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CAD's New Senior Management New Outlook

民航處新管理層 新氣象

Mr Simon Li assumed the post of Director-General of Civil Aviation (DGCA) when Mr Norman Lo commenced pre-retirement leave on 19 May 2016. Captain Victor Liu succeeded Mr Li as Deputy Director-General of Civil Aviation (DDGCA).

On the other hand, to strengthen the senior management of the Civil Aviation Department (CAD) for improving the co-ordination of various key projects and legislative amendment exercises including, among others, the replacement of the Air Traffic Control system, manpower planning for the Three-Runway System (3RS) of Hong Kong International Airport, and the regulatory regime for unmanned aircraft systems, the CAD, upon approval of the Finance Committee on 28 June 2016, created a supernumerary Administrative Officer Staff Grade B post up to 31 March 2019. The post, designated as Deputy Director-General of Civil Aviation (2) (DDGCA(2)), has been taken up by Mr Kevin Choi and the post DDGCA has been re-designated as DDGCA(1).

Commenting on the appointment of Mr Li, the Secretary for the Civil Service, Mr Clement Cheung, said, "Mr Li has acquired extensive knowledge in different core functions performed by the CAD, and I am confident that he will rise up to the challenges ahead."

Mr Li said, "It is my great honour and privilege to be appointed as DGCA. During my past 33 years' service in the Department, together with all the experience and dedication of colleagues that I have the privilege to work alongside, we have reached many memorable milestones like the overnight relocation of the airport from Kai Tak to Chek Lap Kok in 1998, the celebration of the 100th Anniversary of Aviation Development in Hong Kong in 2011, the signing of technical arrangements on mutual acceptance of aircraft maintenance, maintenance training and aircraft certification with various civil aviation authorities over the years, the publication of CAD 371 on Avoidance of Fatigue in Aircrew in 2010, the well-received 41st and 51st DGCA Conference in Hong Kong in 2004 and 2014 respectively, the implementation of the 'Hong Kong Safety Programme 2014-17' in 2014, the increase of practical maximum runway capacity to 68 movements per hour in October 2015, and the commencement of the phased functional implementation of the New Air Traffic Management System (ATMS) in June 2016. During this long journey, we encountered 'turbulence' occasionally. We braved the difficulties with our professionalism and firm commitment, and turned the challenges into opportunities to further improve our services.

Looking ahead, the CAD is tasked with great mission and responsibilities. Our immediate task is to ensure that the new ATMS, which is provided with the latest information technologies, is expanding its operation progressively and can be fully commissioned by October/November 2016 as scheduled. In the medium to long term, as it is essential to implement the 3RS in order to meet our long-term air traffic demand, the CAD is working with the Airport Authority Hong Kong in providing professional and technical support and advice in the process; participating in air space coordination work with the Mainland and Macao authorities; and mapping out long-term resource/manpower planning and acquisition to cope with the increased air traffic management demand arising from the 3RS. My colleagues and I will as always continue to be dedicated in performing our duties as a regulator as well as a service provider. We will maintain close communication with the aviation industry as we need concerted efforts to entrench Hong Kong's position as a major aviation hub."

李天柱於二〇一六年五月十九日起出任民航處處長，接替於同日開始退休前休假的羅崇文。廖志勇機長則接替李天柱出任民航處副處長一職。

此外，為加強高層管理，更妥善統籌多個重大工作項目和修訂法例的工作（包括更換航空交通管制系統、三跑道系統的人力規劃，及無人駕駛飛機系統的規管制度），民航處獲財務委員會批准，由二〇一六年六月二十八日起開設一個首長級乙級政務官的編外職位至二〇一九年三月三十一日，職銜為民航處副處長（2）。新職位由蔡傑銘出任，而民航處原有的副處長職銜則改為民航處副處長（1）。

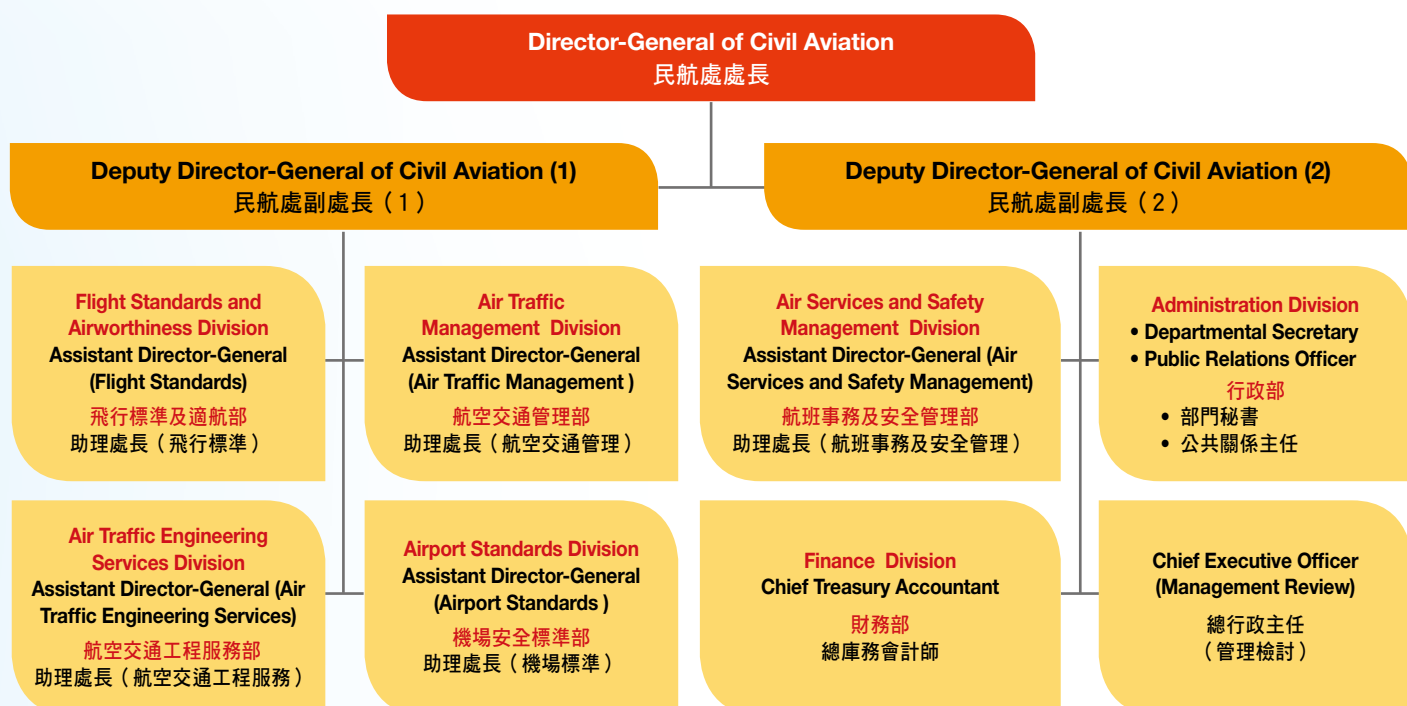
就李天柱的任命，公務員事務局局長張雲正表示：「李天柱對民航處各項核心功能具備豐富的專業知識，我有信心他能應付未來的挑戰。」

李天柱說：「對獲委任為民航處處長，我深感榮幸。過去三十三年，我很高興能與部門內不同專業、竭誠工作的同僚並肩合作，共同見證民航處奠定一個又一個里程碑，包括：一九九八年，機場在一夜間由啟德舊址遷至赤鱗角；二〇一一年，籌辦香港航空業發展一百周年的連串大型慶祝活動；歷年來，部門與其他地區的民航局就飛機維修、

維修人員培訓及認證等不同範疇簽訂技術安排互認協議；二〇一〇年，推出指引文件《CAD 371》——避免機組人員出現疲勞狀態；二〇〇四年及二〇一四年，先後成功主辦第四十一屆及第五十一屆亞太地區民航局局長會議；二〇一四年，推出《香港安全方案 2014-17》；二〇一五年十月，機場的實際最高跑道容量提升至每小時 68 架次；及二〇一六年六月，新航空交通管理系统（航管系統）開始分階段投入運作等。過程中，我們偶爾遇上『氣流』，出現『顛簸』，但憑藉專業和決心，都一一克服過來，並將挑戰轉化為進一步改善服務的契機。

展望未來，民航處任重而道遠。目前首要的工作是確保採用先進資訊技術的新航管系統按計劃循序擴展運作，並如期在今年十月/十一月全面啟用。中、長期而言，為應付香港長遠的航空交通需求，發展三跑道系統實在刻不容緩，民航處會與香港機場管理局緊密合作，提供專業技術支援和意見、與內地及澳門當局協調空域、為應付三跑道系統落成而培訓額外人手和籌劃設備等。我和同事一定會克盡己任、謹守崗位，繼續做好監管和服務提供者這兩個角色，同時與業界保持緊密溝通，以合力鞏固香港航空樞紐的地位。」

Organisation chart 組織圖



Brief biographical notes on the three officers are set out below:
以下為三位官員的個人簡歷：



Simon Li 李天柱

Mr Li, aged 57, joined the Civil Aviation Department as Assistant Operations Officer in 1983 after graduating from the University of Leicester in UK. After being promoted to Chief Operations Officer in May 1998, he was sponsored by the department to undertake a full-time one year specialised Master Degree course on satellite-based communication, navigation and surveillance at Ecole Nationale De L'Aviation Civile (ENAC) in France in 2008. He was promoted to Assistant Director-General of Civil Aviation in August 2010, and became Deputy Director-General of Civil Aviation in October 2014. Mr Li is a fellow of the Hong Kong Institution of Engineers.

李天柱現年五十七歲，於一九八三年在英國萊斯特大學畢業後加入民航處任職助理民航事務主任，一九九八年五月晉升為總民航事務主任，二〇〇八年獲部門保送到法國國立民用航空學院修讀衛星通訊、通航及監察專科碩士學位全日制課程。他於二〇一〇年八月晉升為民航處助理處長，並於二〇一四年十月起出任民航處副處長。他是香港工程師學會的資深會員。



Captain Victor Liu 廖志勇機長

Captain Liu, aged 50, joined the Civil Aviation Department as Assistant Operations Officer in 1992. He has since worked in different regulatory offices and was promoted to the rank of Assistant Director-General of Civil Aviation (ADGCA) in 2011. He has been the ADGCA of the Flight Standards and Airworthiness Division, the Air Services and Safety Management Division and the Airport Standards Division.

Captain Liu graduated from the University of Hong Kong in 1988 (Bachelor of Social Sciences). He also got a Specialised Master Degree in Aviation Safety (Aircraft Airworthiness) at Ecole Nationale de l'Aviation Civile, France, in 2009. He is a professional pilot with experiences in scheduled airlines, business charter as well as search and rescue operations. Victor is also trained air accidents investigator. Externally, he is the Vice-Chairman of the ICAO Asia Pacific Regional Aviation Safety Group.

廖志勇機長現年五十歲，一九九二年加入民航處任職助理民航事務主任，曾在民航處多個分部工作，於二〇一一年晉升為民航處助理處長，先後出任飛行標準及適航部、航班事務及安全管理部及機場安全標準部的助理處長。

他是香港大學社會科學學士（1988）和法國國立民用航空學院頒發航空安全（飛機適航專科）碩士（2009）。他也是專業飛機師，曾駕駛定期航班和商務機、參與搜索及救援工作，並接受過航空意外調查的訓練。他現為國際民航組織亞太地區區域航空安全小組的副主席。



Kevin Choi 蔡傑銘

Mr Choi, aged 41, joined the Administrative Service in 1997. He obtained his Bachelor of Electrical and Electronic Engineering degree at Imperial College London in 1997; Master of Arts in Public Administration degree at Maxwell School, Syracuse University in 2004; Master of Laws degree at University of London (International Programmes) in 2011; and Master of Science in Management degree (Sloan Fellow) at Graduate School of Business, Stanford University in 2013. He was promoted to Administrative Officer Staff Grade C in 2007, and served as Principal Assistant Secretary for Commerce and Economic Development (Communications and Technology) from 2006 to 2009, Deputy Private Secretary to the Chief Executive from 2009 to 2012, and Principal Assistant Secretary for Development (Planning and Lands) from 2013 to 2016.

蔡傑銘現年四十一歲，一九九七年加入政府政務職系，為英國倫敦帝國學院工程學士（電子電機）（1997）、美國雪城大學麥斯威爾公民及公共事務學院文學碩士（公共行政）（2004）、英國倫敦大學國際課程法律碩士（2011）及美國史丹福大學商學研究院理學碩士（管理）（2013）。二〇〇七年晉升為首長級丙級政務官。二〇〇六至〇九年為商務及經濟發展局首席助理秘書長（通訊及科技），二〇〇九至一二年為行政長官副私人秘書，二〇一三至一六年為發展局首席助理秘書長（規劃及地政）。

Air Traffic Management in Hong Kong Marks a New Milestone

香港航空交通管理邁進新里程

By **Mr Raymond Li**, Assistant Director-General (Air Traffic Management), and **Mr Richard Wu**, Assistant Director-General (Air Traffic Engineering Services)
助理處長（航空交通管理）李國柱及助理處長（航空交通工程服務）胡志光

The New Air Traffic Management System (ATMS) of the Civil Aviation Department (CAD) commenced operation on 19 June 2016. Through a phased functional implementation (PFI) approach, the new ATMS will support the operations of certain control positions in the Air Traffic Control (ATC) Tower during specified periods, and will have its operational scope and service coverage progressively expanded in the coming five months or so. It is expected that the new ATMS will be fully commissioned by October/November 2016, replacing the existing system in full.

The new ATMS is designed to meet the latest international standards on technical, safety and ATC operational requirements. The new system can enhance the CAD's capability in air traffic management and handle the projected air traffic increase to be brought by the development of the Three-Runway System (3RS) of the Hong Kong International Airport in future.

In launching the new ATC System, the Government always puts aviation safety as the top priority. The CAD has conducted stringent acceptance tests on the new ATMS on a par with international aviation safety management standards and established Government procedures, in order to ensure that the system operation is in full compliance with the contract conditions and safety management requirements. The Transport and Housing Bureau appointed the UK-based National Air Traffic Services (NATS) last November as an independent consultant to advise the Secretary for Transport and Housing on system readiness and staff readiness. According to the consultant's assessment, the system is safe, stable and reliable, and on a par with good practice in ATC centres in other jurisdictions, such as the UK and Singapore. The consultant

▼ CAD staff conduct shadowing operations with the new ATMS at the new ATC Centre.

民航處人員在新空管中心為新系統進行模擬運作。

suggested PFI of the new ATC System to allow more time for ATC staff to familiarise themselves with the system's functions and operations, and to minimise the risk of providing full functional services during the typhoon season.

The CAD decided to launch the new ATMS incrementally after conducting a careful and detailed review of the system and the staff, and by making reference to the suggestion made by the independent consultant and to overseas experience of other major international airports. This step-by-step, incremental approach is similar to the arrangement for implementing the existing ATMS in 1998 when the airport was moved from Kai Tak to Chek Lap Kok.

The CAD's new ATC System is implemented through a total of eight system contracts. Except for the new ATMS, seven system contracts have been completed and commissioned in phases since 2013 and have been running smoothly. Within the coming four months or so, the CAD will continue to conduct more shadowing operations with the new ATMS. It will be used to support other control positions, with an aim to progressively expand its scope of operation and service coverage. Upon full commissioning, the new ATMS is able to handle 8 000 flight plans per day and can simultaneously monitor 1 500 air or ground targets (5 times and 1.5 times the existing system respectively), making it fully capable of coping with air traffic growth under 3RS operation in future.

民航處的新航空交通管理系統（航管系統）已於二〇一六年六月十九日開始運作。在啟用初期，新航管系統會在指定時間用作支援空管指揮塔內部分崗位的運作。新系統運作和服務覆蓋範圍會在未來大約五個月內分階段循序擴展，預計於今年十月／十一月全面投入服務，取代現有系統。

新航管系統的功能，是按照國際最新的標準設計，符合國際上對技術、安全和空管運作方面的要求。新系統有助提升民航處的航空交通管理能力，系統的設計亦能應付未來香港國際機場發展三跑道系統後，航空交通量的預期增長。



▲ An air traffic control officer operates the new ATMS at North Air Traffic Control Tower.
航空交通管制人員在北空管指揮塔使用新系統。

航空安全是政府推行新航空交通管制系統的首要關注。民航處為新航管系統進行了一系列嚴格的驗收測試，測試符合國際航空安全管理標準和政府既定程序，以確保系統的運作符合合約條款和安全管理規定。運輸及房屋局於二〇一五年十一月委聘英國國家航空交通服務有限公司為獨立顧問，就系統與操作人員的準備狀況向運輸及房屋局局長提供意見。根據該公司的評估，系統屬安全、穩定和可靠，與英國和新加坡等其他地區的空管中心的良好做法看齊。該公司建議新系統的功能分階段推行，以便空管人員有更多時間熟習系統的功能和運作，亦可減少在颱風季節提供全功能服務的風險。

民航處決定以分階段啟用模式推行新航管系統，是經過對系統和操作人員進行嚴謹和詳細的評估工作，並參考獨立顧問的建議，以及國際大型機場的相關經驗後而作出的。這是一個逐步遞進的方案。在一九九八年，啟德機場搬至赤鱗角現址而使用現時的航管系統時，亦有作出類似的安排。

民航處新航空交通管制系統共有八項系統合約工程，除了新航管系統外，其餘七項已經完成，並從二〇一三年起已分階段啟用，一直運作暢順。在未來約四個月時間內，民航處會為新航管系統繼續進行更多模擬運作，亦會用作支援其他不同空管崗位的運作，以期按部就班地擴展運作和服務覆蓋範圍。新航管系統全面投入服務後，每天可處理 8 000 份航空計劃書的資料，同時監察 1 500 個空中或地面目標，分別是現有系統的 5 倍和 1.5 倍，足以應付將來三跑道系統投入服務後的航空交通增長。

International Forums on Aviation Safety

國際航空安全會議

By **Mr Henry Leung**, Acting Senior Airworthiness Officer, Flight Standards and Airworthiness Division, **Mr Keith Chan** and **Mr Eric Chim**, Operations Officers (Strategic Safety), Air Services and Safety Management Division
飛行標準及適航部署理高級適航主任梁國棟、航班事務及安全管理部民航事務主任（安全策略）陳振康及詹浩斌



▲ Aviation Safety Conference 2016
航空安全會議 2016

To promote global aviation safety and enhance communication and collaboration amongst civil aviation authorities and industry partners, three high-level forums were held at the Civil Aviation Department (CAD) Headquarters during the past eight months.

Aviation Safety Conference 2016

The two-day Conference, jointly organised by the CAD and the Hong Kong Aviation Industry Association, was held on 5 and 6 May 2016. Under the theme “Challenges and the Way Forward”, the Conference brought experts from the International Civil Aviation Organisation (ICAO), regulatory authorities and the industry together to discuss proactive safety strategies that can effectively manage the key challenges facing aviation safety professionals worldwide, and to share their experiences and views on the way forward.

Over 250 representatives from more than 50 civil aviation authorities, regional organisations and industry members attended the Conference.

The Guest of Honour and former Secretary General of the ICAO, Mr Raymond Benjamin, opened the Conference and provided an overview of the international

challenges facing the air transport industry today. Addressing the conference, Mr Benjamin said, “Aviation has become a crucial driver of economic, social and cultural development worldwide, supporting some 58 million jobs globally and generating more than 2.4 trillion dollars in economic activity Therefore, the growth of a safe, secure, efficient, economically viable and environmentally responsible air transport network is a direct benefit to the world’s economy.”

Mr Benjamin added that, in the midst of projected doubling of air traffic by 2030, safety remains as the top priority in aviation. Further collaboration and consensus, through the ICAO, will continue to be the best strategy forward for the entire aviation community, he said.

The then Director-General of Civil Aviation (DGCA), Mr Norman Lo, also called for stronger and consolidated efforts among the aviation safety sectors to meet the challenges in the coming 10 years. He said, “I hope that, by hosting safety conferences like this one and by sharing information from elsewhere, we will be able to meet these challenges collectively, co-operatively and collaboratively. I am sure we will be able to take aviation to a new height, much safer and more efficient.”

The Conference covered a wide range of topics, including ways to achieve safety improvements, new air traffic management and human resource management initiatives, and address emerging issues. It positively encouraged closer co-operation and safety sharing among aviation safety professionals.

Fifth International Cooperation Forum (ICF)

European Aviation Safety Agency (EASA) conducts the ICF every 18 months to bring together civil aviation authorities which adopt the European aviation safety standards in their national or regional jurisdictions. The ICF aims to promote global aviation safety through sharing of experiences and best practices, and developments of latest safety standards. Led by the senior Directors of EASA, the fifth ICF on 9 December 2015 attracted more than 100 delegates from over twenty civil aviation authorities worldwide to Hong Kong. In the forum, a wide range of topics, such as Rulemaking, Emerging Safety Issues, Air Traffic Management, State Safety Programme, and Technical Cooperation were discussed by the delegates.

The CAD participated in most of the discussion panels. The then DGCA, joined by Mr Patrick Ky, Executive Director of EASA and two other senior Directors from the European Commission and the Civil Aviation Authority of Singapore, participated in a high level panel discussion on “Regulation for Innovation: simpler, lighter, better rules”. Later on, Captain Victor Liu, the then Assistant Director-General of Civil Aviation (Airport Standards), moderated a panel on ‘Emerging safety issues (Remotely Piloted Aircraft Systems, cyber-security)’ while Mr Alan Shum, Assistant Director-



▲ Captain Victor Liu moderates a panel on 'Emerging safety issues'.
廖志勇機長主持題為「新興航空安全議題」的討論小組。



▲ Delegates actively participated in the workshop on 3 November 2015.
與會者積極參與 2015 年 11 月 3 日的研討會。

General of Civil Aviation (Air Services and Safety Management), shared his views and experience in the 'State Safety Programme implementation' panel.

In his closing remarks, Mr Luc Tytgat, Strategy and Safety Management Director of EASA, concluded that new challenges in aviation should be tackled at regional level and future regulatory systems should adopt a performance-based approach. He highlighted that EASA was developing "Big Data" tool for the sharing of safety information among ICF members. He encouraged ICF members to make proposals for future collaboration and cooperation.

2015 International Federation of Airworthiness (IFA) Forum

The IFA is a non-profit making non-governmental organisation (NGO), based in the UK, and dedicated to improving aviation safety by promoting international communication, awareness and cooperation on all airworthiness issues, particularly that of continuing airworthiness. The CAD has been an active member of the IFA since 1977 and this was the second time that the IFA held its forum at the CAD Headquarters, after the last one in 2013.

The forum, which was held under the theme of "Continuing Airworthiness – Critical Interfaces" on 4 November 2015, was attended by over 100 delegates from the local and overseas aviation industry. Before the forum, a half-day workshop was held on 3 November 2015, where the CAD

and the UK Civil Aviation Authority shared their insight on the subject of 'Risk-based Oversight'. The workshop also included a panel discussion on the subject which was actively participated by the delegates. Imperfect communication was identified as one of the top risk factors concerning interface between different parties. The outcome of the panel discussion was summarised and then presented in the forum the following day.

The forum was officially opened by the then DGCA. It was then followed by a series of high-quality presentations on Critical Interface between Flight Operations, Design and Maintenance, including a presentation by the Civil Aviation Administration of China and the Commercial Aircraft Corporation of China, Ltd., on the continued airworthiness aspects of the new ARJ-21 regional jetliner. It was most pleased to note that industry specialists valued the time and grasped every opportunity to share experiences on the topic with other delegates.

In the closing remark session of the forum, the CAD accepted IFA's proposal to conduct the IFA Forum 2017 at the CAD Headquarters. We all look forward to another fruitful international forum to be held in Hong Kong.

Conclusion

Both the IFA and the EASA gave full appreciation to the CAD of the hospitality and support accorded to the forums, making both events great success. The Aviation Safety Conference 2016 also concluded with fruitful results, enabling closer co-operation and promoting safety sharing among aviation safety professionals. The CAD will continue to support international forums to be held at our headquarters, which not only contribute to global aviation safety but also enhance communication and collaboration amongst civil aviation authorities and industry partners.



▲ Experts from the global and regional aviation safety sector present proactive safety strategies at the Aviation Safety Conference 2016.
國際及地區航空安全專家於航空安全會議 2016 中講解積極的安全策略。

為促進全球航空安全、提升民航當局和行業之間的合作和溝通，過去八個月先後有三個高層次會議假民航處總部舉行。

航空安全會議 2016

民航處聯同香港航空業協會於 2016 年 5 月 5 至 6 日舉辦了一連兩日的「航空安全會議 2016」。來自國際民用航空組織（國際民航組織）、民航監管當局及航空業界的專家，透過會議的主題「挑戰·前景」，共同探討如何透過採取積極的安全策略，有效應對全球航空安全業面對的主要挑戰，與會者亦分享了相關的經驗及瞻望。

逾 250 名來自超過 50 個不同地區的民航局、地區組織及業界代表出席航空安全會議 2016。

主禮嘉賓、國際民航組織前秘書長 Raymond Benjamin 致開幕辭時，概述了現今航空運輸業面對的國際挑戰。他說：「航空業一直是環球經濟、社會和文化發展的重要動力，為全球提供約五千八百萬個職位，驅動價值超過二萬四千億元的經濟活動……因此，構建一個安全、穩固、高效、經濟角度上具成本效益及環保的航空運輸網絡，為全球經濟帶來直接效益。」

Raymond Benjamin 又指，航空交通流量預計於 2030 年會較目前增加一倍，安全仍然是航空業的首要任務。各地透過國際民航組織進一步加強協作，仍然是整個航空業的最佳發展策略。

民航處時任處長羅崇文亦呼籲航空安全業界加強合作，以應付未來十年的挑戰。他說：「我希望透過舉辦這類航空安全會議，與各地分享資訊，同心合力，我們定能克服各項挑戰，讓航空業再創高峰，達至更安全、更高效的水平。」



▲ Mr Alan Shum sheds light on Hong Kong Safety Programme 2014-17. 岑毓麟闡述《香港安全方案 2014-17》。

會議涵蓋議題廣泛，包括提升安全的方法、嶄新航空交通管理、人力資源管理方案，並針對最新的航空安全議題作出討論。會議積極提倡航空安全專家之間的更密切合作和分享。

第五屆國際合作論壇

歐洲航空安全局每 18 個月舉辦一次國際合作論壇，讓採納歐洲航空安全標準的民航當局聚首一堂，透過交流監管經驗及安全標準發展促進全球航空安全。第五屆國際合作論壇在 2015 年 12 月 9 日假民航處總部舉行。除了歐洲航空安全局的高級管理層外，論壇亦吸引了來自世界各地逾 20 個民航局及超過 100 名代表蒞臨，共同討論法規制定、新興航空安全議題、航空交通管理、國家安全方案和技術合作等多個議題。

民航處參與了大部分的小組討論。民航處時任處長、歐洲航空安全局執行主任 Patrick Ky，及歐洲聯盟委員會和新加坡民航局的兩名高層官員率先就「創新法規：更簡、更輕、更好規章」進行討論。其後，民航處時任助理處長（機場標準）廖志勇主持了一個題為「新興航空安全議題（如無人駕駛飛機系統和網絡保安等）」的討論小組。民航處助理處長（航班事務及安全管理）岑毓麟亦於有關「國家安全方案之實施」的討論小組中，分享見解和經驗。

歐洲航空安全局策略和安全管理主任 Luc Tytgat 致閉幕辭時表示，要應付航空業的新挑戰，應從區域層面着手，而未來監管系統亦應採取以積效為依歸的原則。他強調，歐洲航空安全局正制定一個可以讓國際合作論壇成員共享安全資料的「大數據」工具。他亦鼓勵國際合作論壇成員為日後協作提出建議。

2015 年國際適航聯盟論壇

國際適航聯盟是一個總部設於英國的非牟利民間組織，一直致力促進國際間就各項適航議題（特別是持續適航）的交流和合作，以進一步改善全球航空安全。民航處自 1977 年至今，一直是國際適航聯盟的活躍成員，



▲ IFA President, Mr Frank Turner, addresses the forum. 國際適航聯盟主席 Frank Turner 在論壇致辭。

今次是繼 2013 年後，國際適航聯盟論壇第二次在民航處總部舉行。

2015 年 11 月 4 日的論壇以「持續適航的關鍵接口」為主題，吸引了超過 100 名本地及海外的航空業代表出席。召開論壇的前一天，大會舉辦了為期半天的研討會，主題為「風險為本的監督」。會上，民航處及英國民航局的代表分享了他們在適航監督方面的真知灼見。與會者亦積極圍繞有關主題進行小組討論，他們大多認為不同持份者之間的溝通未臻完美，是其中一個關鍵的風險因素，有關的討論結果經總結後，亦有在第二天的論壇中闡述。

民航處時任處長為論壇揭開序幕後，緊接下來是一系列精彩演說，探討如何在營運、設計和維修之間取得協調，當中包括由中國民用航空局和中國商用飛機有限責任公司介紹有關 ARJ-21 區域客機的持續適航事宜。業內專家代表亦把握機會與其他與會者交流及分享寶貴經驗。

在論壇的閉幕儀式上，民航處接受了國際適航聯盟的建議，將於 2017 年再次在民航處總部舉行國際適航聯盟論壇。我們熱切期待另一場國際會議在香港成功舉行。

總結

國際適航聯盟和歐洲航空安全局均高度讚賞民航處為會議作出的安排和招待，令會議取得了圓滿成功。航空安全會議 2016 亦碩果豐收，有效促進航空安全業界之間更緊密的合作。民航處會繼續在總部舉辦國際會議，一方面促進全球航空安全，另一方面亦能促進民航當局與業界之間的溝通和合作。

Department Activities

部門活動花絮

5.12.2015



- ▲ CAD Staff Club members visited the Tai Mo Shan Terminal Area Radar Station.
民航處職員康樂會會員參觀大帽山的航站管制區雷達站。

22-23.2.2016 & 25-26.2.2016



- ▲ Experts from the Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) of France delivered two identical 2-day workshops on provision of assistance to aircraft accident victims and their families for CAD's accident investigators. Members of the airport community, including the local airlines, Airport Authority Hong Kong (AAHK) and concerned government departments have also been invited to observe the workshops.

法國民航安全調查分析局的專家為民航處的意外調查主任提供了兩場為期兩日的工作坊，講解如何為空難中的死傷者及其家屬提供援助。其他的機場同業，包括本地航空公司、香港機場管理局（機管局）及相關的政府部門亦獲邀出席有關的工作坊。

23.2.2016



- The then DGCA, Mr Norman Lo (centre), met with the Director General of the Air Traffic Management Bureau of the Civil Aviation Administration of China, Mr Che Jinjun (left), in Hong Kong to exchange views on various issues regarding the Pearl River Delta region, including enhancement of flight procedures and airspace structure, and optimisation of the airspace utilisation in the region, and to pave the way for further high-level co-operation in the future on an ongoing basis. The President of the Civil Aviation Authority of the Macau Special Administrative Region, Mr Chan Weng-hong, also attended the meeting (right).

民航處時任處長羅崇文（中）與到港的國家民用航空局空中交通管理局局長車進軍（左）會面，討論有關優化珠三角地區空管程序與空域結構，及提升該地區空域使用效率等議題，並為今後進一步高層恆常合作建立基礎。澳門民航局局長陳穎雄（右）亦有出席會議。

- ◀ The CAD colleagues visited AAHK to have a better understanding about the airport operations and latest airport development.
民航處同事參觀機管局，加深對機場運作及機場最新發展的了解。

23.3.2016



- ◀ Assistant Director-General (Flight Standards), Mr Y P Tsang (front row, seventh left), and Senior Airworthiness Officer (Certification), Mr Eric Cheung (middle row, seventh left) attended the Federal Aviation Administration of the United States of America (FAA) / Asia-Pacific Bilateral Partners Dialogue in Shanghai.

助理處長（飛行標準）曾煜本（前排左七）與高級適航主任（審定）張維康（中排左七）到上海出席美國聯邦航空局／亞太雙邊夥伴對話會議。

12-14.4.2016



- CAD Staff Club organised a technical visit to the Hong Kong-Zhuhai-Macau Bridge artificial island (Zhuhai side) which provided a valuable opportunity for CAD colleagues in exchanging experience and enhancing understanding about the construction.

民航處職員康樂會到港珠澳大橋（珠海段）的人工島參觀，讓民航處人員可以與工程負責人交流經驗，並加深對大型機建工程的認識。

16.4.2016



9.5.2016



- Witnessed by the Deputy Administrator of the Civil Aviation Administration of China (CAAC), Mr Wang Zhiqing (second row, left), and the Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung (second row, right), the Director General of the Air Traffic Management Bureau of the CAAC, Mr Che Jinjun (front row, centre); the then DGCA, Mr Norman Lo (front row, left); and the President of the Civil Aviation Authority of the Macau Special Administrative Region, Mr Chan Weng-hong (front row, right), signed an agreement in Hong Kong on establishing a reinforced liaison mechanism to enhance co-operation and exchange among the civil aviation authorities in the Mainland, Hong Kong and Macau on air traffic management planning and implementation in the Pearl River Delta region.

在國家民用航空局（國家民航局）副局長王志清（後排左）和運輸及房屋局局長張炳良教授（後排右）見證下，由國家民航局空管局局長車進軍（前排中）、民航處時任處長羅崇文（前排左）和澳門民航局局長陳穎雄（前排右）在香港簽署《強化內地與港澳航空管珠江三角洲地區空中交通管理規劃與實施三方合作交流機制協議》。

- At the Indoor Air Quality Certificate Award Ceremony, the Permanent Secretary for the Environment/Director of Environmental Protection, Ms Anissa Wong (middle), presented award to CAD's representative (third right) as CAD had obtained Excellent Class and Good Class certificates for its premises.

環境局常任秘書長／環保署署長王倩儀（中）在優質室內空氣質素嘉獎典禮上向民航處代表（右三）頒發嘉許狀，以表揚民航處辦公大樓的室內空氣質素獲「卓越級」和「良好級」證書。

- CAD set up a booth at the "Hong Kong International Airport Career Expo 2016", jointly organised by the AAHK and the Labour Department at the Hong Kong Convention and Exhibition Centre, to provide latest information on job opportunities and prospects at CAD.

民航處在「香港國際機場 2016 職業博覽會」設有攤位，為公眾提供民航處的就職機會和晉升前景等最新資訊。該職業博覽會由機管局和勞工處合辦，假香港會議展覽中心舉行。

1.6.2016



10-12.6.2016



- CAD officer attended a career seminar, "Dream Big, Fly High. Go! Go! Goal!", organised by the Digital Broadcasting Corporation Hong Kong Limited, for secondary school students to shed light on CAD's mission and the duties of different professional grades in the Department.

民航處人員出席 DBC 數碼電台主辦的「夢想起飛 GO!GO!GOAL!」座談會，向中學生介紹民航處的使命和部門內不同專業職系人員的工作。

28.6.2016



Long Range Search and Rescue Exercise 2015

2015 年長程搜索及救援演習

By **Mr Peter Lee**, Senior Operations Officer (Technical), Air Traffic Management Division
航空交通管理部高級民航事務主任（技術）李廣義

The Civil Aviation Department (CAD) successfully conducted a long range search and rescue exercise (SAREX) on 15 December 2015 at about 50 nautical miles (NM) east of Hong Kong in the South China Sea.

Six organisations participated in the search and rescue (SAR) exercise, which included the CAD, the Government Flying Service (GFS), the Marine Department (MD), the Hong Kong Observatory (HKO), the People's Liberation Army Hong Kong Garrison (PLA) and the Rescue and Salvage Bureau of the Ministry of Transport.

In line with the requirement of Annex 12 to the Convention on International Civil Aviation, a Contracting State/Administration is obliged to provide search and rescue services within its designated SAR region. In light of this, the CAD holds SAREX from time to time to strengthen cooperation and coordination in the search and rescue operations with other SAR units. SAREX

also provides qualified air traffic control officers, SAR personnel and other SAR units likely to be involved in such operations with continued training and familiarisation with search and rescue techniques.

The exercise simulated an arriving B737 experiencing total engine failure after entering the Hong Kong Flight Information Region at about 50NM east of the Hong Kong International Airport and the pilot made a distress call to Hong Kong Air Traffic Control (ATC). At 0630am (HK time), the aircraft target disappeared from ATC radar screen at position 221248N 1150000E. Hong Kong Air Traffic Control Center immediately declared a Distress Phase and alerted relevant units. The CAD Rescue Co-ordination Centre (RCC) was activated. A search plan was developed and distributed to the relevant units together with the on-scene weather conditions obtained from the HKO. In responses, the GFS deployed its fixed-wing Jetstream aircraft and a Super



▲ Target is successfully recovered.
成功撈起目標。

Puma helicopter; the PLA dispatched two helicopters and a Navy ship; and the Rescue and Salvage Bureau's rescue and salvage vessel "Nanhaijiu 101" proceeded to the search area (scene). The MD also rendered help in issuing a navigational warning message.

At approximately 1120am, all search and rescue units (SRU) arrived on scene and commenced search respectively in their assigned search areas. GFS Jetstream aircraft was assigned as the on-scene coordinator to provide air cover and maintain radio communications between RCC and all SRUs. Upon receipt of more accurate on-scene actual weather observations, RCC developed a revised search area which was slightly towards the north-eastern side of the original one. The relevant units then kicked off the simulated rescue operations according to RCC's redeployment and completed the exercise after recovering the target successfully with the specialised rescue equipment on board "Nanhaijiu 101".



▲ Target located and being recovered.
參與演習的單位發現目標並展開打撈。



▲ PLA Navy ship searches in designated area.
駐港部隊艦艇在指定區域搜索。

民航處於二〇一五年十二月十五日在香港以東約五十海里的南中國海水域成功舉辦了一次長程搜索及救援演習。

此次演習共有六個機構參與，包括民航處、政府飛行服務隊、海事處、香港天文台、中國人民解放軍駐香港部隊（駐港部隊）及國家交通運輸部轄下的救助打撈局。

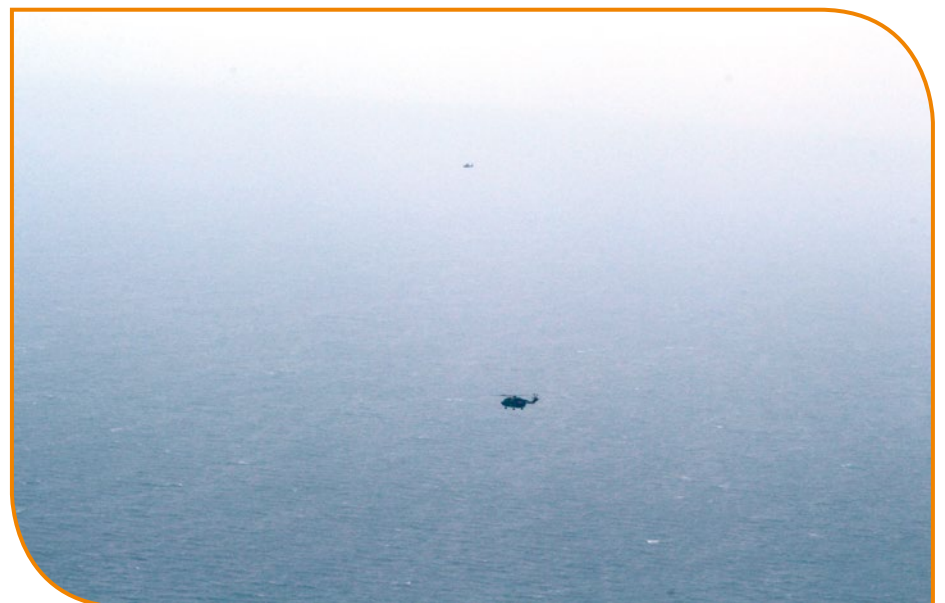
根據《國際民用航空公約》附件十二，締約地區有義務在其所屬的搜索救援區內，提供搜救服務。因此，民航處不時舉辦搜救演習，以加強各部門及機構在搜救行動的協調及合作，並提供機會，讓合資格的航空交通管制主任、搜救人員及其他有可能參與搜救的單位持續接受訓練和熟習搜救技巧。

此次演習模擬一架抵港的 B737 飛機飛到香港國際機場以東約五十海里時，通知航空交通管制中心（空管中心）飛機兩個引擎出現故障。在香港時間上午六時三十分，飛機在空管雷達屏幕上失去了蹤影，最後顯示的位置為北緯 221248 東經 1150000。香港空管中心立即宣布有關飛機進入遇險階段及通知各個有關單位。民航處啟動搜救協調中

心及制定搜索計劃，連同香港天文台提供的現場氣象資料一併發放給各單位。應搜救協調中心要求，政府飛行服務隊派出其捷流定翼機及超級美洲豹直升機；駐港部隊調派兩架直升機及一艘艦艇；救助打撈局則派遣其救助打撈船「南海救 101」趕赴搜索區（現場）。海事處協助發放航行警告提醒船隻。

約於上午十一時二十分，各搜救單位到達現場並立即在其所獲派之區域展開搜索。政府

飛行服務隊的捷流定翼機被指派為現場協調員，與搜救協調中心及其餘各搜救單位保持無線電通訊。在取得現場的準確氣象資料後，搜救協調中心推算出更有可能發現目標的位置，在原有搜救區域附近的東北方。因應搜救協調中心的重新調配，各單位馬上展開模擬救援行動，隨着「南海救 101」運用特設救援裝備成功把目標打撈上船，演習亦圓滿結束。



▲ Two PLA helicopters conduct parallel search in tandem.
駐港部隊兩架直升機進行平行搜索。

CAD's Information Technology Security Management Attains ISO 27001:2013

民航處資訊保安管理系統榮獲 ISO 27001:2013 認證

By **Mr Hui Man-ho**, Chief Electronics Engineer (Technical Support), Air Traffic Engineering Services Division
航空交通工程服務部總電子工程師（技術發展）許文豪

The Government attaches great importance to information security to ensure that the confidentiality, integrity and availability of information are adequately safeguarded. With intensified demands in the provision of information and extensive use of Internet and mobile devices, information technology (IT) systems, which are highly-interconnected nowadays, have become more susceptible to cyber-attacks than in past years. The potential risks and consequences of such security attacks are obvious and could be severe, which entail disruptions to an organisation's normal business, financial losses/claims, expensive law suits and loss of reputation. The CAD has put top emphasis on assuring cyber security for its air traffic control systems as part of its obligation in fulfilling the requirements set out in Annex 17 to the Convention of the International Civil Aviation. Safeguarding the Department's IT systems and facilities as well as services from potential cyber-attacks is no less important.

Since early 2015, the CAD's Information Technology Management Unit (ITMU) has engaged a consultant to fine-tune the established set of IT security policies, procedures and guidelines in accordance with the information security management standard (i.e. ISO 27001:2013). This is an internationally recognised standard widely adopted as the best industry practice. The ITMU worked together with the consultant to conduct a comprehensive analysis against the ISO 27001 requirements and updated relevant policies, procedures and guidelines accordingly. Training sessions were conducted from August to November 2015 to get ITMU colleagues familiarised with the standard and relevant



▲ Ir Richard Wu, Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) and his team, received the ISO 27001:2013 certificate from Ms Miranda Kwan, Deputy Director of the SGS, at the presentation ceremony on 10 March 2016.

在 2016 年 3 月 10 日舉行的證書頒授儀式上，民航處助理處長（航空交通工程服務）胡志光工程師及該分部同事從 SGS 副總監關靜儀女士手中接過 ISO 27001:2013 證書。

audit technique to ensure their on-going compliance. Towards the end of 2015, the ITMU engaged the SGS, an internationally accredited certification body, to carry out a comprehensive certification audit on our compliance with the ISO 27001 standard, focusing on IT systems/services, internet applications, as well as helpdesk support. With the management support and concerted efforts from ITMU colleagues, the ITMU successfully passed the ISO 27001 certification audit. This demonstrates that the CAD's IT system/services are of top class in compliance with the international best practice for information security, making the CAD the fifth Government Departments to attain this accreditation, after the Hong Kong Police Force, the Customs and Excise Department, the Housing Authority and the Electrical and Mechanical Services Department.

政府一向高度重視資訊保安工作，以確保資訊的機密性、完整性及可用性得到充分保護。隨着普羅大眾廣泛使用互聯網及流動裝置和因應用戶對資訊的殷切需求，現今的資訊科技系統均高度互連以提供服務，因而令這些系統較以前更容易受到網絡攻擊。這些攻擊可帶來顯著的風險及嚴重後果，包括導

致正常業務中斷、經濟損失 / 索償，昂貴的訴訟及名譽損失。為符合《國際民用航空公約》附件 17 的要求，民航處非常重視保障航空交通管制系統網絡安全的工作，亦同樣重視保障部門的資訊科技系統、設備及服務，以免受網絡攻擊。

民航處的資訊科技管理組 (ITMU) 自 2015 年年初委聘顧問，目的是根據 ISO 27001:2013 ——一個國際認可及受業界廣泛採納為資訊保安管理最佳的標準——進一步完善現有的資訊科技保安政策、程序及指引。ITMU 聯同顧問全面分析了 ISO 27001 的要求，並更新了部門的相關政策、程序及指引。ITMU 的同事於 2015 年 8 至 11 月期間接受培訓，加深認識有關的標準和審核技巧，以確保日後符合 ISO 27001 的標準。ITMU 於同年年底聘請了國際認可的認證機構 SGS，對部門的資訊系統 / 服務、互聯網應用及服務台工作進行了 ISO 27001 的認證審核工作。在管理層的支持及 ITMU 同事的共同努力下，ITMU 成功通過認證審核，標誌着民航處的資訊科技系統及服務在資訊保安方面已達致國際認可的最高級別標準，亦令民航處繼香港警務處、香港海關、房屋委員會及機電工程署後，成為第五個在資訊保安方面獲此認證的政府部門。

HKATCA's Spring Cocktail Reception 2016 and Visits to Mainland Air Traffic Control Facilities

香港航空交通管制人員協會猴年春節酒會及參觀內地空管設施

By Hong Kong Air Traffic Control Association 香港航空管制協會

On 4 March 2016, the Hong Kong Air Traffic Control Association (HKATCA) hosted a Spring Cocktail Reception at the banquet room of Hong Kong Aviation Club. The event was well attended by 70 people. Apart from members of the HKATCA and the CAD senior management, guest representatives of the Government Flying Services, the Macau Air Traffic Controllers' Association, the airline operators and the Hong Kong Aviation Club also joined the event.

Mr Freddy Fu, a student air traffic control officer, and his band provided musical entertainment and some of the notable talented singers amongst our members also serenaded attendees throughout the event. Towards the end of the evening, there was a lucky draw with prizes of wine and whisky generously donated by senior Association members, including Mr John Wagstaff and Mr John Chan. The event ended in the midst of melodious music, rhyme and laughter. The HKATCA would like to take this



▲ HKATCA's members visited the Shanghai Pudong International Airport Control Tower (right) and the Shanghai Regional Control Centre of the CAAC (left) on 26 and 27 April 2016 respectively.
香港航空管制協會會員於二〇一六年四月二十六及二十七日分別參觀上海浦東國際機場的塔台（右圖）和國家民航局位於青浦的區域管制中心（左圖）。

opportunity to thank the HKATCA's young Executive Committee members for helping to make the Spring Cocktail Reception a success and also to all the members and guests for supporting this event.

On the other hand, the HKATCA, following the visits to Guangzhou Air Force Command and Air Traffic Control Centre in September last year, organised another visit in April 2016 for our members to the Shanghai Regional Control Centre of the Civil Aviation Administration of China (CAAC) and the Shanghai Pudong International Airport Control Tower to provide members with opportunities to reach out and get to know

their counterparts. At the meetings with these two parties, the HKATCA members exchanged views with their counterparts on air traffic management.

香港航空管制協會的猴年春節酒會於 2016 年 3 月 4 日假香港飛行總會宴會廳舉行，除了協會的會員和民航處管理層之外，政府飛行服務隊、澳門航空交通管制員協會、航空公司和香港飛行總會的代表亦撥冗光臨，出席人數共七十人。當日，見習航空交通管制主任傅善維及其樂隊為大會表演助興，同時還有多位會員獻唱，歌聲和樂聲妙韻悠揚，娓娓動聽。大會亦設有抽獎的壓軸環節，得獎的幸運兒獲得資深會員陳偉賢及 John Wagstaff 慷慨送贈洋酒。活動在一遍悠揚的樂韻聲及歡笑聲中圓滿結束。本會特此鳴謝一眾勞苦功高的年青理事籌辦這次的春節酒會，亦多謝各位嘉賓和會員抽空出席，共慶佳節。

另外，協會繼去年九月安排會員到廣州參觀廣州軍區空軍司令部和廣州航空交通管制中心後，再接再厲，於今年四月安排會員到上海參觀國家民航局位於上海的區域管制中心及上海浦東國際機場的塔台，讓會員多接觸同業，擴闊視野。會員與上述兩個單位的代表會晤，大家就航空交通管理的工作交流意見。



▲ Happy smiling faces of participants at the HKATCA Spring Cocktail Reception 2016.
出席香港航空管制協會猴年春節酒會 (2016) 的人士歡聚一堂。

CAD newsmakers 同事動向

Welcome to the newcomer

Mr Lai Wing Hong	Motor Driver	黎永康先生	汽車司機
Mr Wong Che Kan	Chief Executive Officer	黃志勤先生	總行政主任
Mr Yu Kin Yip	Executive Officer I	余建業先生	一級行政主任
Ms So Chung Ling	Personal Secretary I	蘇仲玲女士	一級私人秘書
Ms Chua May Nga	Workman II	蔡美雅女士	二級工人
Miss Wu Tsz Ping	Workman II	伍紫萍女士	二級工人
Mr Lo Yuet Wah	Statistical Officer I	盧月華先生	一級統計主任
Mr Soo Kwok Kai	Electronics Engineer	蘇國佳先生	電子工程師
Mr Chan Chi Ho	Student Aeronautical Communications Officer	陳志豪先生	見習航空通訊員
Miss Lee Ying Kin	Student Aeronautical Communications Officer	李櫻健女士	見習航空通訊員
Miss Leung Sea Wun, Sylvaine	Student Aeronautical Communications Officer	梁詩韻女士	見習航空通訊員
Miss Tsim Yuen Ching	Student Aeronautical Communications Officer	詹苑菁女士	見習航空通訊員
Mr Li Tet Wing	Workman II	李達榮先生	二級工人
Ms Leung Pui Chi	Assistant Clerical Officer	梁佩芝女士	助理文書主任
Mr Lo Ka Wai	Chauffeur	羅家偉先生	貴賓車司機
Ms Leung Pui Man	Assistant Clerical Officer	梁佩雯女士	助理文書主任
Ms Tin Fun Ling, Helen	Workman II	田歡玲女士	二級工人
Mr Choi Kevin	Administrative Officer Staff Grade C	蔡傑銘先生	首長級丙級政務官
Mr Wong Ying Wa	Electronics Engineer	黃英華先生	電子工程師
Miss Li Kit Yu, Joyce	Clerical Assistant	李潔瑜女士	文書助理
Mr Leung Cheuk Kit, Fernando	Electronics Engineer	梁焯傑先生	電子工程師
Mr Chan Ho Hin, Roger	Electronics Engineer	陳灝軒先生	電子工程師
Mr Tsang Hing Yin, Gary	Motor Driver	曾慶賢先生	汽車司機
Ms Wu Ka Man	Accounting Officer II	吳嘉敏女士	二級會計主任

歡迎新同事

Farewell to those leaving

Mr Cheng Shui Man	Motor Driver	鄭瑞民先生	汽車司機
Mr Choi Cheuk Hei, Milton	Assistant Operations Officer	蔡卓熹先生	助理民航事務主任
Mr Yeung Ka Tai, Kevin	Executive Officer II	楊家泰先生	二級行政主任
Mr Wong Kwok Keung	Office Assistant	王國強先生	辦公室助理員
Mr Davern Daniel, Francis	Air Traffic Control Officer II		二級航空交通管制主任
Mr Kee Tsuen Tak, Patrick	Student Air Traffic Control Officer	祁傳德先生	見習航空交通管制主任
Ms Wong Kin Yee, Kinki	Clerical Assistant	王建怡女士	文書助理
Mr Lee Yee Tat, Harry	Chauffeur	李懿達先生	貴賓車司機
Ms Chan Yin Man, Flora	Assistant Clerical Officer	陳燕雯女士	助理文書主任
Ms Leung Yuen Yee, Debby	Assistant Clerical Officer	梁苑兒女士	助理文書主任
Mr Chow Kin On, Tony	Air Traffic Flight Services Officer III	鄒健安先生	三級航空交通事務員
Mr Lai Tsz Chung, Tommy	Clerical Assistant	黎子聰先生	文書助理
Miss Chong Hiu Lo	Accounting Officer II	莊曉鶯女士	二級會計主任

再見好同僚

Congratulations to the newly promoted

恭賀榮升之喜

	Promoted to	Date		晉升為	生效日期
Mr Hui Man Ho	Chief Electronics Engineer	20.4.2016	許文豪先生	總電子工程師	20.4.2016
Miss Lee Pui Chee, Catherine	Air Traffic Control Officer II	28.10.2015	李佩芝女士	二級航空交通管制主任	28.10.2015
Mr Chan Kai Man	Air Traffic Control Officer II	28.10.2015	陳啟文先生	二級航空交通管制主任	28.10.2015
Mr Leung Lok Man	Air Traffic Control Officer II	28.10.2015	梁諾文先生	二級航空交通管制主任	28.10.2015
Miss Tam Rebecca, Carmen	Air Traffic Control Officer II	28.10.2015	譚嘉敏女士	二級航空交通管制主任	28.10.2015
Miss Kwong Kar Yee, Karry	Air Traffic Control Officer II	28.10.2015	鄺嘉誼女士	二級航空交通管制主任	28.10.2015
Mr Chui Tak Chuen	Air Traffic Control Officer II	28.10.2015	朱德泉先生	二級航空交通管制主任	28.10.2015
Mr Cheung Hin Cheung, Henry	Air Traffic Control Officer II	28.10.2015	張顯章先生	二級航空交通管制主任	28.10.2015
Mr Tsui Kam Kei	Air Traffic Control Officer II	28.10.2015	徐錦基先生	二級航空交通管制主任	28.10.2015
Mr Fu Wing Cheong	Air Traffic Control Officer II	28.10.2015	傅詠昌先生	二級航空交通管制主任	28.10.2015
Mr Chung Ho Yin	Air Traffic Control Officer II	28.10.2015	鍾浩賢先生	二級航空交通管制主任	28.10.2015
Ms Mak Wing Yin	Aeronautical Communications Supervisor	14.10.2015	麥詠賢女士	航空通訊主任	14.10.2015
Ms Lui Hoi Yi	Air Traffic Flight Services Officer I	29.9.2015	呂凱怡女士	一級航空交通事務員	29.9.2015
Miss Kwok Miu Chee	Air Traffic Flight Services Officer I	29.9.2015	郭妙芝女士	一級航空交通事務員	29.9.2015
Mr Cheung Yik Hong	Senior Air Traffic Flight Services Officer	22.9.2015	張奕康先生	高級航空交通事務員	22.9.2015
Mr Law Chi Sang	Senior Air Traffic Flight Services Officer	22.9.2015	羅子聖先生	高級航空交通事務員	22.9.2015
Miss Sit Yee Man	Senior Air Traffic Flight Services Officer	22.9.2015	薛綺雯女士	高級航空交通事務員	22.9.2015

Best wishes to the retiree

願退休生活愉快

Mr Cheung Koon Chuen, William	Office Assistant	張冠銓先生	辦公室助理員
Mr Koo Suet Fung, Nelson	Electronics Engineer	古雪峰先生	電子工程師
Mr Chan Chi Wing, Gary	Senior Clerical Officer	陳志榮先生	高級文書主任
Ms Yang Fung Chu, Margery	Confidential Assistant	楊鳳珠女士	機密檔案室助理
Miss Yiu Kam Chee, Connie	Air Traffic Control Officer I	姚金枝女士	一級航空交通管制主任
Mr Chan Koon Cheung	Motor Driver	陳冠翔先生	汽車司機
Mr Cheung Kan Fat	Senior Operations Officer	張根發先生	高級民航事務主任

Congratulations to the recipients of Long and Meritorious Service Travel Award Scheme 2016/2017

恭賀 2016/2017 優良服務公費旅行獎勵計劃得獎人

Mr Fung Chi Wing, Alva	Senior Operations Officer	馮志榮先生	高級民航事務主任
Mr Lee Kwong Yee, Peter	Air Traffic Control Officer I	李廣義先生	一級航空交通管制主任
Ms Tsang Mei Yuk	Air Traffic Control Officer II	曾美玉女士	二級航空交通管制主任
Mr Ching Pui Kay	Chief Aeronautical Communications Supervisor	程培基先生	總航空通訊主任
Mr Ho Chi Fai	Aeronautical Communications Supervisor	何志輝先生	航空通訊主任
Ms Fong Lai Yuk	Clerical Officer	方麗玉女士	文書主任



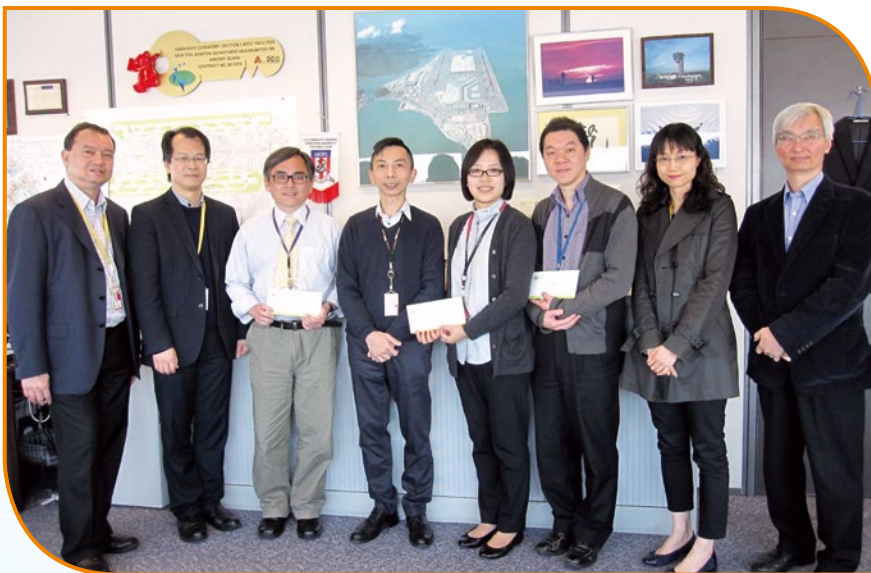
Congratulations to the newly promoted 恭喜以下同事晉升：



▲ Chief Electronics Engineer, Mr Hui Man Ho
總電子工程師許文豪



▲ Air Traffic Flight Services Officer I, Ms Lui Hoi Yi and Miss Kwok Miu Chee
一級航空交通事務員呂凱怡和郭妙芝



▲ Senior Air Traffic Flight Services Officer, Mr Cheung Yik Hong, Miss Sit Yee Man and Mr Law Chi Sang
高級航空交通事務員張奕康、薛綺雯和羅子聖

▲ Aeronautical Communications Supervisor, Ms Mak Wing Yin
航空通訊主任麥詠賢



▲ Air Traffic Control Officer II Mr Henry Cheung, Mr Fu Wing Cheong, Mr Chui Tak Chuen, Miss Rebecca Tam, Mr Leung Lok Man, Mr Tsui Kam Kei, Miss Catherine Lee, Mr Chan Kai Man, Miss Karry Kwong and Mr Chung Ho Yin
二級航空交通管制主任張顯章、傅詠昌、朱德泉、譚嘉敏、梁諾文、徐錦基、李佩芝、陳啟文、鄭嘉誼和鍾浩賢



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