



# CAD

民航處通訊  
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## CAD facilitates transportation of cargo in passenger cabin in response to industry's needs 便利客艙載貨 回應業界需要

By Mr Eric CHEUNG, Senior Airworthiness Officer, Flight Standards and Airworthiness Division  
飛行標準及適航部高級適航主任張維康

The outbreak of COVID-19 is having a devastating impact on the economy and the aviation industry. While the need for traveling and passenger services plummeted, there is an urgent cargo demand for supplies of medical equipment and personal protective items. Airlines have responded to this by using passenger aircraft including passenger cabin to transport cargo in addition to the use of freighter aircraft. The Civil Aviation Department (CAD) has been working closely with the local aviation industry to facilitate their operations while maintaining flight safety.



The Director-General of Civil Aviation, Captain Victor Liu (centre); the Deputy Director-General, Mr Richard Wu (first right); and the Assistant Director-General (Flight Standards), Captain Samson Lau (first left), present the Operational Acceptance Letter to the Chief Executive Officer of Cathay Pacific Airways, Mr Augustus Tang (second left), and the Supplemental Type Certificate to the Chairman of HAECO Xiamen, Mr Summit Chan (second right). CPA and HAECO Xiamen express their appreciation in CAD's continual support to the local aviation industry, especially in this difficult time. 民航處處長廖志勇機長(中)、副處長胡志光(右一)及助理處長(飛行標準)劉家駒機長(左一)頒發運行接受函予國泰航空行政總裁鄧健榮(左二)和補充型號合格證予廈門太古主席陳正(右二)。國泰航空及廈門太古對民航處一直以來，特別是在這困難時刻，對本地航空業界的支持表示欣賞。



## Facilitating transportation of cargo in passenger cabin

In early April 2020, the Cathay Pacific Airways (CPA) submitted its proposal to the CAD for cargo carriage on passenger seats and in overhead baggage compartments of passenger cabin of its Boeing 777-300ER aircraft.

Since the passenger cabin is not designed for cargo carriage, additional safety measures have to be considered and implemented in various aspects such as fire prevention, detection and control, security screening, cargo restraint, aircraft weight and balance limitations, specialised cargo loading/unloading procedures, inflight monitoring and handling of abnormal situations by crew and the associated training.

The CAD spared no effort to facilitate the processing of similar proposals from local operators. After reviewing and verifying implementation of additional safety measures, the CAD issued an Operational Acceptance Letter within seven days. CPA operated the first flight with cargo in the passenger cabin on 23 April from Hong Kong to Los Angeles, the United States.

In addition, Hong Kong Airlines (HKA) submitted a similar application for cargo carriage on passenger seats in its Airbus A330 aircraft. Despite some differences between the requirements imposed by the States of Design for Boeing and Airbus aircraft (i.e. the Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA) respectively), the CAD spent additional efforts to address the unique requirements

imposed by the State of Design for Airbus. The CAD's acceptance of carriage of cargo in passenger compartment operations was issued to HKA on 29 May, with concerted effort of both parties. HKA operated the first flight with cargo in the passenger cabin on 6 June from Beijing to Hong Kong and subsequently to Melbourne, Australia.

## Modifying passenger cabin for cargo carriage

The CAD was also approached by CPA on the feasibility of removing the passenger seats in the economy and premium economy classes on its Boeing 777-300ER to make room for more cargo capacity in the passenger aircraft. The modification can create an additional 14 tons and 62.3 cubic metres of cargo capacity in the passenger cabin.



Cargo carriage on passenger seats in Hong Kong Airlines Airbus A330 aircraft.  
香港航空空中巴士 A330 型號客機利用乘客座椅上運載貨物的情況。





The CAD colleagues inspect cargo carriage in passenger cabin of the first modified CPA Boeing 777-300ER aircraft.  
民航處同事檢查首架經改裝的國泰航空波音 777-300ER 型號飛機客艙運載貨物的情況。

Removing seats in a passenger aircraft for carrying cargo is considered as a major modification to an aircraft. It requires the issue of a Supplemental Type Certificate (STC) and the corresponding process takes time to complete. However, noting the difficulties the airline industry was facing and the up-surgings demand of shipping humanitarian resources around the world, the CAD promptly facilitated the application by allocating sufficient manpower and worked closely with Taikoo (Xiamen) Aircraft Engineering Company Limited (HAECO Xiamen), as the STC applicant, as well as CPA, with a common goal of expediting the issuance of the STC and the associated operational acceptance.

The CAD and the STC applicant had encountered many challenges in the course of implementing the project. For

example, the applicant had complications in demonstrating compliance of design requirements due to the absence of cargo restraint features, smoke detection system and fire suppression systems in passenger cabin. The CAD colleagues also faced difficulties in having the usual face-to-face meetings with the STC applicant and performing on-site inspection and test witnessing as a result of travel restriction due to COVID-19.

By making reference to relevant guidance materials from the aircraft manufacturer and other aviation authorities such as FAA and EASA, the STC applicant fulfilled the requirements through various measures such as restricting the types of cargo to be carried, using cargo nets and specially tailored fire proof cargo bags, deactivating several electrical systems, re-positioning fire-fighting equipment and using

alternative operational procedures. The CAD also took advantage of web-based technology for meetings with HAECO Xiamen and reviewing video recordings of certification tests.

The STC was issued on 19 June after ensuring flight safety, a record breaking achievement for all concerned to have a STC issued in seven weeks. This was also the first CAD STC issued for CPA aircraft. CPA operated its first revenue cargo flight using the converted aircraft carrying 585 boxes of cargo in the passenger cabin from Hong Kong to Sydney on 4 July.

The COVID-19 pandemic has given rise to severe repercussions on the operations of aviation industry. The CAD will continue to support and collaborate with our local aviation in coping with the challenges.





Structural testing of cargo restraint system  
對貨物繫留固定裝置進行結構測試

2019 冠狀病毒病疫情對經濟和航空業造成嚴重的衝擊。正當旅遊和客運服務需求急劇下跌之際，醫療設備及個人防護物資等的貨運需求卻非常急切。因應這種轉變，航空公司除使用現有貨機外，還利用客機包括使用客艙運載貨物。民航處一直與本地航空業界緊密合作，在確保航空安全的大前提下，便利業界運作。

### 協助利用客艙運載貨物

今年 4 月初，國泰航空就利用其波音 777-300ER 型號飛機客艙內的乘客座椅及客艙行李櫃運載貨物，向民航處提交建議書。

由於飛機客艙的原設計並非用作運載貨物，因此必須考慮及實施額外的安全措施，如防火、火警探測及消防控制措施、貨物保安篩查和繫留固定、飛機載重平衡限制、特殊貨物裝卸程

序、機組人員對飛行中異常情況的監控和處理及相關培訓等。

民航處不遺餘力處理由本地航空公司提出類似的申請。在檢視和核實額外安全措施的實施情況後，民航處在收到國泰航空提案後的七天，發出運行接受函。國泰航空於 4 月 23 日由香港飛往美國洛杉磯的航班上，首次利用客艙運載貨物。

此外，香港航空提出類似申請，利用其空中巴士 A330 型號飛機客艙內的乘客座椅運載貨物。波音和空中巴士飛機設計國的民航當局（即分別是美國聯邦航空局和歐洲航空安全局）的要求不盡相同，民航處竭力符合空中巴士飛機設計國民航當局的特殊要求。在民航處和香港航空的共同努力下，民航處於 5 月 29 日向香港航空發出運行接受函，准許利用飛機客艙運載貨物。香港航空於 6 月 6 日首次利用客

艙運載貨物，由北京飛往香港再轉飛澳洲墨爾本。

### 改動客艙作載貨用途

國泰航空亦就拆除其波音 777-300ER 型號飛機的經濟和特選經濟艙內的乘客座椅，以增加客機貨物運載力的可行性，諮詢民航處。改裝後的客艙可增加 14 噸和 62.3 立方米的載貨能力。

拆除乘客座椅用以載貨屬飛機的重大改裝，航空公司需獲民航處發出補充型號合格證，而處理過程需時。但鑑於航空行業面對的困難和全球對運送人道物資的需求急增，民航處迅速安排足夠人手處理有關申請，亦與補充型號合格證申請人廈門太古飛機工程有限公司，以及國泰航空緊密合作，以期加快簽發補充型號合格證和批准相關運作。





Flammability testing of materials used in the cabin  
對客艙內使用的物料進行阻燃性測試

在進行有關方案的過程中，民航處和申請人均面對不少挑戰。例如，客艙原設計沒有貨物繫留固定裝置、煙霧探測和滅火系統等，申請人因此難以直接證明符合相關設計上的要求。同時，由於疫情下實施的旅遊限制，民航處人員未能與申請人如常進行面對面會議，亦不能進行實地見證測試和檢查。

儘管如此，透過參考飛機製造商及美國聯邦航空局和歐洲安全航空局等民航當局的相關指引，申請人採取多項特殊措施以符合相關要求，措施包括限制載貨的種類、使用貨物網和特製的防火載貨袋、關閉部分電力系統的運作、重新布置滅火設備，以及使用替代的操作程序等。民航處亦利用網

絡科技，與申請人進行視像會議，並透過視像錄影記錄審核取證測試。

民航處在確認航機的飛行安全後，於6月19日發出有關補充型號合格證，創下於七星期內成功發出有關合格證的紀錄，亦是本處首次向國泰航空的飛機發出有關合格證。國泰航空首架經改裝客艙而成的商業貨運航機於7月4日，利用客艙運載585箱貨物從香港出發至澳洲悉尼。

在2019冠狀病毒病疫情影響下，航空業界的營運環境極為嚴峻。在這困難時刻，民航處會繼續盡力支援本地航空業界，與業界並肩應對挑戰。

## Department activities 部門活動花絮



23.06.2020

The Director-General of Civil Aviation, Captain Victor Liu (third left), together with the representatives from the Transport and Housing Bureau and the Airport Authority Hong Kong, joined a video teleconference with the Civil

Aviation Administration of China and the Civil Aviation Authority of Macao. The parties shared anti-epidemic experiences and exchanged on the operational situation of the aviation industries and relief measures to support the industries.

民航處處長廖志勇機長（左三）聯同運輸及房屋局和香港機場管理局代表與國家民航局和澳門民航局舉行視像會議，分享防疫經驗，並交流航空業營運情況和行業紓困措施。

24.07.2020

The Deputy Director-General of Civil Aviation, Mr Richard Wu (second left), attended the video teleconference of the Hong Kong Logistics Development Council to report on the implementation of the Regulated Air Cargo Screening Facility Scheme.

民航處副處長胡志光（左二）出席香港物流發展局的視像會議，匯報實施管制空運貨物安檢設施計劃的情況。



# CAD proactively assists aviation industry in meeting coronavirus challenges

## 民航處積極協助航空業界應對疫情挑戰

By Miss Christine LAM and Ms Jessica WONG, Operations Officers, Air Services and Safety Management Division  
航班事務及安全管理部民航事務主任林慧詩和黃曉彤

Recognising the crisis and difficulties faced by the aviation industry as a result of the COVID-19 pandemic, the Civil Aviation Department (CAD) has taken proactive and responsive actions and introduced a number of measures to facilitate the industry to overcome the challenges and help them tide over this rough time.

### Providing extra support in flight applications

The market under the impact of the pandemic has been fast-changing. Recognising the difficulties the airlines are facing in planning operations in advance and the urgency of many flights which were of repatriation and humanitarian nature, the CAD has made swift arrangements and re-deployed extra manpower resources temporarily since February 2020 to facilitate the processing of urgent airlines' flight applications. An Aeronautical Information Circular, which summarised the application procedures, was issued to help airlines furnish all necessary information.

Meanwhile, the surge in cargo capacity demand due to the growth in e-commerce, cancellations of passenger services and the need to transport urgent medical and humanitarian supplies is unprecedented. Between March and July 2020, the CAD had handled applications for nearly 10 000 extra-section and charter all-cargo flights in order to support the continuous flow of air cargo. In response to this shifted demand, many airlines have adjusted their operations by utilising aircraft configured for the carriage of passengers to transport cargo, including loading in the passenger

cabin. To this end, the CAD has worked closely with the industry and relevant parties to facilitate this new mode of operation.

### Waiving the requirement on slot usage

In consideration of the impact of COVID-19 on airline operators' slot usage at the Hong Kong International Airport (HKIA) and with reference to international practices and recommendations of relevant international organisations, the requirement of 80% slot usage for retaining slots in the next equivalent International Air Transport Association season has been suspended for the Winter 2019, Summer and Winter 2020 seasons. Such arrangement could provide airline operators with greater flexibility in aircraft and resource deployment.

The aviation industry is among the hardest hit by the COVID-19 outbreak. While much hard work has been put in to support the industry through this difficult time, the lessons we have learnt and experience we have gained in joining hands with the industry to fight the crisis are invaluable. The CAD is committed to continuing working closely with and supporting the industry in tackling the challenges ahead. We are fully confident that such hard work will pay off as we weather through this storm together.

民航處理解航空業界在 2019 冠狀病毒病疫情影響下所面對的危機和困難，迅速應對並主動採取一系列措施，以便業界克服疫情帶來的挑戰，攜手渡過這段困難的時期。

### 額外支援航班申請

在疫情的影響下，市場急速變化。理解到航空公司在預先規劃運作時困難重重，加上不少航班迫切地需接載乘客回原居地或作人道用途，民航處迅速作出安排，自今年 2 月起安排臨時的額外人手，處理航空公司的航班申請。民航處亦發出航空資料通報，闡釋申請程序，以協助航空公司提交所有需要的資料。

此外，貨運需求亦隨着電子商貿的增長、客運服務的削減和運送緊急醫療和人道救援物資的需求大增而前所未有地急劇增長。今年 3 月至 7 月，民航處共處理接近 10 000 宗有關加班貨機和貨運包機的申請，以確保航空貨運運作暢順。因應這種需求上的轉變，不少航空公司採取應變安排利用客機包括使用客艙運載貨物。在此方面，民航處與航空業界及各相關單位緊密合作，促成這新的運作模式。

### 豁免航班時刻使用比率要求

此外，民航處考慮到疫情對航空公司使用航空時刻的影響，在參考國際的做法和相關國際機構的建議後，公布在 2019 年和 2020 年夏冬三個航季內，暫時豁免航空公司使用獲分配航班時刻的比率至少須達八成，才能在來年的相同航季保留該等航班時刻的規定。此措施讓航空公司更靈活地調配飛機和資源。

2019 冠狀病毒病疫情重創航空業界。在這困難時刻，民航處盡力支援業界，並在與業界攜手對抗危機中汲取寶貴經驗。民航處會繼續與業界保持緊密合作，致力支援業界應對未來的挑戰。我們有信心，只要齊心應對這場疫情風暴，付出的努力便會有收穫。



# CAD stays highly vigilant against coronavirus epidemic

## 民航處保持高度戒備防範疫情

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) is mindful about the COVID-19 pandemic. Relevant arrangements for infection control and social distancing have been strictly implemented. Officers have been highly vigilant since the epidemic broke out. All staff have their body temperatures checked before performing their duties and wear proper personal protective equipment.

In August, the CAD installed a smart body disinfection chamber at ground floor of the Air Traffic Control Building at the CAD Headquarters, allowing staff to conduct automatic full-body disinfection before entering into Air Traffic Control Centre. Medical grade air sanitisers are also placed in the Centre.

The department will continue to step up the cleaning and sterilising measures for all working locations. Staff are reminded to maintain good personal and environmental

hygiene at all times and strictly comply with the relevant health advice provided by the Centre for Health Protection. They are also advised to consult a doctor promptly if they have any discomforting symptoms.

民航處一直關注 2019 冠狀病毒病的情況，自疫症發生以來，嚴格落實預防感染和減低社交接觸的安排。人員均高度戒備，於當值前有量度體溫，並穿戴適當個人防護裝備。

民航處於 8 月在總部的航空交通管制大樓地下安裝智能消毒系統，為進入航空交通管制中心（空管中心）的人員提供自動全身消毒和滅菌程序。空管中心亦配置醫療級別空氣消毒機。

民航處將繼續加強所有工作地點的消毒清潔工作，並提醒所有人員必須時刻注意個人及環境衛生，嚴格遵守衛生防護中心發出相關的健康指引，如出現不適症狀，必須馬上求醫。



Smart body disinfection chamber is installed at the Air Traffic Control Building. 航空交通管制大樓地下安裝智能消毒系統。



Medical grade air sanitisers are placed in the Air Traffic Control Centre. 空管中心配置醫療級別空氣消毒機。



The cleansing contractor enhances cleaning work of workplaces. 潔淨服務承辦商加強清潔辦公室。



# APAC regional bi-weekly air traffic flow management and COVID-19 update web conference

## 亞太區隔周航空交通流量管制及2019冠狀病毒病情況更新視像會議

By Mr Anfernee POON, Project Officer, Air Traffic Management Division

航空交通管理部策劃主任潘偉瀚

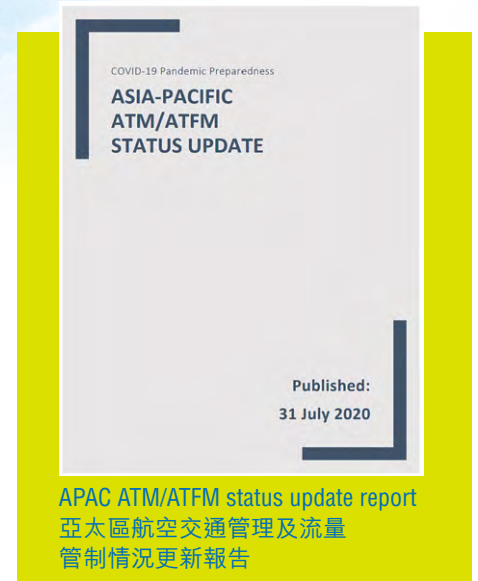
Although the air traffic volume has significantly reduced due to the COVID-19 outbreak, air traffic management (ATM) and navigation services continue.

To maintain normal operation of the Asia Pacific Region's air transportation network and to keep close contact and information exchanges among Air Navigation Service Providers (ANSP) of the region, ANSPs of Cambodia, China, French Polynesia (Tahiti), Hong Kong, Indonesia, Japan, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand and the United States, have been reporting their latest ATM and

air traffic flow management (ATFM) service status in the Regional Bi-weekly ATFM web conference since May 2020. The Civil Aviation Department (CAD) hosted two web conferences in end-July and mid-August.

The conferences covered a variety of issues, including flight and travel restrictions due to COVID-19, traffic demand situation before and during the pandemic, ATM resources and infrastructure status, as well as outlook of ATFM measures.

Information gathered is also shared with the aviation industry and general



APAC ATM/ATFM status update report  
亞太區航空交通管理及流量管制情況更新報告

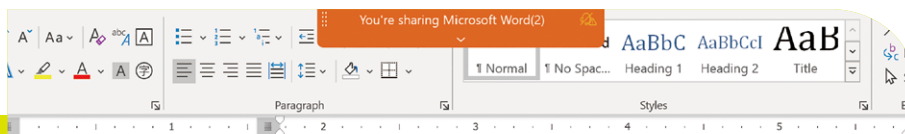
public on the International Civil Aviation Organization's website of APAC COVID-19 Business Continuity Plan (<https://www.icao.int/APAC/Pages/COVID-19-BCP.aspx>).

雖然航空交通量受疫情影響顯著下跌，但航空交通管理和導航服務從沒間斷。

為了維持亞太區域航空網絡服務在疫情期間繼續正常運作，並保持區內的航空導航服務機構緊密聯繫和信息交流，區內的柬埔寨、中國、法屬波利尼西亞（大溪地）、香港、印尼、日本、老撾、馬來西亞、緬甸、菲律賓、新加坡、泰國和美國的航空導航服務機構，自今年5月起透過「亞太區隔周航空交通流量管制視像會議」，匯報各地有關航空交通和流量管制等的情况。民航處今年7月底和8月中亦主辦了兩次視像會議。

會議討論的議題廣泛，包括疫情下的航班與旅遊限制、各地疫情前和期間的航空交通需求情況、航空交通管理的資源及基礎設施狀況，以及對航空交通流量管制措施的展望等。

會議資料亦上載至國際民航組織亞太區2019冠狀病毒病持續營運規劃網頁 (<https://www.icao.int/APAC/Pages/COVID-19-BCP.aspx>)，讓航空業界和公眾閱覽。



### Hong Kong China (Hong Kong FIR)

Information Updated	30 July 2020
Precis	No change
Traffic Demand Situation	<ul style="list-style-type: none"> <li>- Significant traffic reductions operating within Hong Kong FIR (up to 70% for traffic in/out VHHH and up to 80% for overflights as compared to the same period in 2019)</li> <li>- Local airlines have either suspended operations or maintain a reduced schedule in July</li> </ul>
Significant Weather Outlook	<ul style="list-style-type: none"> <li>- For latest aviation weather forecast, please go to Hong Kong Observatory <a href="https://www.hko.gov.hk/en/aviat/amt/amsmain.htm">https://www.hko.gov.hk/en/aviat/amt/amsmain.htm</a></li> </ul>
ATM Status	<ul style="list-style-type: none"> <li>- Reduced staffing levels at Hong Kong ACC/TWR due to low traffic demand</li> <li>- Dual-runway operations at VHHH resumed since 31 May 2020                             <ul style="list-style-type: none"> <li>o AAR: 34 flights per hour</li> <li>o ADR: 34 flights per hour</li> </ul> </li> <li>- All sectors fully operational</li> </ul>
ATFM Measure	No ATFM measure expected

The CAD shares Hong Kong's latest ATM/ATFM status with other APAC states in teleconference during the COVID-19 pandemic.

民航處透過視像會議，向其他亞太地區成員匯報香港在疫情下空管及流量管制的最新情況。



## PST's visit to CAD

### 運輸及房屋局常任秘書長（運輸）到訪民航處



The Permanent Secretary for Transport and Housing (Transport), Ms Mable Chan, paid a visit to the CAD on 15 September and was briefed on the operation and services of the department.

運輸及房屋局常任秘書長（運輸）陳美寶 9月15日到訪民航處，並了解部門的運作和服務。

Ms Chan (second right) was briefed by the Director-General of Civil Aviation, Captain Victor Liu (second left), on the latest development of the airport island.

陳美寶（右二）聽取民航處處長廖志勇機長（左二）簡介機場島的最新發展。



Accompanied by senior officials of the CAD, Ms Chan (second left) toured the Air Traffic Control Centre and the operational tower.

在民航處管理層陪同下，陳美寶（左二）參觀航空交通管制中心和空管指揮塔。



## Welcome to the newcomer 歡迎新同事

Name	Title	姓名	職位
Mr AU Kwok-wing	Assistant Supplies Officer	歐國榮先生	助理物料供應主任
Ms KWOK Wai-nei, Winnie	Executive Officer I	郭蕙妮女士	一級行政主任
Miss LAU Wai-lam	Executive Officer II	劉蔚霖女士	二級行政主任
Miss CHOW Si-man	Assistant Clerical Officer	周詩雯女士	助理文書主任
Mr TSUN Chun-yin	Assistant Clerical Officer	秦振彥先生	助理文書主任
Miss TANG Kit-ting	Assistant Clerical Officer	鄧潔婷女士	助理文書主任
Mr NG Ka-wai, Wallace	Assistant Electronics Engineer	吳家緯先生	助理電子工程師
Miss WONG Mei-chun	Operations Officer	黃美珍女士	民航事務主任
Mr CHIANG Man-hei	Student Aeronautical Communications Officer	蔣文曦先生	見習航空通訊員
Ms CHOW Ka-lai	Student Aeronautical Communications Officer	周嘉麗女士	見習航空通訊員
Mr LAU Tsz-chun	Student Aeronautical Communications Officer	劉梓俊先生	見習航空通訊員
Mr LEUNG Kwing-hong	Student Aeronautical Communications Officer	梁炯康先生	見習航空通訊員
Miss CHONG Hiu-lo	Accounting Officer II	莊曉鸞女士	二級會計主任
Ms LAU Mei-kei	Clerical Officer	劉鎂琪女士	文書主任

## Congratulations to the newly promoted 恭賀榮升之喜

Name	Promoted to	姓名	晉升為	生效日期
Ms CHU Ming-sum, Laura	Senior Operations Officer	朱明心女士	高級民航事務主任	18.04.2020
Ms YIP Miu-ling	Senior Operations Officer	葉妙玲女士	高級民航事務主任	18.04.2020
Mr CHAN Long-ching	Aeronautical Communications Officer II	陳朗澄先生	二級航空通訊員	06.04.2020
Miss FU Yan-yan	Aeronautical Communications Officer II	符欣欣女士	二級航空通訊員	06.04.2020
Miss TAM Wing-sin	Aeronautical Communications Officer II	譚穎仙女士	二級航空通訊員	06.04.2020
Miss WONG Hoi-man	Aeronautical Communications Officer II	黃凱文女士	二級航空通訊員	06.04.2020
Mr CHAN Chi-lung, Philip	Executive Officer I	陳致龍先生	一級行政主任	14.01.2020
Miss Daniela MONG	Executive Officer I	蒙柏君女士	一級行政主任	14.01.2020
Mr CHAN Ngan-tin	Air Traffic Control Officer II	陳雁天先生	二級航空交通管制主任	06.12.2019
Miss CHAN Tin-fung	Air Traffic Control Officer II	陳天鳳女士	二級航空交通管制主任	06.12.2019
Mr CHENG Shing-lun	Air Traffic Control Officer II	鄭承麟先生	二級航空交通管制主任	06.12.2019
Mr CHIU Kong-lung, Warren	Air Traffic Control Officer II	趙江龍先生	二級航空交通管制主任	06.12.2019
Mr CHOY Man-him, Vincent	Air Traffic Control Officer II	蔡汶軒先生	二級航空交通管制主任	06.12.2019
Mr KAM Kwun-shing	Air Traffic Control Officer II	甘鈞丞先生	二級航空交通管制主任	06.12.2019
Miss KWOK Sum-yee	Air Traffic Control Officer II	郭心怡女士	二級航空交通管制主任	06.12.2019
Mr LEUNG Michael Ho-yan	Air Traffic Control Officer II	梁皓恩先生	二級航空交通管制主任	06.12.2019
Miss LI Yan-ting	Air Traffic Control Officer II	利欣婷女士	二級航空交通管制主任	06.12.2019
Mr LO Man-kit, Matthew	Air Traffic Control Officer II	盧文傑先生	二級航空交通管制主任	06.12.2019
Mr LO Wai-fan	Air Traffic Control Officer II	盧煒勳先生	二級航空交通管制主任	06.12.2019
Miss LO Yee-lam	Air Traffic Control Officer II	路綺琳女士	二級航空交通管制主任	06.12.2019
Ms MA Yim-shan	Air Traffic Control Officer II	馬艷珊女士	二級航空交通管制主任	06.12.2019
Miss NGAI See-wing	Air Traffic Control Officer II	危思穎女士	二級航空交通管制主任	06.12.2019
Miss TAM E-man, Eman	Air Traffic Control Officer II	譚依文女士	二級航空交通管制主任	06.12.2019
Mr TSUI Ka-sing	Air Traffic Control Officer II	徐嘉陞先生	二級航空交通管制主任	06.12.2019





Senior Operations Officer,  
Ms Rosa Yip (left)  
高級民航事務主任葉妙玲 (左)



Aeronautical Communications  
Officers II, Miss Wong Hoi-man (left)  
and Mr Chan Long-ching (right)  
二級航空通訊員黃凱文 (左) 和  
陳朗澄 (右)



Air Traffic Control Officers II, Miss Karen Li (first left),  
Miss Eman Tam (second left), Mr Tin Chan (third left),  
Mr Alan Cheng (fourth left), Mr Vincent Choy (fifth left),  
Mr Sam Kam (first right), Mr Warren Chiu (second right),  
Miss Isabella Ngai (third right) and Mr Edward Lo  
(fourth right)  
二級航空交通管制主任利欣婷 (左一) 譚依文 (左二)、  
陳雁天 (左三)、鄭承麟 (左四)、蔡汶軒 (左五)、  
甘鈞丞 (右一)、趙江龍 (右二)、危思穎 (右三) 和  
盧焯勳 (右四)



Executive Officer I,  
Mr Philip Chan (right)  
一級行政主任陳致龍 (右)



Aeronautical Communications  
Officer II, Miss Tam Wing-sin (left)  
二級航空通訊員譚穎仙 (左)



Air Traffic Control Officers II, Miss Natalie Kwok (first left),  
Mr Michael Leung (second left), Miss Virginia Chan (first  
right), Miss Elaine Lo (second right) and Mr Matthew Lo  
(third right)  
二級航空交通管制主任郭心怡 (左一)、梁皓恩 (左二)、  
陳天鳳 (右一)、路綺琳 (右二) 和盧文傑 (右三)



Executive Officer I,  
Miss Daniela Mong (right)  
一級行政主任蒙柏君 (右)



Aeronautical Communications  
Officer II, Miss Ella Fu (right)  
二級航空通訊員符欣欣 (右)

### Farewell to those leaving 再見好同僚

Name	Title	姓名	職位
Mr CHANG Hin-shing	Air Traffic Flight Services Officer III	鄭衍承先生	三級航空交通事務員
Ms LAI Kit-ting	Air Traffic Flight Services Officer III	賴潔婷女士	三級航空交通事務員
Mr LAM Hill-fung, Albert	Operations Officer	林曉峯先生	民航事務主任
Mr TANG Chi-wang, Andy	Electronics Engineer	鄧志弘先生	電子工程師
Mr TAM Cheuk-wai, Ricky	Executive Officer II	譚焯偉先生	二級行政主任
Miss Shirley KONG	Executive Officer II	江佩玲女士	二級行政主任
Miss LAU Wing-yan, Lyan	Assistant Supplies Officer	劉詠欣女士	助理物料供應主任
Mr TSE Ka-ping, Albert	Clerical Officer	謝嘉平先生	文書主任
Miss FUNG Yuk-fong	Accounting Officer I	馮玉芳女士	一級會計主任

### Best wishes to the retirees 願退休生活愉快

Name	Title	姓名	職位
Miss WONG Lai-fun	Senior Operations Officer	王麗芬女士	高級民航事務主任
Mr CHIU King-sing	Senior Operations Officer	趙景聖先生	高級民航事務主任
Miss Lilian FONG	Senior Operations Officer	方麗芸女士	高級民航事務主任
Ms FUNG Mo-ching	Assistant Clerical Officer	馮慕貞女士	助理文書主任
Miss TSANG Mei-yuk	Air Traffic Control Officer I	曾美玉女士	一級航空交通管制主任
Ms SO Suk-han, Margaret	Senior Air Traffic Flight Services Officer	蘇淑嫻女士	高級航空交通事務員
Mr LEE Tak-che	Senior Electronics Engineer	李德智先生	高級電子工程師



# Online meetings and courses connect air traffic control industry

## 網上會議及課程連繫空管業界

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



The outbreak of COVID-19 has caused disruption in different extents to the air traffic control industry's daily operation, development plan as well as personnel training and exchanges. The pandemic makes it impossible to conduct face to face workshops, courses and visits. Notwithstanding these challenges, aviation organisations around the world make every effort in working out alternatives to help the industry's continuation of development.

In mid-April and mid-June, the Hong Kong Air Traffic Control Association (HKATCA) joined the video teleconference conducted by the International Federation of Air Traffic Controllers' Associations (IFATCA) Asia Pacific Region. The meeting aimed to collaborate and establish a regular regional communications forum enabling the sharing of information on COVID-19 related air traffic management operations, contingency responses and recovery. The situation of the COVID-19 pandemic in different regions and its impacts were also discussed.

Through the IFATCA channel, the HKATCA also introduced e-learning courses of Eurocontrol to our frontline air traffic controllers. The e-learning courses are free of charge with a great variety of training materials such as flight efficiency, traffic collision avoidance system and meteorology. This enables our controllers to stay connected to the world of aviation and equipped with up-to-date information and knowledge even they are currently unable to attend training courses or meet with working partners in other places.

2019 冠狀病毒病對航空管制業界的日常業務運作、發展規劃，以至人員培訓和交流都帶來不同程度的影響，工作坊、課程和參觀等亦未能舉行。縱然如此，世界各地的航空機構同心協力尋求應對方案，以期使業界得以繼續向前發展。

香港航空管制協會於4月中和6月中出席了由國際航空交通管制人員協會（亞太區）所舉辦的視像會議。有關會議旨在透過恆常舉辦論壇，建立地區

之間的緊密聯繫，讓與會地區代表分享在疫情下航空交通管理、應急及復甦措施。會上，地區代表亦討論了各地疫情的最新情況和疫情所帶來的影響。

在國際航空交通管制人員協會協助下，香港航空管制協會向前線空管人員提供由歐洲空中航空安全組織編寫並免費提供的網上學習教材，內容涵蓋航班效益、空中防撞系統和氣象學等，讓前線同事即使未能如以往般實地參與培訓或與世界各地空管人員交流，亦能時刻獲得航空業界最新的資訊及知識，裝備自己。

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