



CAD

民航處通訊
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CAD's new senior management leads the Department to meet challenges ahead

民航處新管理層帶領部門應付未來挑戰

Captain Victor Liu assumed the post of Director-General of Civil Aviation (DGCA) when Mr Simon Li commenced pre-retirement leave on 9 April 2020. Mr Richard Wu succeeded Captain Liu as Deputy Director-General of Civil Aviation (DDGCA).

Captain Liu said, "It is a privilege for me to work with so many professionals and brilliant colleagues over the years. Together, we witness the continuous development of the Department to keep pace with the times and significant growth of our aviation industry. I would count on your continued support in delivering our services to the community and our industry.

"In recent months, our industry has been hit hard by the development and the repercussions of the COVID-19 pandemic. Global airlines have to stop their services and grounded their fleet on an unprecedented scale. Flight movements at our Hong Kong International Airport as well as the business activities of our aviation sector are also impacted seriously. At such difficult time, we should work even more closely together with our industry partners to weather this big storm.

"At the same time, we should spare no effort in our ongoing work in preparation for the successful implementation of the Three-Runway System and other challenges ahead. As an air navigation services provider, we will continue to provide safe and efficient services. As the aviation regulatory authority, we will continue to implement a robust safety oversight system and work collaboratively with our industry partners in upholding the highest aviation safety standard. As a government department, we will continue with our best endeavor in facilitating the development of our aviation industry and maintaining Hong Kong as an international aviation hub," he said.

Captain Liu expresses his gratitude to Mr Simon Li for his dedicated service and valuable contributions throughout the past 37 years, especially his leadership in the last four years. He wishes Mr Li a happy retirement.

廖志勇於 2020 年 4 月 9 日起出任民航處處長，接替於同日開始退休前休假的李天柱；胡志光則接替廖志勇出任民航處副處長一職。

廖志勇說：「我很榮幸在過去多年能與很多專業人士及出色的同事一起工作，我們見證了部門與時並進及航空業蓬勃發展，未來亦有賴各位繼續服務社會和業界。」

「在過去數個月，2019 冠狀病毒疫

情對航空業造成沉重打擊。世界各地的航空公司需要停飛不少航班及其機隊，實是前所未見。香港國際機場的航班升降，以至航空業界的商業活動，同樣受到嚴重影響。在這艱難時刻，我們會與業界更緊密合作，並肩應對這場疫情風暴。」

他說：「與此同時，我們將不遺餘力，繼續為三跑道系統全面運作做好準備工作，應對其他未來的挑戰。作為空中航行服務提

供者，我們將繼續提供安全和高效的服務；作為民航監管機構，我們將繼續推行有效的航空安全監察系統，並與業界緊密合作，以維持高水平的航空安全標準；作為政府部門，我們將繼續致力促進航空業發展及鞏固香港作為國際航空樞紐的地位。」

他感謝李天柱先生過去三十七年盡職盡責的服務及寶貴的貢獻，特別在過去四年領導部門；並祝願李先生退休生活愉快。

Brief biographical notes on the two officers are set out below:

以下為兩位官員的個人簡歷：



Captain Victor Liu, 廖志勇機長

Captain Victor Liu, aged 54, joined the Civil Aviation Department as Assistant Operations Officer in 1992. He has since worked in different Divisions and was promoted to the rank of Chief Operations Officer and Assistant Director-General of Civil Aviation in 2006 and 2011 respectively. He was appointed as Deputy Director-General of Civil Aviation in May 2016.

He holds a Bachelor's degree in Social Sciences and a Specialised Master Degree in Aviation Safety (Aircraft Airworthiness) from the University of Hong Kong and the Ecole Nationale de l' Aviation Civile, France, respectively. He is a professional pilot with experiences in scheduled airlines, business charter as well as search and rescue operations. He is also a Fellow of the Hong Kong Institution of Engineers. He previously held the posts of Vice Chairman of the International Civil Aviation Organization's Asia Pacific Regional Aviation Safety Group and Vice President (Asia) of the International Federation of Airworthiness.

廖志勇現年五十四歲，1992 年加入民航處任職助理民航事務主任，曾在部門多個分部工作，於 2006 年晉升為總民航事務主任，2011 年晉升為民航處助理處長，並於 2016 年 5 月起出任民航處副處長。

他為香港大學社會科學學士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。他是專業飛機師，曾駕駛定期航班和商務機、參與搜索及救援工作；香港工程師學會資深會員；曾任國際民用航空組織亞太地區區域航空安全小組副主席及國際適航聯會副主席（亞洲）。



Mr Richard Wu, 胡志光

Mr Richard Wu, aged 56, joined the Civil Aviation Department as Electronics Engineer in 1996. He obtained his Associateship in Electronic Engineering, Postgraduate Diploma in Management Studies, and Postgraduate Diploma in Electronic Engineering, at the Hong Kong Polytechnic University in 1984, 1992 and 1999 respectively; and Master of Business Administration at the UK Heriot-Watt University in 2001.

He has worked in different offices in the Air Traffic Engineering Services Division and Air Traffic Management Division and was promoted to Assistant Director-General of Civil Aviation in 2015. He has led the Airport Standards Division from 2018 to 2020 in discharging its various regulatory duties.

Mr Wu is a trained air accidents investigator. He has been serving the Communications/Navigation and Surveillance Sub-group of the Asia Pacific Air Navigation Planning and Implementation Regional Group of the International Civil Aviation Organization as the Vice-Chairman from 2013 to 2016 and the Chairman since 2017.

胡志光現年五十六歲，1996 年加入民航處任職電子工程師。他獲香港理工大學頒發電子工程學士（1984），管理學深造文憑（1992）和電子工程學深造文憑（1999），以及獲英國赫瑞瓦特大學頒發工商管理碩士（2001）。

他曾在民航處航空交通工程服務部和航空交通管理部轄下多個分組工作，於 2015 年晉升為民航處助理處長。他於 2018 至 2020 年帶領機場安全標準部進行各項監管工作。

胡志光是受過專業訓練的民航意外調查員。他曾任國際民用航空組織亞太地區空中航行規劃和實施小組轄下的通訊/導航及監察分組副主席（2013 至 2016 年），並由 2017 年起出任主席。

CAD delegation attends 13th meeting of ICAO Working Group on Air Cargo Security

民航處代表團出席國際民航組織航空貨運保安工作組第十三次會議

By Mr David Wan, Acting Senior Operations Officer (Air Cargo Security), Airport Standards Division
機場安全標準部署理高級民航事務主任（空運貨物保安）尹景岱

The International Civil Aviation Organization (ICAO) Aviation Security Panel Working Group on Air Cargo Security (WGACS) held its 13th Meeting on 16 and 17 January in Singapore. The then Assistant Director-General (Airport Standards), Mr Richard Wu, led the Hong Kong delegation comprised of APSD colleagues to attend the meeting.

The WGACS, one of the technical working groups under the ICAO Aviation Security Panel, meets annually to discuss matters on enhancing air cargo security in view of the rising threats of terrorism globally. The two-day meeting gathered experts from aviation security regulators, international organisations and industry associations.

The highlight of the meeting was to discuss the progress of global implementation of ICAO's new policy direction to phase out cargo consignors not approved by the appropriate authority for aviation security by June 2021.

The CAD delegation delivered a presentation on Hong Kong's preparation works, which included our Regulated Air Cargo Screening Facility (RACSF) scheme implemented since October 2018 to progressively increase the air cargo screening capacity of Hong Kong in a 4-phase approach from January 2020 to June 2021; a known consignor validation scheme to recognise consignors which originate air cargo in Hong Kong; as well as our efforts in keeping abreast of new screening technologies. Meeting members appreciated the commitment and achievement made by Hong Kong as a role model in enhancing air cargo security, considering the Hong Kong International Airport is the busiest cargo airport in the world.

國際民航組織航空保安專家組轄下的航空貨運保安工作組於 1 月 16 日及 17 日於新加坡舉行第十三次會議。時任助理處長（機場標準）胡志光率領由機場安全標準部同事組成的香港代表團出席會議。

航空貨運保安工作組是國際民航組織航空保安專家組轄下的技術工作組之一，每年召開一次會議，討論有關加強空運貨物保安事宜，以應對全球日趨嚴重的恐怖主義威脅。為期兩天的會議聚集了來自航空保安監管機構、國際組織和行業協會的有關專家。

今年會議的重點是討論國際民航組織在全球推行空運貨物保安新政策的進展，新政策計劃於 2021 年 6 月底前淘汰所有未經航空保安當局批准的貨物托運人。民航處代表團介紹了香港的籌備工作，包括於 2018 年 10 月推出管制空運貨物安檢設施 (RACSF) 計劃，即由 2020 年 1 月至 2021 年 6 月，分四階段提升香港對空運貨物的安檢能力；推出已知托運人驗證計劃，以認可於香港始發空運貨物的托運人；以及密切留意安檢技術的最新發展等。香港國際機場是世界上最繁忙的貨運機場，我們在加強空運貨物保安方面不遺餘力，取得成果，與會成員對此表示認可與讚賞。



The then Assistant-Director General (Airport Standards), Mr Richard Wu (back row, sixth left), and the CAD delegation in a group photo with other participants at the 13th Meeting of the ICAO WGACS.

時任助理處長（機場標準）胡志光（後排左六）和民航處代表團成員與國際民航組織航空貨運保安工作組第十三次會議上的會者合照。

Safety assessment of foreign aircraft

外地飛機安全評估

By **Mr Man Ka-chai**, Chief, Airworthiness Standards, Flight Standards and Airworthiness Division
飛行標準及適航部適航標準總監文家齊

To comply with the Laws of Hong Kong and the Standards and Recommended Practices of Annexes 1, 6 and 8 to the Convention on International Civil Aviation, the Civil Aviation Department (CAD) performs inspections on foreign registered aircraft operating to and from Hong Kong International airport (HKIA) under the Safety Assessment of Foreign Aircraft (SAFA) inspection programme. Similar SAFA inspection programmes are implemented by other civil aviation authorities worldwide.

The CAD adopts a risk-based approach to prioritise these ramp inspections on foreign operators flying regularly to and from Hong Kong. Operators with higher risk, such as those from states with significant safety concerns announced by the International Civil Aviation Organization and other authorities are generally inspected more frequently. Additional inspections will be performed on operators with issues identified during our previous SAFA inspections. The CAD conducts over 50 SAFA inspections annually.

SAFA inspections are conducted in accordance with established procedures by trained inspectors from the Flight Standards Office and the Airworthiness Office of the Flight Standards and Airworthiness Division. The inspections cover checks on document, crew qualifications, safety equipment, as well as other functions applicable to aircraft operation and maintenance, such as carriage of cargo in passenger cabin. Some SAFA inspections are conducted in collaboration with our Dangerous Goods Office to maximise efficiency and effectiveness.



Inspectors from the Flight Standards and Airworthiness Division inspect a foreign registered aircraft at the HKIA under the SAFA inspection programme.
飛行標準及適航部的督察根據 SAFA 檢查計劃，在香港國際機場檢查一架外地註冊的飛機。

The CAD usually informs operators or their contracted agents ahead of the inspection for better coordination. However, if warranted by certain situations, unannounced inspections may also be conducted.

In the event that non-compliance or problems are identified during the inspection, the CAD would notify the operators and/or the relevant civil aviation authorities concerned. Depending on the nature of the findings and their potential impact on flight safety, a follow-up inspection would normally be conducted.

Under extreme circumstances, when an aircraft is found unfit for flying, the operator may be directed to rectify the problem before returning the aircraft to service.

SAFA is considered to be an efficient method to provide targeted information on the standards and status of compliance for foreign operators. The CAD will continue to work and exchange information with other aviation authorities so as to improve the effectiveness of SAFA inspection programme and ensure the safe operation of foreign registered aircraft in Hong Kong.

為符合香港法例及國際民用航空公約附件一、六和八的標準和建議措施，民航處根據外地飛機安全評估 (SAFA) 檢查計劃，對往來香港國際機場的外地註冊飛機進行檢查。世界各地的民航當局亦有制定類似的檢查計劃。

民航處採用風險管理模式，對營運定期往來香港航班的外地航空公司訂定 SAFA 檢查的優次。風險較高的航空公司，例如按照國際民航組織及其他有關當局所公布，屬於具有重大安全隱憂的國家的航空公司，通常會進行更頻密的檢查。如在過往的 SAFA 檢查中曾發現有問題，民航處亦會對有關的航空公司

執行額外的檢查。民航處每年進行超過 50 次檢查。

SAFA 檢查由飛行標準及適航部轄下的飛行標準組和適航事務組的督察，經接受訓練後，按照既定程序進行。檢查內容包括文件、機組人員資格、安全設備、以及與飛行運作和維修相關的其他功能，例如在客艙內運載貨物。危險品事務組也會適時參與 SAFA 檢查，以達至最高效率和效能。

一般情況下，民航處會在事前通知航空公司或其代理人，以便更好協調和安排。不過，若個別情況有需要，民航處亦會進行突擊檢查。

如在檢查期間發現有不合規定的情況或問題，民航處會通知有關的外地航空公司及 / 或相關的民航當局。民航處會根據問題的性質及其對飛行安全的潛在影響進行後續檢查。在特殊情況下，如發現飛機不適合飛行，民航處會指令有關航空公司糾正問題，才會讓有關的飛機再次飛行。

SAFA 檢查能有效為外地航空公司提供有關標準和符合規例狀況的針對性資訊。民航處會繼續與其他航空當局合作及交流資訊，以提高 SAFA 檢查計劃的效率及確保外地註冊飛機在香港安全運作。



Inspector from the Flight Standards and Airworthiness Division inspects a foreign registered aircraft at the HKIA under the SAFA inspection programme.
飛行標準及適航部的督察根據 SAFA 檢查計劃，在香港國際機場檢查一架外地註冊的飛機。

Department activities 部門活動花絮



11.01.2020

The Hong Kong Chinese Civil Servants' Association - Civil Aviation Department (CAD) Electronic Engineers Branch, Hong Kong Air Traffic Control Association and CAD Staff Club jointly organised a hiking cum BBQ event at Tai Lam Chung Reservoir. Colleagues spent the day enjoying the nice weather and magnificent view with their families.

香港華員會－民航處電子工程師分會、香港航空交通管制人員協會及民處處職員康樂會合辦大欖涌水塘遠足及燒烤活動。當日天朗氣清，景色宜人，一眾同事和家人都樂而忘返。



13.01.2020

Accompanied by senior officials of the CAD, the Permanent Secretary for Transport and Housing (Transport), Mr Joseph Lai (fourth right) and colleagues of the Transport and Housing Bureau paid a visit to the refurbished West Air Traffic Control Centre and South Tower.

民航處管理層陪同運輸及房屋局常任秘書長（運輸）黎以德（右四）及該局同事參觀經翻新的西航空交通管制中心及南空管指揮塔。



Walking with the Sky Bridge 天際走廊漫步機場

By **Mr Burny Yung**, Senior Safety & Quality Officer (Tower), Air Traffic Management Division
航空交通管理部高級安全及質素事務主任 (塔台) 容耀威

The main structure of the Sky Bridge at the Hong Kong International Airport was successfully delivered to its final position on 9 January. Upon completion, the 200-metre-long and 28-metre-high bridge, with sufficient clearance to allow Airbus A380s to taxi underneath, will be the world's longest airside footbridge, connecting Terminal 1 with the North Satellite Concourse (NSC).

The main steel structure of the Sky Bridge was assembled in the midfield yard and transported to its final position near parking stands N507 of the NSC and N12 of Terminal 1. The mobilisation was undoubtedly a challenging task with the structure weighing about 5000 tonnes. Thorough planning and assessment on the impact to apron and ground operations were carried out among the Air Traffic Management Division (ATMD) and the Airport Standards Division (APSD) of the Civil Aviation Department (CAD) and Airport Authority Hong Kong (AAHK). A portion of taxiway in the main apron had to be closed for 10 days, which created a challenge to our air traffic controllers. ATMD and APSD colleagues also closely monitored the transportation process to ensure the safe arrival of the Sky Bridge to its destination.

To minimise impact to airport operation, the delivery of the Sky Bridge commenced at 1:30 am when the North Runway was closed according to its normal schedule. Despite meticulous planning, the actual transportation was given extra challenges due to the unexpected strong wind. With the seamless cooperation among the mobilisation team, AAHK, tower controllers and CAD colleagues from various divisions, the main steel structure of the Sky Bridge reached its designated position and runway operation resumed normal at 8:07 am.

After months of planning and preparation, we are delighted to see the Sky Bridge being successfully delivered and erected at its designated position. The Sky Bridge is expected to commence operation in 2020.

香港國際機場天際走廊主結構已於1月9日成功運抵其最終位置。總長200米，高28米，可讓最大型的民航客機A380在橋下滑行的天際走廊將連接一號客運大樓及北衛星客運廊，是世界上於機場禁區內最長的行人天橋。

天際走廊的主要鋼組件於機場中場焊接後，被運送到北衛星客運廊的N507及



To minimise disruption to airport operation, the delivery of the Sky Bridge commenced at the early hours of 9 January. 為減少對機場運作的影響，天際走廊的運送過程於1月9日凌晨展開。



The main structure of the Sky Bridge was close to being delivered to its designated position at the break of dawn. 天際走廊主結構於清晨時分逐漸運抵指定位置。

一號客運大樓的N12停機位附近。由於整個主橋結構重約5,000噸，民航處航空交通管理部和機場安全標準部，以及機場管理局(機管局)就運送過程對停機坪及地勤運作帶來的影響，進行了詳細評估及規劃。特別是主停機坪中的其中一部分滑行道需要關閉十天，為空管人員的工作帶來一定挑戰。航空交通管理部及機場安全標準部的同事亦嚴密監控運送過程，以確保天際走廊能順利運抵目的地。

為減少對機場運作的影響，運送過程於凌晨1時30分開始，即北跑道按日程關閉時進行。儘管已經計劃周詳，當晚天氣卻出乎意料地刮起強風，為團隊帶來額外挑戰。有賴運送團隊、機管局、塔台空管人員以及民航處各分部同事的通力合作，主橋結構運抵指定位置後，跑道於早上8時7分恢復正常運作。

經過多月來的在規劃和準備工作，大家都很高興看到天際走廊運送工程順利完成。天際走廊預計於年內啟用。



The main structure of the Sky Bridge erected at its final position between Terminal 1 and the NSC. 天際走廊主結構豎立於其最終位置，位於一號客運大樓及北衛星客運廊之間。

Photo credit: AAHK
相片由機管局提供

CAD wins HKIA Carbon Reduction Award 2019

民航處榮獲「香港國際機場減碳獎勵計劃 2019」冠軍

By **Mr Michael Yeung**, Senior Electrical and Mechanical Engineer (Technical Support), Air Traffic Engineering Services Division
航空交通工程服務部高級機電工程師（技術發展）楊國輝

The Civil Aviation Department (CAD) has won the Champion Award, under the category of above 10,000 tonnes CO₂e emissions per year, in the Hong Kong International Airport (HKIA) Carbon Reduction Award Scheme 2019 organised by the Airport Authority Hong Kong (AAHK), recognising the Department's accomplishment in environmental protection.

The AAHK worked with its business partners between 2010 and 2015 to reduce the airport-wide carbon emissions by 25.6 per cent per workload unit (equivalent to one passenger or 100kg of cargo) from a 2008 baseline. The AAHK set the second airport-wide carbon reduction pledge in 2016, aiming to reduce carbon intensity by 10 per cent by 2020 from the 2015 level.

The CAD is committed to ensuring that all services provided by the department are conducted in an environmentally responsible manner. Green measures have been implemented in the air traffic control operations through the use of electronic platforms to replace traditional paper. For example, the new Aeronautical Information Management System has replaced traditional paper based information management. Aeronautical data stored in digitised format in the new system enable further processing and distribution by electronic means.

After the commissioning of the new Air Traffic Management System, traditional paper flight progress strips are no longer used. The aeronautical publications of Hong

Kong, including Aeronautical Information Publication (AIP), AIP Supplement and Aeronautical Information Circular, are available in electronic form and the issue of hard copies has been discontinued.

Apart from ATC operations, various measures in daily office operations have been implemented in the CAD Headquarters to encourage energy conservation. These include de-lamping in corridors and common areas; operating fewer lifts outside normal office hours; installing motorised blinds at the atrium to shield off sunlight; installing photovoltaic panels on the rooftop; maintaining a green roof to help lower temperature on the top floor; and operating an Energy Optimisation System to enable smart control of the



The then Director-General of Civil Aviation, Mr Simon Li (fifth right), and the then Assistant Director-General (Airport Standards), Mr Richard Wu (fourth right), received the Champion Award at the award presentation ceremony of the HKIA Carbon Reduction Award Scheme 2019 on 15 January. (Photo credit: AAHK)

時任民航處處長李天柱（右五）和時任助理處長（機場標準）胡志光（右四）於1月15日舉行的「香港國際機場減碳獎勵計劃2019」頒獎禮中接受冠軍獎狀。（相片由機管局提供）



central air-conditioning and mechanical ventilation system for energy savings.

The CAD will continue to work closely with the aviation industry with an aim of achieving carbon emission reduction as far as possible.

For more information about carbon management at HKIA, please visit: <https://www.hongkongairport.com/en/sustainability/environment/carbon/>

民航處在香港機場管理局（機管局）舉辦的「香港國際機場減碳獎勵計劃 2019」中，獲得二氧化碳每年 10,000 噸以上排放類別的冠軍，表揚民航處在減碳方面的成果。

機管局與其香港國際機場夥伴密切合作，於 2010 至 2015 年間按整個機場每工作單位（相當於一名旅客或 100 公斤貨物）的碳排放量，從 2008 年基準水平減少百分之 25.6。機管局隨後於 2016 年制訂第二階段的減碳承諾，力求在 2020 年年底前，將機場整體的碳排放從 2015 年水平進一步減少百分之 10。

民航處一直致力確保在提供服務的同時，亦對環境保護負責任。民航處已經在航空交通管制操作層面推行綠色措施，使用電子平台取代傳統的紙本平台，例如新的航空情報管理系統取代傳統的紙本系統，令儲存於新系統的航空數據能以電子方式作進一步的處理和分配。

新的航空交通管理系統投入服務後，民航處便不再使用傳統的紙本飛行進度紙條，

並停止印發紙本航空情報刊物，包括航行資料匯編、補編和飛行資料通報。

除了航空交通管制操作方面，民航處亦已經在總部的日常辦公室操作方面推行各種措施，鼓勵節約能源，其中包括刪減走廊和公共區域的照明裝置、在正常辦公時間以外減少升降機運行數目、安裝電動百葉簾阻隔太陽光、在屋頂安裝太陽能光伏板、綠化天台以降低樓宇頂層的溫度，以及調適「能源優化系統」，以便智能控制中央空調和機械通風系統，從而節省能源。

民航處將繼續與航空業界緊密合作，盡力實現減低碳排放量的目標。

更多有關香港國際機場碳管理的資訊，請瀏覽：<https://www.hongkongairport.com/tc/sustainability/environment/carbon/>

Full list of the HKIA Carbon Reduction Award Scheme 2019 winners 香港國際機場減碳獎勵計劃 2019 獲獎名單

CO ₂ e emissions per year 二氧化碳每年排放量	Champion 冠軍	1st Runner-up 亞軍	2nd Runner-up 季軍
Above 10,000 tonnes 10,000 噸以上	Civil Aviation Department 民航處	Hong Kong Air Cargo Terminals Limited 香港航空貨運站有限公司	Cathay Pacific Airways Limited 國泰航空有限公司
Between 2,000 & 10,000 tonnes 2,000 至 10,000 噸之間	Hong Kong Dragon Airlines Limited 香港龍航空有限公司	Hongkong Post 香港郵政	Gate Gourmet Hong Kong Limited 佳美航空膳食香港有限公司
Below 2,000 tonnes 2,000 噸以下	China National Aviation Corporation (Group) Limited 中國航空工業集團有限公司	Air Hong Kong Limited 香港航空有限公司	Ground Support Engineering Limited 地面支援工程有限公司

Credit: AAHK
資料由機管局提供

CAD Newsmakers 同事動向

Welcome to the newcomer 歡迎新同事

Name	Title	姓名	職位
Mr CHUI Kin-chung	Senior Operations Officer	徐建聰先生	高級民航事務主任
Mr LEE Andy Yiu-wing	Operations Officer	李耀榮先生	民航事務主任
Ms LAI Wing-ki, Angel	Operations Officer	黎穎琪女士	民航事務主任
Mr CHAN Chi-fai	Operations Officer	陳志輝先生	民航事務主任
Mr LAI Kwun-wai	Operations Officer	黎冠偉先生	民航事務主任
Ms CHOW Lok-ye	Assistant Operations Officer	周樂怡女士	助理民航事務主任
Ms LAU Ngai-ting	Assistant Electronics Engineer	劉艾婷女士	助理電子工程師
Mr FUNG Kin-shing	Assistant Electronics Engineer	馮健成先生	助理電子工程師
Mr YIP Tsz-ho	Assistant Electronics Engineer	葉梓豪先生	助理電子工程師
Miss KWOK Ka-yan	Assistant Electronics Engineer	郭嘉欣女士	助理電子工程師
Mr KEUNG Ka-ho	Assistant Electronics Engineer	姜嘉豪先生	助理電子工程師
Miss CHIU Nga-man	Assistant Electronics Engineer	趙雅文女士	助理電子工程師
Miss NG Pui-yin	Executive Officer I	吳佩賢女士	一級行政主任
Miss TSO Yuk-ching	Air Traffic Flight Services Officer III	曹玉貞女士	三級航空交通事務員
Mr CHIU Ka-hei	Air Traffic Flight Services Officer III	趙嘉熙先生	三級航空交通事務員
Mr YU Kai-chung, Andy	Student Air Traffic Control Officer	余啟聰先生	見習航空交通管制主任
Ms WONG Kin-yi	Student Air Traffic Control Officer	黃健怡女士	見習航空交通管制主任
Mr OR Ho-yin, Adrian	Student Air Traffic Control Officer	柯皓然先生	見習航空交通管制主任
Mr NG Tin-fung, Dexter	Student Air Traffic Control Officer	吳天峯先生	見習航空交通管制主任
Mr MAK Franco Ho-man	Student Air Traffic Control Officer	麥灝文先生	見習航空交通管制主任
Ms LAU Hong-ye, Katie	Student Air Traffic Control Officer	劉康怡女士	見習航空交通管制主任
Ms LAU Anthea	Student Air Traffic Control Officer	劉子茵女士	見習航空交通管制主任
Mr KONG Hok-chi, Herrick	Student Air Traffic Control Officer	江學智先生	見習航空交通管制主任
Mr IP Tsz-kan, Kelvin	Student Air Traffic Control Officer	葉子勤先生	見習航空交通管制主任
Mr HO Yau-tung, Tandy	Student Air Traffic Control Officer	何宥冬先生	見習航空交通管制主任
Mr FUNG Cheuk-man	Student Air Traffic Control Officer	馮卓文先生	見習航空交通管制主任
Mr CHUNG Cheuk-hei, Raphael	Student Air Traffic Control Officer	鍾卓希先生	見習航空交通管制主任
Ms CHOI Ching-yin, Anna	Student Air Traffic Control Officer	蔡靜賢女士	見習航空交通管制主任
Mr CHEUNG Tik-on	Student Air Traffic Control Officer	張迪安先生	見習航空交通管制主任
Ms CHAN Pui-man, Sophia	Student Air Traffic Control Officer	陳沛敏女士	見習航空交通管制主任
Mr CHAN Jeremy Jun-yu	Student Air Traffic Control Officer	陳浚儒先生	見習航空交通管制主任
Ms CHAN Chui-ting, Lena	Student Air Traffic Control Officer	陳翠婷女士	見習航空交通管制主任
Miss SZETO Wing-sum, Natalie	Student Air Traffic Control Officer	司徒穎心女士	見習航空交通管制主任
Mr SZE Yan-fai	Student Air Traffic Control Officer	施欣輝先生	見習航空交通管制主任
Miss LEUNG Man-wai	Student Air Traffic Control Officer	梁文蔚女士	見習航空交通管制主任
Miss LEE Wing-tung	Student Air Traffic Control Officer	李穎彤女士	見習航空交通管制主任
Mr LAW Ho-yin, Casey	Student Air Traffic Control Officer	羅浩然先生	見習航空交通管制主任
Mr LAU Nicholas Clarence	Student Air Traffic Control Officer	劉嘉朗先生	見習航空交通管制主任
Miss LAM Yi-ling	Student Air Traffic Control Officer	林懿翎女士	見習航空交通管制主任
Mr LAM Moses	Student Air Traffic Control Officer	林讚生先生	見習航空交通管制主任
Mr KWOK Tsz-chung	Student Air Traffic Control Officer	郭籽聰先生	見習航空交通管制主任
Mr KWAN Kevin Ho-lun	Student Air Traffic Control Officer	關灝麟先生	見習航空交通管制主任
Mr CHEUNG Sai-kit	Student Air Traffic Control Officer	張世傑先生	見習航空交通管制主任
Mr CHEUNG Ho-ming	Student Air Traffic Control Officer	張浩銘先生	見習航空交通管制主任
Mr CHENG Chi-ho	Student Air Traffic Control Officer	鄭志豪先生	見習航空交通管制主任
Mr AU Tsun-wing, Adrian	Student Air Traffic Control Officer	區峻榮先生	見習航空交通管制主任
Miss TSE Yui-tung	Student Air Traffic Control Officer	謝蕊瞳女士	見習航空交通管制主任
Mr YU Chung-hang	Motor Driver	余仲衡先生	汽車司機

Congratulations to the newly promoted 恭賀榮升之喜

Name	Promoted to	姓名	晉升為	生效日期
Ms NG Man-fan, Mina	Aeronautical Communications Officer I	吳雯芬女士	一級航空通訊員	28.02.2020
Miss CHANG Ming-lai, Lily	Air Traffic Control Officer I	張明麗女士	一級航空交通管制主任	12.02.2020
Ms CHEUNG Yuet-sheung, Kavanna	Clerical Officer	張月嫦女士	文書主任	07.01.2020
Ms KONG Yuen-yi	Clerical Officer	江婉兒女士	文書主任	07.01.2020
Ms SUEN Lai-chi	Clerical Officer	孫勵芝女士	文書主任	07.01.2020
Mr TSE Ka-ping	Clerical Officer	謝嘉平先生	文書主任	07.01.2020
Mr SHU Pak-hong	Air Traffic Flight Services Officer II	舒柏康先生	二級航空交通事務員	02.01.2020
Mr LEE Tsz-him	Air Traffic Flight Services Officer II	李子謙先生	二級航空交通事務員	19.12.2019
Mr YUEN Siu-kei, Michael	Chief Operations Officer	袁兆基先生	總民航事務主任	07.11.2019
Miss FONG Wai-ling, Christine	Air Traffic Flight Services Officer II	方慧玲女士	二級航空交通事務員	23.10.2019
Mr LI Sheung-chi, Alvin	Air Traffic Flight Services Officer II	李尚志先生	二級航空交通事務員	12.10.2019
Mr LUI Kin-yan	Air Traffic Flight Services Officer I	雷健恩先生	一級航空交通事務員	30.09.2019
Miss WONG Nga-man	Air Traffic Flight Services Officer I	黃雅敏女士	一級航空交通事務員	30.09.2019
Mr KWOK Wai-hung, Paul	Senior Air Traffic Flight Services Officer	郭偉雄先生	高級航空交通事務員	30.09.2019
Miss WONG Kwan-ye, Queenie	Senior Air Traffic Flight Services Officer	王君儀女士	高級航空交通事務員	30.09.2019
Mr LAU Sze-po, Sansom	Chief Air Traffic Control Officer	劉史波先生	總航空交通管制主任	19.09.2019
Mr NG Samuel	Chief Air Traffic Control Officer	吳毅賢先生	總航空交通管制主任	19.09.2019



Chief Operations Officer,
Mr Michael Yuen (left)
總民航事務主任
袁兆基 (左)



Chief Air Traffic Control Officer,
Mr Sansom Lau (left)
總航空交通管制主任
劉史波 (左)



Chief Air Traffic Control Officer,
Mr Samuel Ng (left)
總航空交通管制主任
吳毅賢 (左)



Air Traffic Control Officer I,
Miss Lily Chang (right)
一級航空交通管制主任
張明麗 (右)



Air Traffic Flight Services Officers
I, Miss Wong Nga-man (left) and
Mr Lui Kin-yan (right)
一級航空交通事務員
黃雅敏 (左) 和雷健恩 (右)



Aeronautical Communications
Officer I, Ms Mina Ng (left)
一級航空通訊員
吳雯芬 (左)



Senior Air Traffic Flight Services
Officers,
Mr Paul Kwok (left) and
Miss Queenie Wong (right)
高級航空交通事務員
郭偉雄 (左) 和王君儀 (右)



Air Traffic Flight Services Officers II,
Miss Christine Fong (left) and
Mr Alvin Li (right)
二級航空交通事務員
方慧玲 (左) 和李尚志 (右)

Farewell to those leaving 再見好同僚

Name	Title	姓名	職位
Mr LAM Him-yi	Executive Officer I	林謙宜先生	一級行政主任
Mr YU Chi-tak	Clerical Officer	余志德先生	文書主任
Miss CHOW Yin-kiu, Dian	Assistant Clerical Officer	周燕嬌女士	助理文書主任
Mr CHAN Ki-fung	Motor Driver	陳鎮鋒先生	汽車司機

Best wishes to the retirees 願退休生活愉快

Name	Title	姓名	職位
Mr LAU Lai-sang	Chief Aeronautical Communications Supervisor	劉禮生先生	總航空通訊主任
Ms WONG Kwai-kam	Assistant Clerical Officer	王桂琴女士	助理文書主任

CAD takes measures to guard against coronavirus 民航處應對疫情加強防疫措施

By Mr Sam Ng, Deputy Departmental Secretary (General), Administration Division
行政部副部門秘書(總務) 吳偉森



Temperature screening point at the lobby of the CAD Headquarters.
民航處總部大樓大堂的體溫檢測點。

In view of the rampant novel coronavirus epidemic, the Civil Aviation Department (CAD) takes a series of measures to enhance our anti-epidemic capability.

A temperature screening point has been set up to conduct body temperature checks for all persons entering the CAD Headquarters. Anyone who refuses the check or has a fever may be denied entry into the building. Sanitising mats have been put at the entrances of the premises and alcohol-based handrub have been provided. We also offer masks and protective items to our frontline staff and those in need.

Besides, the CAD has arranged the cleansing contractor to enhance cleaning work of the office, conference rooms and common areas. Special seating arrangements have also been made at the staff canteen.

To align with the Government's adjustment of public services and special work arrangements for civil servants so as to

maintain an appropriate social distance, the CAD implemented special arrangements timely, such as allowing some of the staff to work from home and making flexible working and meal time arrangements according to operational needs. The CAD also reduces face-to-face meetings and holds video conferencing if practicable.

To prevent pneumonia and respiratory tract infection, staff members are advised to maintain good personal and environmental hygiene at all times and keep abreast of the latest health information released by the Centre for Health Protection.

新型冠狀病毒疫情肆虐全球，因應疫情的發展，民航處採取了一系列措施，提升防疫能力。

民航處設立了體溫檢測點，對所有進入民航處總部大樓的人士進行體溫檢測，不肯接受體溫檢測或發燒的人士可被拒絕進入大樓。民航處在處所入口放置消毒地墊及酒精搓手液，並為前線及有

需要的員工提供口罩及防疫物品。

此外，民航處安排潔淨服務承辦商加強清潔和消毒辦公室、會議室及公用地方；而員工餐廳亦作出了特別的坐位安排。

為配合政府調整公共服務和公務員特別工作安排，藉此減少社交接觸，民航處適時實施特別工作安排，例如讓部分職員留在家中工作，並按運作需要，彈性安排職員的上班及用膳時間。民航處亦減少職員面對面的會議，在可行情況下安排視像會議等。

為預防肺炎及呼吸道傳染病，同事必須時刻注意個人及環境衛生，並留意衛生防護中心發放的最新健康防護資訊。



The cleansing contractor enhances cleaning work of common areas such as lift lobbies and lifts.
潔淨服務承辦商加強清潔和消毒升降機大堂及升降機等公用地方。

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