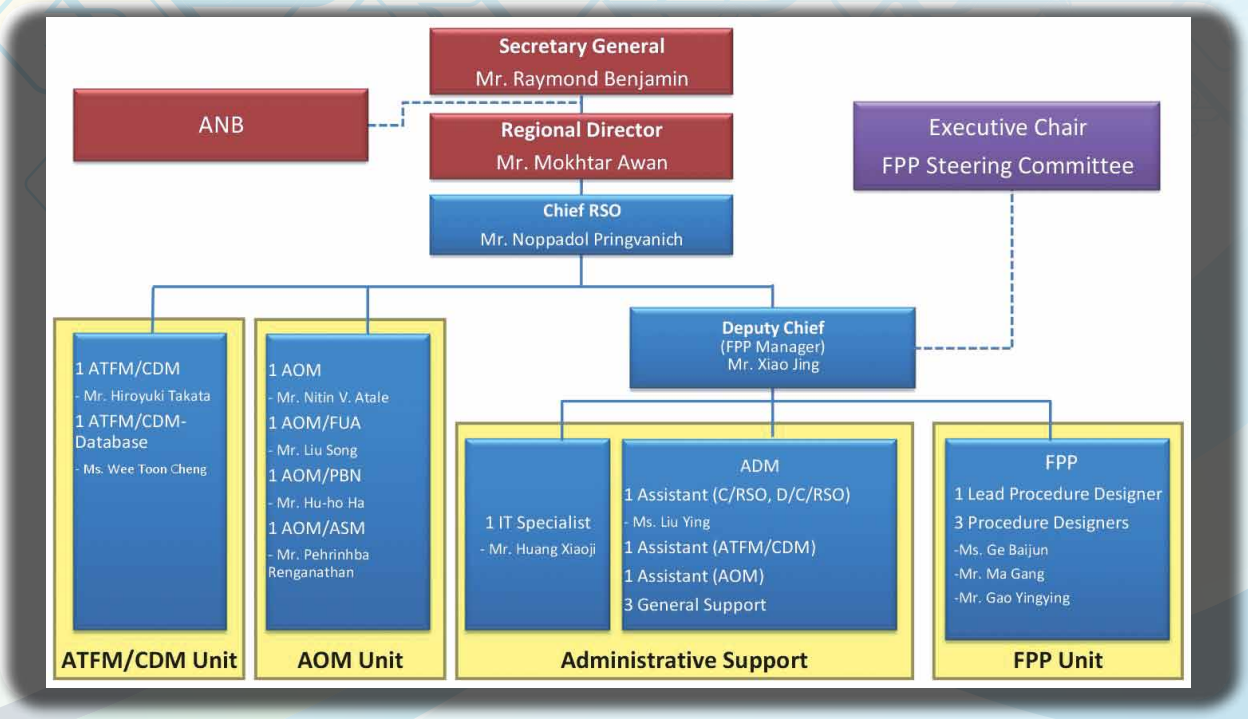
（丙）繼續研究調整珠三角地區至長三角地區東南沿海空域結構。協調有關部門，因應情況增加香港至華東地區的移交點數量，開闢香港至長三角地區海上飛行航線，分流現有移交點DOTMI的航班流量，減少航班延誤，提升珠三角地區空管運作效率和航空運輸能力。

為加強配合國家，特別是珠三角區內航空業的迅速發展，香港民航處亦克盡己任，在各方面做好準備，同步鞏固香港作為航空樞紐的地位，繼續為國家及國際民航事業發展作出貢獻。

自2004年開始，民航處聯同國家民航局和澳門民航局成立了三方工作組，研究改善珠三角空域使用和區內航空交通管理。工作組已於2007年達成一致意見，按照統一規劃、統一標準、統一程序的原則逐步優化區內空管措施及空域結構，提高珠三角地區空域使用效率。工作組現正按計劃逐步落實方案中的具體細節。

至於航空硬件配套提升方面，設於民航處總部內的新空管中心及最先進的空管系統足以應付區內未來長遠航空交通量增長。總部大樓內設的會議設施，不但可供航空業界舉行本地及地區性會議，更可以滿足業界為本港培訓航空專才以應付持續增長的空運需求。

通過以上各項措施，我們已有十足信心及充足準備，配合國家未來，特別是珠三角區內空中航行事業持續快速增長。



The organisation structure of ICAO APAC RSO in Beijing.
ICAO在北京的亞太地區分辦事處的組織架構圖。

New organisational structure and safety initiatives take aviation safety to a new level
新架構為航空安全管理新規範導航

By **Ms Yamani Chan**, Senior Operators Officer, Air Services Division
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ICAO publications on safety management.
國際民航組織的安全管理刊物。

The implementation of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) by the International Civil Aviation Organization (ICAO) in 2013 and the launch of the new Annex 19 - Safety Management have taken the global aviation safety oversight framework into a new era. These latest initiatives of ICAO require all states and administrations to participate more actively in CMA preparation and proactively manage safety through the State Safety Programme (SSP). A more focused effort is thus essential to take on these new challenges.

Through reorganising our existing resources, CAD has established a new office, named the Strategic Safety Office, since 1 May 2013 to take on the new responsibilities. The Strategic Safety Office consolidates and expands the activities of the former Flight Safety Office of the Flight Standards and Airworthiness Division and the Statistics Office of the Air Services Division (ASD) to oversee the management and coordination functions of all SSP and CMA activities for the Department. The Accident Investigation Office was also grouped under ASD on the same date to join hands with the Strategic Safety Office on the promotion of safety management principles and the prevention of accidents and incidents.

CMA Preparations

Under the new CMA, previous cyclical audits on states by ICAO are now substituted by continuous audits using a new online audit platform that promotes global aviation safety through ICAO's continuous monitoring of the safety oversight capability of states.

Since its establishment in May 2013, the Strategic Safety Office has formulated a CMA action plan outlining all action items and activities required to be undertaken in light of the latest CMA developments. A new CMA Coordination Working Group involving all CAD divisions has also been established, to assist the Strategic Safety Office in coordinating the on-going CMA preparation work.

Given that CMA involves a wide spectrum of continuous audit activities and constant updates of ICAO safety standards to respond to emerging aviation issues, priorities of actions have been prudently set and incorporated in our CMA preparations. A risk-based approach has already been adopted whereby higher risk items will be acted upon with priority. Regular review and adjustments of these priorities will be essential in light of experience gained from the latest CMA developments.

State Safety Programme (SSP) Implementation

In respect of SSP, the relevant provisions have been incorporated into the new ICAO Annex 19 - Safety Management which has become applicable in November 2013. To embark on a wide range of activities from these new global safety initiatives, implementation by a phased approach is essential. The new Strategic Safety Office will spearhead the development and implementation of new safety strategies for continuous safety improvement.

The tasks in the pipeline include:
a) a comprehensive review of the Hong Kong Safety Programme;
b) establishment of an integrated safety data collection and evaluation mechanism;
c) establishment of a mechanism for safety performance review, and formulation of safety

management strategies; and
d) promotion of aviation safety through briefings and workshops.

SSP is a process which enables us to coordinate multi-disciplinary safety activities and to measure the safety targets achieved in a more systematical manner. The objective is to adopt a proactive strategy to manage aviation safety risks and continuously improve safety performance.

Meeting the Challenges

The initial efforts for the preparation of ICAO CMA audits and Annex 19 will inevitably be felt across the board. Once the action plans are kicked off, CAD will have a due process instilled in our regulatory regime and we can stand ready for the CMA audits by ICAO and new challenges at all times.

The implementation of these actions will not only enable us to reap safety benefits, but also support ICAO's new global safety plan. This useful experience will be shared with regional aviation partners through continuing partnership and safety communication.

When the going gets tough, the tough get going. We will collaborate with all parties and stakeholders closely. Together we uncover the opportunities and safety benefits ahead for all sectors of the aviation industry.

國際民航組織於2013年正式推行全球安全監督審計計劃（Universal Safety Oversight Audit Programme）持續監察方法（Continuous Monitoring Approach，CMA），並進一步實施新的《國際民用航空公約》附件19——安全管理》。一連串的安全管理新規範把全球航空安全監管架構帶進新紀元。這些新措施要求各成員國/ 地區更積極參與CMA的準備工作，和透過安全方案（State Safety Programme，SSP）更主動落實安全管理。為此，我們亦必須更專注地做好相關的工作，迎接新挑戰。

通過整合內部資源，民航處新的安全策略辦公室於2013年5月1日正式成立。安全策略辦公室把前飛行標準及適航部的飛行安全組和航班事務部的統計組合併，統籌及協調各分部進行SSP和CMA的相關工作。意外調查組也在同一天編入航班事務部，與安全策略辦公室攜手促進安全管理及避免航空意外和事故。

CMA預備工作

國際民航組織採取新的CMA，以嶄新的網上平台進行持續審計，取代週期性的安全監督審計模式，以加強各國監督航空安全的能力，促進全球航空安全。

自2013年5月成立以來，安全策略辦公室便積極展開預備工作，根據CMA的最新發展，制定相關行動計劃和細節。此外，安全策略辦公室還組成CMA協調工作小組，成員包括民航處各分部，與安全策略辦公室協調相關準備工作。

基於CMA審計的持續性和多元性，及國際民航組織會不時更新安全標準以回應航空界現況，進行預備工作時須慎重地設定行動優先次序。我們以風險基礎原則釐定工作的執行次序，再按運作經驗檢討及作出調整。

SSP的實施

在SSP方面，相關規定會在2013年11月透過新制定的《國際民用航空公約附件19——安全管理》推行。我們將按部就班，分期落實一系列的全球航空安全策略，開展和實施各項新措施，以持續優化安全規管。

即將開展的工作包括：
a) 全面覆檢現行的香港安全方案；
b) 制定航空安全數據的收集和分析的綜合機制；
c) 建立機制檢討安全績效和制定安全管理策略；及
d) 透過舉辦簡報會和工作坊推廣航空安全。

SSP有助我們更有系統地協調各範疇的航空安全規管，及按既定的航空安全目標量度其安全績效，以採取積極的策略來管理航空安全風險，及持續完善安全績效。

迎難而上

相信民航處同事已開始體驗為應對國際民航組織CMA及落實《國際民用航空公約》附件19新規定所衍生的工作。當行動計劃開始後，民航處的安全規管架構便配備適當的程序，使我們能時刻準備就緒，面對國際民航組織CMA的審查和各項新考驗。

實施上述行動，不但令本處提升民航安全管理成效，更能支援國際民航組織的全球航空安全新計劃。此外，我們亦可與鄰近區域的業界人士延續伙伴關係，就民航安全工作保持合作和溝通。

安全策略辦公室會與各個安全規管辦公室緊密合作，在民航安全方面，為航空業各個界別發掘機遇，共創美滿成果。

CMA Coordination Working Group members discussing the audit tasks.
CMA協調工作小組會議成員討論審計工作。

Cooperation Arrangement for Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations
相互認可航空器維修培訓機構批准合作安排

By **Mr Daniel Chiu**, Senior Airworthiness Officer, Flight Standards and Airworthiness Division
飛行標準及適航部高級適航主任**趙景聖**

DGCA, Mr Norman Lo (front left), Director General of Flight Standards Division of CAAC, Captain Wan Xiang-dong(front middle), and President of AACM, Mr Chan Weng Hong(front right), signed the Cooperation Arrangement for Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations in Beijing.
香港民航處處長羅崇文（前排左）、中國民用航空局飛行標準司司長萬向東（前排中）和澳門民航局局長陳穎雄（前排右）於北京簽署《相互認可航空器維修培訓機構批准合作安排》。

The Civil Aviation Administration of China (CAAC), the Civil Aviation Department of the Hong Kong (HKCAD), and the Civil Aviation Authority of Macao (AACM) entered into the "Cooperation Arrangement for Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations" in Beijing on 29 October 2013. Director-General of HKCAD, Mr Norman Lo, Director-General of Flight Standards Division of CAAC, Captain Wan Xiang-dong, and President of AACM, Mr Chan Weng Hong, represented the respective Authorities to sign the Cooperation Arrangement. Vice Administrator of CAAC, Mr Li Jian, witnessed the ceremony.

HKCAD, CAAC and AACM in 2001 initiated the implementation of the Joint Maintenance Management (JMM) aiming to enhance aviation safety management, promote the development of the maintenance industry, facilitate the movement of maintenance personnel, reduce the duplication of government approvals and monitoring, and hence reduce the economic burden on the industry. A Joint Maintenance Committee was established on 21 May 2002 in Beijing to determine the JMM objectives and implementation plans.

After more than a decade of effort, JMM has achieved fruitful results. The Cooperation Arrangements on Mutual Acceptance of Aircraft Maintenance Organisations on civil aircraft components and engines were signed in May 2002 and February 2004 respectively. On 2 June 2006 the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance, including airframe, engines and components, was signed. In the juncture, more than 100 aircraft maintenance organisations in Hong Kong, the Mainland and Macao have been recognised under the JMM.

The signing of the Cooperative Arrangement this time signifies that the Authorities have reached a new milestone in long-term and comprehensive cooperation. Any maintenance training organisation that is approved to perform maintenance training under the jurisdiction of one Authority will be recognised by the other two for the performance of the same training. This plays a positive role in sharing training resources, reducing the number of audits and facilitating the movement of maintenance staff.

"Cooperation in this area will help enhance the standards of training for aircraft maintenance personnel and promote aviation development. The aviation industry welcomes this proactive cooperation arrangement," DGCA Mr Norman Lo said at the signing ceremony.

中國民用航空局、香港民航處及澳門民航局於2013年10月29日在北京訂立《相互認可航空器維修培訓機構批准合作安排》，由中國民用航空局飛行標準司司長萬向東、香港民航處處長羅崇文、澳門民航局局長陳穎雄分別代表簽署，並獲中國民用航空局副局長李健在場見證。

為加強民航安全管理，促進維修行業的發展，方便維修人員流動，減少各民航部門重複審定和檢查，從而減輕給維修行業帶來的經濟負擔，三方自2001年籌劃實施聯合維修管理（Joint Maintenance Management，JMM）工作，並於2002年5月21日在北京成立聯合維修委員會，確定JMM的目標和實施計劃。

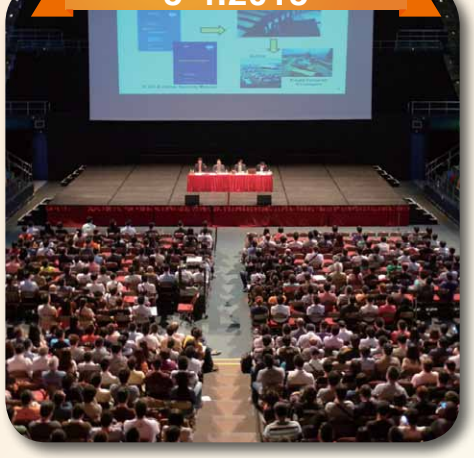
經過十多年來各方的共同努力，JMM工作已取得豐碩成果。2002年5月和2004年2月，三方分別達成關於零部件和發動機維修單位批准的相互認可，再於2006年6月2日簽署包括航空器機體、發動機和零部件在內的飛機維修全面相互認可合作安排。目前，三地已有超過100家飛機維修機構在JMM框架下獲得認可。

此次簽署的《合作安排》，標誌着三地民航當局在維修管理的長期全面合作又取得新進展。三地任何一方民航當局管轄下獲准從事維修培訓工作的維修培訓機構，將獲其他兩地民航當局認可從事同樣的工作。這將對三方民航當局共用培訓資源、減少審計次數、方便維修人員流動起積極作用。

羅處長在簽署儀式上說：「這方面的合作有助提高三地航空器維修人員培訓的水平及促進航空業的成長，航空業界歡迎此積極的合作安排。」

Department Activities 部門活動花絮

3-4.2013



The new ICAO air cargo security standards have been applicable from 15 July 2013. To ensure adherence to the new standards, CAD organised eight air cargo security information sessions in March and April 2013 to explain the details of the new air cargo security measures. Altogether some 1,200 representatives from the air cargo industry attended these information sessions.
國際民航組織的新航空貨運保安標準，已於2013年7月15日起適用。為確保新標準得以遵行，民航處於2013年3月及4月期間舉辦八次航空貨運保安簡介會，解釋航空貨運保安的新措施。簡介會吸引約1,200名航空貨運業界人士參加。

18.3.2013

The ICAO Instrument Flight Procedures Panel Plenary Working Group Meeting was held in CAD Headquarters from 18 to 22 March 2013.
國際民航組織儀表飛行程序委員會全體工作組會議於2013年3月18日至22日在民航處總部舉行。

19.4.2013

The Chief for Safety of the Ministry of Transport of China, Mr Song Jiahui (fourth left), led a delegation to visit CAD.
國家交通運輸部安全總監宋家慧（左四）與同事到訪民航處。

27.4.2013

Participants of the Engineering Week organised by the Hong Kong Institute of Engineers visited CAD.
參加由香港工程師學會舉辦的「卓越工程巡禮」活動的人士參觀民航處。

10.5.2013

Staff members of CAD met and relaxed at the Staff Club Annual Dinner.
民航處各同事於職員康樂會周年聚餐中歡聚一堂。

23.5.2013

The Chief Executive, Mr C Y Leung (centre); Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung (left); and DG Mr Norman Lo (right) officiating at the Official Opening of the CAD Headquarters.
行政長官梁振英（中）、運輸及房屋局局長張炳良教授（左）及處長羅崇文（右）主持民航處總部啟用典禮。

3-7.6.2013

The Fourth Meeting of the ICAO Asia/Pacific Seamless ATM Planning Group was held in the CAD Headquarters. DDG Mr Colman Ng (front middle) served as the Co-Chairman of the meeting.
國際民航組織亞太地區無縫空中交通管理規劃小組第四次會議於民航處總部舉行。副處長伍崇正(前排中)為會議擔任聯席主席。

13.7.2013

Colleagues had an enjoyable time in the squid fishing activity organised by CAD Staff Club.
同事在民航處職員康樂會舉辦的釣墨魚活動中度過歡樂時光。

18-22.8.2013

CAD participated in the 2013 International Society of Air Safety Investigators (ISASI) Annual Seminar held at Vancouver, Canada. Picture shows ADG(FS), Captain Victor Liu (first left) taking a group photo with the ISASI President, Mr Frank S Del Gandio (fifth right) and other national and regional society presidents.
民航處派員參加於加拿大溫哥華舉行的2013國際空中安全調查員協會(ISASI)周年大會。圖示助理處長（飛行標準）廖志勇機長（左一）與ISASI主席 Frank S Del Gandio（右五）和其他國家及地區主席合照。

23.8.2013

Members of Hong Kong Observatory's Project Team visited CAD.
香港天文台工程項目組人員到訪民航處。

2.8.2013

ADG(AES), Mr Simon Li (third left), represented CAD to receive the Architectural Ironmongery Specification Award 2013 for CAD Headquarters.
民航處總部獲2013建築五金規格說明大獎，助理處長(航空交通工程及標準)李天柱(左三)代表接受獎項。

2.9.2013

The Chairman of the Air Transport Licensing Authority, Ms Teresa Cheng (seventh left), led members of the authority to visit CAD.
空運牌照局主席鄭若驊（左七）率領各成員到訪民航處。

7.9.2013

ADG(FS), Captain Victor Liu (back row, third left) and ADG(ATM), Mr Manuel Sum (back row,second left), attended this year's inauguration ceremony of the Hong Kong Youth Aviation Academy.
助理處長（飛行標準）廖志勇機長(後排左三)和助理處長（航空交通管理）岑兆華(後排左二)出席香港青年航空學會今年度的開學典禮。

29.9.2013

Chief of Staff of the US Air Force, General Mark Welsh (third left); Consul General of US in Hong Kong, Mr Clifford Hart (third right); and Pacific Air Forces Commander of US, General Herbert Carlisle (second right), led a delegation to visit CAD.
美國空軍參謀長 Mark Welsh 將軍 (左三)、美國駐港總領事夏千福 (右三) 與美國太平洋空軍司令 Herher Carlisle 將軍 (右二) 率代表團參觀民航處。

22.10.2013

The Chief of Staff of People's Liberation Army Guangzhou Air Command, General Zheng Yuanlin (fourth left) paid a visit to CAD.
解放軍廣州軍區空軍參謀長鄭元林將軍（左四）到訪民航處。

25.10.2013

ADG(AES), Mr Simon Li (right), as the leader of the Hong Kong Technical Working Group, signed the minutes of the 19th Meeting of Technical Working Group cum the 33th Meeting of Task Force on Aeronautical Radio Communications held in Shenzhen with Mr Xie Cun, the respective leader of the Mainland Technical Working Group.
香港與內地航空通訊專家組第19次會議暨日常工作組第33次會議於深圳舉行。助理處長（航空交通工程及標準）李天柱（右）以香港組組長身份與內地組組長謝存簽署會議紀要。

4-5.11.2013

CAD hosted the 8th Tripartite Air Law Meeting at our headquarters. DG Mr Norman Lo (front centre), DDG of the Department of Policy and Regulation of the Civil Aviation Administration of China, Mr Guo Rengang (front row, sixth left) and Director of Air Transport and International Relations of the Civil Aviation Authority of Macau, Ms Christina Silva (front row, sixth right), respectively led delegates to attend the meeting.
民航處作為東道主，於總部舉辦第八屆三地國際航空法交流會。處長羅崇文（前排中）、中國民航空局政策法規司副司長郭仁剛（前排左六）和澳門民航局航空運輸暨國際關係部總監關雪彤（前排右六）分別率團參加。

14.11.2013

DDG Mr Colman Ng delivered an opening speech to about 200 industry partners in the Industry Briefing on ICAO Annex 19 and USOAP CMA organised by CAD.
民航處舉辦 「《國際民用航空公約》附件19及全球安全監督審計計劃持續監察方法」簡報會，副處長伍崇正向約200名業界代表致開幕辭。

Multi-Crew Pilot's Licence (MPL) in Hong Kong
香港多機組飛行員執照

By **Captain Michael Lau**, Flight Operations Inspector, Flight Standards and Airworthiness Division
飛行標準及適航部航空營運督察**劉世龍機長**

Dakota DC3 (left) and A380 (right) cockpits.
Dakota DC3（左）和A380（右）駕駛艙。

Cadet pilots on conventional Commercial Pilot's Licence (CPL) training courses have been learning to fly in the same way as their predecessors did for many years. Initially new pilots are trained to operate small pistonpowered aircraft for single pilot operations. After about 20 hours of training, their instructor will send them solo. Once this hurdle is passed, they learn to fly on instruments and finally to fly multi-engine piston powered aircraft. Throughout this training process the trainee is taught how to fly the aircraft without the assistance from others. Only once the trainee has acquired approximately 250 hours and obtained a CPL, he/she will be exposed to multi-crew operations and operate an aircraft with others as a team. In other words, a traditional CPL training programme does not encompass multi-crew operations.

The Dakota DC3 cockpit was typical of the kind of instrumentation and controls that were prevalent when conventional training courses were developed in the 1950s. Indeed this type of instrumentation is very similar to that fitted to some training aircraft still used today. The A380 flight deck obviously has very different controls and instrumentation and requires very different methodologies to operate. Whilst it is absolutely true to say that the principles of flying any civil aircraft are the same, compared with the DC3, the physical force required to manipulate the controls of the fifty-times-heavier A380 is significantly less. What is definitely required when operating a modern "glass" flight deck such as the Airbus A380 is a set of management skills which includes the ability for the two pilots to work together to manage the enormous amounts of information and data presented to them.

In the early 1980s, some aviation experts saw that there should be a better way to train cadets for the fast changing world of civil aviation. A dedicated panel was set up with the International Civil Aviation Organization (ICAO) to review the pilots' licensing and training regime. That panel identified that modern flight decks demanded a very different operational skill set than those of time gone by. A new approach and methodology to cadet pilot training was developed based on the requirements of multi-crew flight deck environment. The philosophy of the new course was to train pilots to competency using the latest modern flight simulator technologies. The ultra realistic training environment that the modern simulation device can replicate provides an excellent platform in which the trainee pilots can hone their multi-crew skills and information management abilities, thereby transitioning the trainees to an airline operating environment.

After more than a decade's detailed review, MPL was introduced in Amendment 167

to ICAO Annex 1 and the new provisions became applicable on 23 November 2006. It is designed to develop and train up pilots with competency to operate multi-crew aeroplanes in commercial airlines environment as compared to traditional training pathways. The training regime emphasises on competency-based training methods and makes best use of flight simulators in addition to aircraft. Threat and error management training is also embedded and applied in all phases of training.

Based on the relevant provisions of ICAO Annex 1 and ICAO Doc 9868 PANS – TRG, as well as making references to other prevailing MPL training syllabi in other aviation counterparts, CAD has developed an MPL licensing requirements document – CAD 509 (MPL(A)). This document formulates the requirements for our industry partners to consider and develop an MPL trial course. In addition, appropriate provisions have also been introduced in the Air Navigation (Hong Kong) Order.

In early 2010, Hong Kong Dragon Airlines (HDA) and CAE (previously the Oxford Aviation Academy) approached and discussed with CAD their intent of training up the cadets under the MPL regime. Subsequently, in June 2010, HDA submitted an application for conducting an MPL trial course subject to phase-by-phase one-off approval by CAD.

The structure of HDA/CAE MPL Course comprises of the following:

(i) Theoretical Knowledge Phase

The students are immersed in classroom training to equip them with all the knowledge required to complete the Air Transport Pilot's Licence exams.

(ii) Core Phase

This is basically the old Private Pilot's Licence course that enables the pilots to fly single piston engined aircraft. It is conducted in Cessna C-172 aircraft equipped with glass cockpits.

(iii) Basic Phase

This phase exposes the cadets to multi-crew operations in a piston engined aircraft and in an advanced fixed base generic jet simulator.

(iv) Intermediate Phase

This is accomplished in a representative simulator in which the students are exposed to a more complex environment simulating real airline operations and using standard HDA operating procedures.

(v) Advanced Phase

The is a technical course which will train the cadet to fly the airline's aircraft they will operate. For HDA, it will either be Airbus A320 or A330. This phase also includes aircraft base training after which the cadet receives an MPL.

CAD as a regulator maintains the standards of aviation courses and in this respect MPL is no different. Fundamentally we must be assured that any new course produces competent airline pilots. This was always the cornerstone of our planning and discussion on MPL.

All in all, HDA, CAE and CAD have worked closely to achieve a workable course that is showing great promise. We have now overcome a number of hurdles and the first batch of pilots graduating from the course is now flying with HDA while the second and third batches of students have also started their training.

MPL will shortly take-off in Hong Kong!

The first patch of HDA pilots issued with MPL in Hong Kong.
香港首批獲發多機組飛行員執照的港龍航空機師。

DG Mr Norman Lo (left) presenting the Best Academic Award to an MPL graduate.
處長羅崇文（左）頒發「最佳學術獎」予一名MPL學員。

多年來，商用飛行員執照（Commercial Pilot's Licence，CPL）學員一直以同一方式受訓：先學習駕駛單人操作的小型活塞飛機，在完成20小時的訓練後，導師會讓學員嘗試單獨飛行；成功後，會學習儀表飛行，最後才駕駛多引擎活塞飛機。訓練過程中，學員一直學習獨立駕駛飛機，並在獲得250小時的飛行經驗及考獲CPL後，才接觸多機組駕駛方式，與人合力操作飛機。換句話說，傳統的CPL訓練過程並不包括多機組飛行員運作。

傳統訓練課程於五十年代開始發展時，採用當時最普及的Dakota DC3駕駛艙的儀表及控制系統。事實上這種裝置與現今仍使用的某些訓練機種上的裝置大同小異。雖說駕駛各種民航機的原理都差不多，但空中巴士A380駕駛艙的裝置及儀表需要以不同的方法操控，而駕駛一架比DC3重50倍的A380，所需的力量又小得多。相對而言，操作新型的A380所必須的是管理技巧，其中包括兩位機師互相協調處理大量資訊的能力。

八十年代初，有航空專家提出為應對發展迅速的民航業，訓練飛行學員的方法應有所改進。為此，國際民航組織成立專責小組，檢討飛行員執照及訓練制度。小組認為相比以往，新型飛機對機師的運作技巧要求已經完全不同。根據多機組駕駛艙環境的要求，學員的訓練亦發展出嶄新的理念和方法。這個新課程旨在以最先進的飛行模擬器科技訓練學員，以逼真的訓練環境讓他們磨練多機組駕駛技巧及資訊管理能力，從而投入航空公司的運作環境。

經超過十年的詳細研究後，國際民航組織在其附件1的第167號修訂中引入MPL，由2006年11月23日起生效。相比傳統的飛行訓練，MPL培養飛行人才駕駛航空公司的多機組飛機，課程以能力為本，在使用飛機之餘，善用模擬駕駛艙培訓，而訓練的各個階段亦涉獵威脅與差錯的識別和管理。

根據國際民航組織附件1和第9868號文件《空中航行服務程序——培訓 》，以及參照普及於民航同業的MPL訓練大綱，民航處撰寫了CAD 509 (MPL(A))，向業界人士闡述設立MPL試驗課程的要求。此外，亦在《1995年飛航（香港）令 》加入適當的條例。

2010年初，港龍航空與加拿大CAE（前稱牛津航空學院）接觸民航處，商討以MPL制度訓練學員。於同年6月，港龍遞交舉辦MPL試驗課程的申請，並由民航處按階段逐次審批。

港龍/ CAE的MPL課程由以下各階段組成：

(i) 課堂理論階段

學員在課堂上學習民營運輸機飛行員執照（Air Transport Pilot's Licence，ATPL）考試所需知識 。

(ii) 基本飛行技能訓練階段

與傳統私人飛行員執照（Private Pilot's Licence）課程一樣，學員會駕駛單引擎活塞飛機。就此MPL課程而言，學員使用塞斯納 C-172飛機訓練。

(iii) 初級階段

透過先進的模擬駕駛艙，學員會接觸多引擎活塞飛機的多機組運作。

(iv) 中級階段

參照港龍航空的標準運作程序，學員會在模擬駕駛艙中處理較為複雜的航空公司運作環境。

(v) 高級階段

這個階段會培訓學員操作他們日後在職時所駕駛的機種，就港龍航空而言，機種為空中巴士A320或A330。完成這個訓練（包括本場飛行訓練）後，學員會考獲MPL。

總括來說，民航處擔當監管者的角色，規管包括MPL等飛行課程的標準，確保所有新課程訓練出勝任的機師。這也是MPL課程規劃和討論的根本所在。

港龍航空、CAE和民航處緊密合作，共同克服困難，籌辦一個實用可行而充滿前景的課程。首批學員將已投身港龍機師之列，而第二批和第三批學員亦已開始受訓。

MPL即將在香港展翅翱翔！

CAD newsmakers
同事動向

Welcome to the newcomer		歡迎新同事	
Captain Siu Ho, Webster	Senior Operations Officer (Senior Operations Inspector)	蕭濠機長	高級民航事務主任（高級營運督察）
Captain Wong King Fai, Lawrence	Senior Operations Officer (Senior Operations Inspector)	黃景輝機長	高級民航事務主任（高級營運督察）
Captain Yapp Robert, Timothy	Senior Operations Officer (Senior Operations Inspector)	Robert Yapp機長	高級民航事務主任（高級營運督察）
Dr Kong Hing Kei	Medical & Health Officer	鄺慶基醫生	高級醫生（航空醫學）
Ms Leung Kwok Yiu	Senior Accounting Officer	梁幗堯女士	高級會計主任
Mr Cheng Wai Kin, Kelvin	Executive Officer II	鄭偉健先生	二級行政主任
Mr Yeung Chun Yu, Dennis	Executive Officer II	楊振宇先生	二級行政主任
Miss Yip Lai Ling	Executive Officer II	葉麗玲女士	二級行政主任
Mr Cheng Jia Fu, Jeffrey	Air Traffic Flight Services Officer III	鄭濢夫先生	三級航空交通事務員
Miss Ip Hui Wai, Adi	Air Traffic Flight Services Officer III	葉昫蔚女士	三級航空交通事務員
Mr Ho Hon Kit	Air Traffic Flight Services Officer III	何漢傑先生	三級航空交通事務員
Mr Lam Hon Kit	Air Traffic Flight Services Officer III	林漢傑先生	三級航空交通事務員
Mr Lam King Shun	Air Traffic Flight Services Officer III	林景順先生	三級航空交通事務員
Miss Lau Hong Yee	Air Traffic Flight Services Officer III	劉康怡女士	三級航空交通事務員
Miss Li Yi	Air Traffic Flight Services Officer III	李怡女士	三級航空交通事務員
Mr Lo Ming Fung	Air Traffic Flight Services Officer III	盧銘峰先生	三級航空交通事務員
Mr Ng Kai Pong	Air Traffic Flight Services Officer III	吳啟邦先生	三級航空交通事務員
Mr Wong Hon San	Air Traffic Flight Services Officer III	黃漢紳先生	三級航空交通事務員
Miss Wu Ka Man	Air Traffic Flight Services Officer III	胡嘉敏女士	三級航空交通事務員
Mr Li Wai Lung	Assistant Electronics Engineer	李偉隆先生	助理電子工程師
Mr How Sze Lung	Assistant Electronics Engineer	侯思龍先生	助理電子工程師
Ms Koon Suet Chui	Assistant Electronics Engineer	官雪翠女士	助理電子工程師
Mr Kwok Wai Ho	Assistant Electronics Engineer	郭偉浩先生	助理電子工程師
Mr Lau Kin Hei	Assistant Electronics Engineer	劉健熙先生	助理電子工程師
Mr Li Hao Tian, Alex	Assistant Electronics Engineer	李滈沺先生	助理電子工程師
Ms Siu Man	Assistant Electronics Engineer	蕭敏女士	助理電子工程師
Mr Fung Cham Kuen	Chauffeur	馮湛權先生	貴賓車司機
Mr Tsoi Chi Sang	Motor Driver	蔡志生先生	汽車司機
Mr Ng Chun Wai	Motor Driver	吳振威先生	汽車司機
Mr Wong Tak Shing	Motor Driver	黃德成先生	汽車司機
Miss Leung Suk Fun, Candy	Assistant Librarian	梁淑芬女士	圖書館助理館長
Ms Chan Choi Lan	Confidential Assistant	陳彩蘭女士	機密檔案室助理
Ms Cheng Suet Kwan	Supplies Assistant	鄭雪君女士	助理物料供應員
Miss Mao Yongli	Assistant Clerical Officer	毛永麗女士	助理文書主任
Miss Lai Wai Shan	Assistant Clerical Officer	黎慧珊女士	助理文書主任
Ms Chow Yuk Yee	Assistant Clerical Officer	周玉儀女士	助理文書主任

Farewell to those leaving		再見好同僚	
Mr Wagstaff John Leonard	Air Traffic Control Officer II	屈志達先生	二級航空交通管制主任
Mr Siddell John Christopher	Air Traffic Control Officer II	John Siddell先生	二級航空交通管制主任
Mr Hutchinson William Frankin	Air Traffic Control Officer II	William Hutchinson先生	二級航空交通管制主任
Ms Fong Sum Yan	Air Traffic Control Officer III	方心欣女士	三級航空交通管制主任
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 Ng Chi Yau	Student Air Traffic Control Officer	吳志友先生	見習航空交通管制主任
Mr Fok Ka Kin	Student Air Traffic Control Officer	霍加乾先生	見習航空交通管制主任
Miss Wong Ho Yun	Student Air Traffic Control Officer	黃顥昕女士	見習航空交通管制主任
Mr Lee Clement Hei Man	Student Air Traffic Control Officer	李熙民先生	見習航空交通管制主任
Mr Chan Ka Cheong, Jeff	Air Traffic Flight Services Officer II	陳家昌先生	二級航空交通事務員
Mr Or Tak Kwan, Alvin	Air Traffic Flight Services Officer II	柯德坤先生	二級航空交通事務員
Mr Chan Pak Yu	Air Traffic Flight Services Officer III	陳百羽先生	三級航空交通事務員
Mr Cheung Yiu Hong	Air Traffic Flight Services Officer III	張耀康先生	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
Mr Chan Ka Ho	Air Traffic Flight Services Officer III	陳家豪先生	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
Mr Chiu Wai Cheung, Matthew	Electronics Engineer	趙偉祥先生	電子工程師
Ms Cheung Wan Fun, Vivian	Senior Architect	張韻芬女士	高級建築師
Ms Kwong Ming Sum, Carrie	Technical Officer (Architectural)	鄺名森女士	技術主任（建築）
Ms Wong Yuen Ling, Jenny	Senior Executive Officer	黃婉玲女士	高級行政主任
Ms Kung Po Chun, Karen	Executive Officer I	龔寶珍女士	一級行政主任
Mr Li Pui Tong, Paul	Executive Officer II	李佩堂先生	二級行政主任
Ms Cheuk Ho Yan, Jennifer	Executive Officer II	卓可欣女士	二級行政主任
Ms Lam Yuen Kei, Fiona	Executive Officer II	林婉琪女士	二級行政主任
Ms Mo Sau Fun, Fanny	Clerical Officer	毛秀芬女士	文書主任
Mr Wong Kwai Choi	Assistant Clerical Officer	王桂財先生	助理文書主任
Miss Yeung Siu Ngo	Assistant Clerical Officer	楊小娥女士	助理文書主任
Ms Fung Siu Hung, Stella	Assistant Clerical Officer	馮小雄女士	助理文書主任
Ms Chung Nga Yin	Assistant Clerical Officer	鍾雅妍女士	助理文書主任
Mr Cheung Kong Chuen	Clerical Assistant	張港泉先生	文書助理
Mr Chang Him Im	Clerical Assistant	曾憲嚴先生	文書助理
Ms Cheung Sze Wan, Ida	Clerical Assistant	張詩韻女士	文書助理
Ms Fung Hung Fan, Bunny	Clerical Assistant	馮洪芬女士	文書助理
Miss Chan Wing Sze	Clerical Assistant	陳穎思女士	文書助理
Ms Cheung Man Ling	Clerical Assistant	張敏玲女士	文書助理
Miss Ma Pui Chi	Clerical Assistant	馬沛芝女士	文書助理
Ms Li Hong Ning, Connie	Personal Secretary II	李康玲女士	二級私人秘書
Ms Leung Ching Han, Jean	Personal Secretary II	梁靜嫻女士	二級私人秘書
Ms Lam Wing Yu, Winnie	Personal Secretary II	林詠瑜女士	二級私人秘書
Ms Cheung Lai Fong, Kitty Eveline	Personal Secretary II	張麗芳女士	二級私人秘書
Ms Luk Chau Loi, Perscilla	Personal Secretary II	陸秋來女士	二級私人秘書
Ms Cheng Yuk Fung, Anita	Senior Accounting Officer	鄭玉鳳女士	高級會計主任
Ms Ng Chor Har, Cherry	Statistical Officer II	吳楚霞女士	二級統計主任
Mr Kwan Tin Chi, Heven	Statistical Officer II	關天賜先生	二級統計主任
Ms Ling Kit Hang, Catherine	Assistant Supplies Officer	凌潔珩女士	助理物料供應主任
Ms Fung Lai Ching, Michelle	Supplies Supervisor I	馮麗貞女士	一級物料供應員
Ms Cheung Tsui Lin, Stella	Supplies Supervisor II	張翠蓮女士	二級物料供應員
Miss Lam Ching	Assistant Librarian	林靖女士	圖書館助理館長
Mr Yao Wing Tai	Chauffeur	姚永泰先生	貴賓車司機
Mr Tang Wan Kay	Motor Driver	鄧雲基先生	汽車司機
Mr Li Kwong Leung	Motor Driver	李廣良先生	汽車司機
Mr Ng Wai Fat	Motor Driver	伍偉發先生	汽車司機

Congratulations to the newly promoted

恭賀榮升之喜

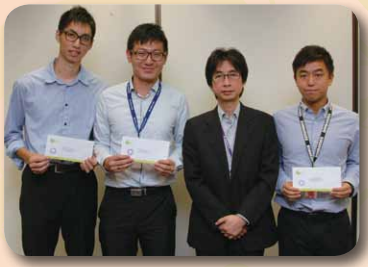
	Promoted to	Date		晉升為	生效日期
Mr Lok Man To	Aeronautical Communications Officer I	23.10.2013	駱文韜先生	一級航空通訊員	23.10.2013
Mr Lau Simon	Aeronautical Communications Officer I	23.10.2013	劉賜麟先生	一級航空通訊員	23.10.2013
Ms Chan Pui Ha, Christine	Aeronautical Communications Officer I	23.10.2013	陳佩霞女士	一級航空通訊員	23.10.2013
Ms Ng Hau Wan	Supplies Supervisor II	19.8.2013	吳巧雲女士	二級物料供應員	19.8.2013
Miss Ma Wai Yin, Maybo	Assistant Clerical Officer	26.8.2013	馬慧妍女士	助理文書主任	26.8.2013
Mr Pang Ka Ho	Operations Officer	8.8.2013	彭嘉豪先生	民航事務主任	8.8.2013
Mr Hong Ho Cheung	Air Traffic Control Officer III	23.7.2013	康浩彰先生	三級航空交通管制主任	23.7.2013
Mr Suen Hoi Tak	Air Traffic Control Officer III	15.7.2013	孫海德先生	三級航空交通管制主任	15.7.2013
Mr Li Lui	Air Traffic Control Officer III	26.6.2013	李雷先生	三級航空交通管制主任	26.6.2013
Mr Chu Kwun Pok	Air Traffic Control Officer III	20.6.2013	朱君璞先生	三級航空交通管制主任	20.6.2013
Mr Yeung Lai Ho, Calvin	Air Traffic Control Officer III	19.6.2013	楊禮豪先生	三級航空交通管制主任	19.6.2013
Mr Fan Wai Chuen, Lucius	Chief Air Traffic Control Officer	4.6.2013	范偉全先生	總航空交通管制主任	4.6.2013
Mr Lam Heung Hoo, Patrick	Aeronautical Communications Supervisor	2.5.2013	林向豪先生	航空通訊主任	2.5.2013
Mr Ho Chi Fai	Aeronautical Communications Supervisor	2.5.2013	何志輝先生	航空通訊主任	2.5.2013
Mr Or Tak Kwan	Air Traffic Flight Services Officer II	22.4.2013	柯德坤先生	二級航空交通事務員	22.4.2013
Miss Lui Oi Yuk	Air Traffic Flight Services Officer II	22.4.2013	雷愛玉女士	二級航空交通事務員	22.4.2013
Mr Ng Wai Yip	Air Traffic Flight Services Officer II	22.4.2013	吳偉業先生	二級航空交通事務員	22.4.2013
Miss Yu Wai So, Queenie	Air Traffic Flight Services Officer II	22.4.2013	余瑋素女士	二級航空交通事務員	22.4.2013
Mr Choi Lai Hong, Clarence	Air Traffic Control Officer III	12.4.2013	蔡禮匡先生	三級航空交通管制主任	12.4.2013
Mr Liu Ting Chun	Air Traffic Control Officer III	3.4.2013	廖廷峻先生	三級航空交通管制主任	3.4.2013
Mr Chan Wai Yin, John	Air Traffic Control Officer I	26.3.2013	陳偉賢先生	一級航空交通管制主任	26.3.2013
Mr Leung Chi Hung	Air Traffic Control Officer I	26.3.2013	梁智雄先生	一級航空交通管制主任	26.3.2013
Ms Wong Shan Ngar, Sarah	Air Traffic Control Officer I	26.3.2013	黃珊娜女士	一級航空交通管制主任	26.3.2013
Mr Yeung Kwan Chi, Timothy	Air Traffic Control Officer I	26.3.2013	楊軍志先生	一級航空交通管制主任	26.3.2013
Mr Yeung Chiu Fung	Air Traffic Control Officer I	26.3.2013	楊朝豐先生	一級航空交通管制主任	26.3.2013
Mr Lung Chi Keung, Christopher	Air Traffic Control Officer I	26.3.2013	龍志強先生	一級航空交通管制主任	26.3.2013
Mr Jorgensen Kjeld Dissing	Air Traffic Control Officer I	26.3.2013	Kjeld Jorgensen 先生	一級航空交通管制主任	26.3.2013
Mr Lau Sze Po	Air Traffic Control Officer I	26.3.2013	劉史波先生	一級航空交通管制主任	26.3.2013
Miss Chan Sze Ki	Air Traffic Control Officer III	25.3.2013	陳思琪女士	三級航空交通管制主任	25.3.2013
Mr Chan Hon Bong	Air Traffic Control Officer III	20.3.2013	陳漢邦先生	三級航空交通管制主任	20.3.2013
Mr Hui Man Ho	Senior Electronics Engineer	14.1.2013	許文豪先生	高級電子工程師	14.1.2013
Miss Lam Ka Ki, Carey	Executive Officer I	11.1.2013	林嘉琪女士	一級行政主任	11.1.2013
Ms Lai Yuen Kwan, Ada	Senior Executive Officer	11.1.2013	賴婉筠女士	高級行政主任	11.1.2013
Miss Luk Yuen Lam	Air Traffic Control Officer III	21.12.2012	陸琬琳女士	三級航空交通管制主任	21.12.2012
Mr Wan Chung Tin	Air Traffic Control Officer III	11.12.2012	尹中天先生	三級航空交通管制主任	11.12.2012
Mr Yeung Man Ching	Aeronautical Communications Supervisor	28.11.2012	楊萬政先生	航空通訊主任	28.11.2012
Mr Yeung Wai Sun	Senior Aeronautical Communications Supervisor	23.11.2012	楊偉新先生	高級航空通訊主任	23.11.2012
Mr Shing Chung Hang, Ronald	Air Traffic Control Officer III	31.10.2012	盛仲衡先生	三級航空交通管制主任	31.10.2012
Mr Chan Pik Hung	Air Traffic Control Officer III	30.10.2012	陳碧鴻先生	三級航空交通管制主任	30.10.2012
Mr Li Cheuk Yin	Air Traffic Control Officer II	15.10.2012	李卓賢先生	二級航空交通管制主任	15.10.2012
Miss Chiu Yuk Chi, Sarah	Air Traffic Control Officer II	15.10.2012	趙玉芝女士	二級航空交通管制主任	15.10.2012
Mr Lau Cheuk Pui	Air Traffic Control Officer II	15.10.2012	劉卓培先生	二級航空交通管制主任	15.10.2012
Miss Lam Sze Ming, Elizabeth	Air Traffic Control Officer II	15.10.2012	林詩明女士	二級航空交通管制主任	15.10.2012
Mr Chan Kung Wai	Air Traffic Control Officer II	15.10.2012	陳功尉先生	二級航空交通管制主任	15.10.2012
Mr Poon Wai Hon	Air Traffic Control Officer II	15.10.2012	潘偉瀚先生	二級航空交通管制主任	15.10.2012
Mr Chau Shu Yan	Air Traffic Control Officer II	15.10.2012	周樹仁先生	二級航空交通管制主任	15.10.2012
Mr She Siu Hay	Air Traffic Control Officer II	15.10.2012	佘兆禧先生	二級航空交通管制主任	15.10.2012
Ms Lam Yin Kwan, Fanny	Air Traffic Control Officer II	15.10.2012	林燕筠女士	二級航空交通管制主任	15.10.2012
Mr Wu Ka Ho	Air Traffic Control Officer II	15.10.2012	胡家豪先生	二級航空交通管制主任	15.10.2012
Miss Koo Ching Yiu	Air Traffic Control Officer II	15.10.2012	顧正瑤女士	二級航空交通管制主任	15.10.2012
Mr Chan Che Fai, Johnny	Air Traffic Control Officer II	15.10.2012	陳志輝先生	二級航空交通管制主任	15.10.2012
Mr Kong Hon Shan, Stephen	Senior Supplies Officer	12.9.2012	江漢山先生	高級物料供應主任	12.09.2012

Congratulations to the newly promoted 恭喜以下同事晉升：

Air Traffic Control Officer I.
一級航空交通管制主任。-



Air Traffic Control Officer III.
三級航空交通管制主任。-




Senior Aeronautical Communications Supervisor.
高級航空通訊主任。

Aeronautical Communications Supervisor.
航空通訊主任。

Air Traffic Flight Services Officer I.
一級航空交通事務員。



Best wishes to the retiree		願退休生活愉快	
Mr Leung Yu Keung	Deputy Director-General of Civil Aviation	梁汝強先生	民航處副處長
Mr Fernandes Delano Justino	Air Traffic Control Officer I	Delano Fernandes先生	一級航空交通管制主任
Mr Cheuk Chi Chung, Milton	Air Traffic Control Officer I	卓志聰先生	一級航空交通管制主任
Mr Chan Ming Kwai Paul	Air Traffic Control Officer II	陳明桂先生	二級航空交通管制主任
Mr Tses Chun Sing, Alan	Senior Air Traffic Flight Services Officer	謝振聲先生	高級航空交通事務員
Ms To Yuet Ling	Aeronautical Communications Supervisor	杜月玲女士	航空通訊主任
Miss Lee Wai Yee, Grace	Aeronautical Communications Supervisor	李慧儀女士	航空通訊主任
Miss Chang Mi Fun, Eillie	Senior Air Traffic Flight Services Officer	蔣美芬女士	高級航空交通事務員
Mr Chiu Kin Fai Gregory Joseph	Senior Electronics Engineer	趙健輝先生	高級電子工程師
Miss Chan Yuk Lin, Maria	Confidential Assistant	陳玉蓮女士	機密檔案室助理
Mr Chong Wai Keung	Special Driver	莊惠強先生	特別司機

Congratulations to the recipients of Long and Meritorious Service Travel Award Scheme 2013/2014
恭賀2013/2014優良服務公費旅行獎勵計劃得獎人

Mr Modder Carl Frank	Air Traffic Control Officer I	馬啟樂先生	一級航空交通管制主任
Mr Fan Sau Chuen	Aeronautical Communications Supervisor	范秀泉先生	航空通訊主任
Mr Lam Kwok Sun, Peter	Senior Air Traffic Flight Services Officer	林國新先生	高級航空交通事務員
Mr Lo Man Fai, Henry	Senior Air Traffic Flight Services Officer	盧文輝先生	高級航空交通事務員
Ms Wong Yuk Lan, Amy	Personal Secretary I	黃玉蘭女士	一級私人秘書
Miss Tam Kwai Chun, Becky	Personal Secretary I	譚桂珍女士	一級私人秘書
Mr Chan Chi Fai	Office Assistant	陳志輝先生	辦公室助理