民航處計劃
THE CIVIL AVIATION DEPARTMENT PROJECT

行政長官在二零零六/零七年度施政綱領中提出更換航空交通管制(空管)系統及在機場島上興建一座新民航處總部，以鞏固香港在地區性航空服務的領導地位，讓航空業得以持續發展。本處因應落實此項綱領，正式啟動了上述計劃。

In order to reinforce Hong Kong's leading position in regional aviation services and sustain long-term growth of the industry, the Chief Executive announced in the 2006-2007 Policy Agenda an initiative to replace the air traffic control (ATC) system and develop a new CAD Headquarters on the Airport Island. The Civil Aviation Department Project (the CAD Project) was initiated to implement the commitment.

畫家筆下的新民航處總部大樓全貌。

An artist's impression of the overview of the new CAD Headquarters.

民航處計劃
THE CIVIL AVIATION DEPARTMENT PROJECT

計劃目標為更換現有空管系統以應付航空交通量的預計增長，和興建一座新民航處總部大樓以容納一所新空管中心和本處各功能分部於同一屋簷下，以便更有效地運用資源和提升效率。

The CAD Project aims to replace the existing ATC system in order to handle the projected growth in air traffic while at the same time develop a new CAD Headquarters building to accommodate the new ATC Centre and all CAD functional divisions under one roof to optimise resource utilisation and enhance efficiency.

入選的投票商代表出席民航處計劃工作組舉行的簡介會。
Representatives of pre-qualified tenders of the new CAD Headquarters attended a briefing by CAD Project Team.

民航處計劃工作組和民航處計劃督導委員會

為確保計劃可依時順利進行，本處成立了一個民航處新總部計劃工作組。該組由一位民航處助理處長領導，共有四十二名專責組員，包括一名由建築署借調的高級建築師。

為了監督計劃的執行及其進展，本處亦成立了一個由高層管理人員組成的民航處新總部計劃督導委員會，定期舉行會議聽取工作組的匯報。在督導委員會核下一共設立了十五個不同功能的專責小組，以制定計劃內各方面的策略和要求，這些小組包括：計劃協調；設計和基礎設施；環境和協同作用；保安和安全；資訊科技和先進技術的應用；空管的工作環境；空管系統和設施；空管培訓和人力資源計劃；會議，培訓設施和辦公地方；過渡和搬遷安排；行政和人員編制；空域管理和飛行程式；意外事故調查；資源分配；以及整合協調操作要求。督導委員會定期在會議上討論專責小組的建議，通過後便引入為新大樓設計要求。

計劃進展

雖然計劃的規模龐大及複雜，工作組在督導委員會領導下不斷努力並獲得整個部門和決策局全力支持，取得平穩的進展。

CAD Project Team and the Steering Committee of the New CAD Headquarters Project (SCNCP)

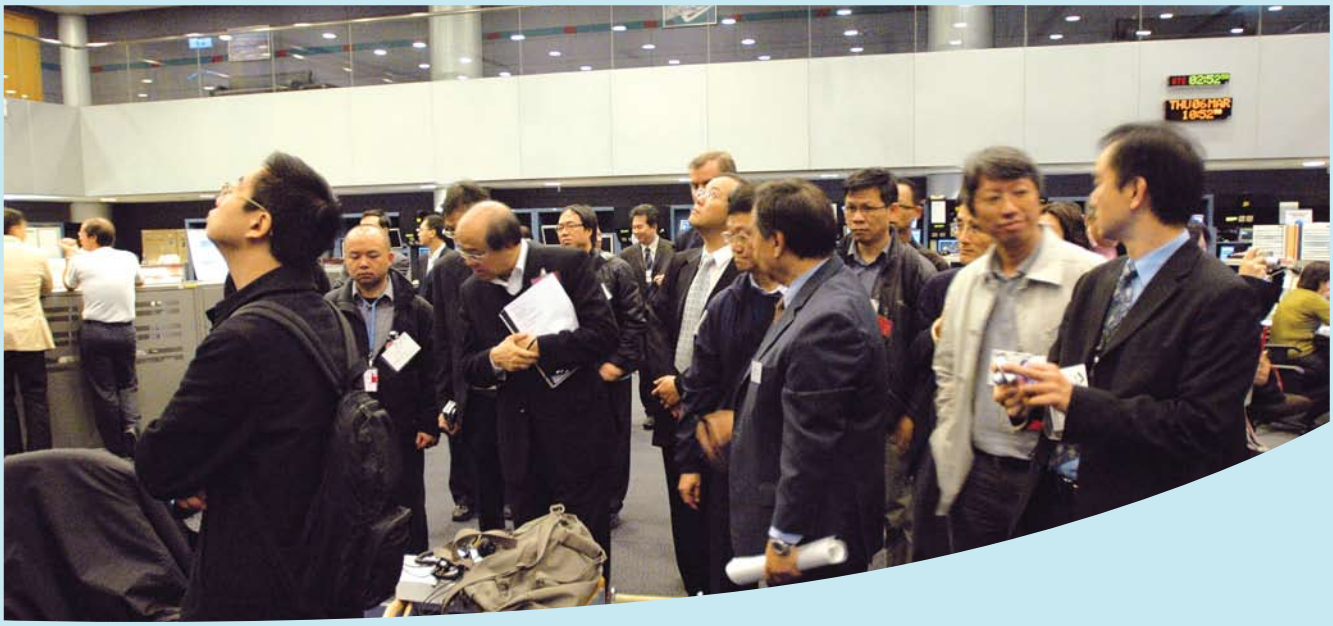
To ensure smooth and timely implementation of the project, a CAD Project Team with 42 officers, including a Senior Architect seconded from the Architectural Services Department, was established under the leadership of an Assistant Director-General of Civil Aviation.

A Steering Committee for the New CAD Headquarters Project (SCNCP), comprising representatives from senior management of CAD divisions, was formed to oversee the execution of project activities and its progress. Under the ambit of the SCNCP, 15 different functional task forces were established to formulate strategies and requirements for various aspects of the project. These task forces included project coordination; design and infrastructure; environment and synergy; security and safety; IT and application of advanced technology; ATC working environment; ATC system and facilities; ATC training and manpower plan; conference, training facilities and accommodation; transition and relocation arrangements; administration and staff establishment; airspace management and flight procedures; accident investigation; resource allocation; and last but not least, integration and coordination on operational requirements. The recommendations of the task forces were deliberated at regular meetings of the SCNCP and adopted as user requirements of the project.

Project Progress

With full support from the entire department and the policy bureau, through the capable steer of the SCNCP and the concerted effort of the Project Team, the project has been making steady progress despite its scale and complexity.

民航處計劃
THE CIVIL AVIATION DEPARTMENT PROJECT



入選的投標商代表參觀航空交通管制中心。
Representatives of the pre-qualified tenderers visited the Air Traffic Control Centre.

發展新民航處總部

機場管理局董事會已撥出一幅位於機場島東南，港龍/中航大廈以北，東輝路兩旁，佔地約共29 800平方米的土地，作為興建新民航處總部選址。

新總部大樓的建築樓面面積約為65 000平方米，淨作業樓面面積約為22 660平方米，其中約11 000平方米會用作新空管大樓及相關設施，3 300平方米用作行政及規管辦公室，8 400平方米用作其他設施，包括專設的飛機意外調查設施、多用途會議廳、圖書館暨資源中心、導賞室和教育徑。

新總部建築工程以「設計及建造」方式進行，優點在於初期地面工程和各階段的詳細內部設計工作可同步進行，從而加快工程進度。在立法會財務委員會通過撥款後，本處隨即在二零零八年二月就「設計及建造」合約進行第一次

Development of the New CAD Headquarters

A site north of the Dragonair House/CNAC Building on both sides of Tung Fai Road with a combined site area of approximately 29 800m^2 was allocated by the Board of Directors of the Airport Authority Hong Kong (AAHK) for construction of the new CAD Headquarters. The new CAD Headquarters building will have a construction floor area in the order of 65 000m^2 providing a total net floor area of approximately 22 660m^2. Of the 22 660m^2, about 11 000m^2 will be assigned for the new ATCC and its associated facilities, 3 300m^2 for administration and regulatory offices and 8 400m^2 for other facilities including a dedicated aircraft accident facility, a multi-purpose auditorium, a library cum resource centre, a tour presentation room and an education path.

A design-and-build (D & B) approach is adopted for construction of the new CAD Headquarters. Such an approach will have a merit by overlapping initial ground works and detailed internal design stages, thus enhancing efficiency of the construction programme. The D & B contract was first tendered in February 2008, right after

招標。由於沒有投標者符合招標要求，合約在二零零八年九月重新招標，同年十二月收回標書，經過有民航處代表參與的評審委員會嚴格評審後，投標評審報告會提交予中央投標委員會進行審批。預期該合約可於二零零九年第二季度批出。

民航處計劃工作組為入選的投標商代表舉行簡介會。
The CAD Project Team conducted a briefing to the representatives of the pre-qualified tenderers.

更換航空交通管制系統

新空管系統共涉及十四個主要系統、三個訓練設施和各種輔助部件及支援系統。新系統將會是一個最先進的系統，安全功能和運作效率方面均有所提升。設計方面亦同時兼顧了系統擴展、互通能力、人類工程學、安全管理和環保因素等不同範疇。新系統將能夠處理預計至二零二五年在香港飛行情報區內的航班流量。

本處採取了最適當的採購策略，將不同系統分為數組招標項目，因而減低計劃風險和成本，同時更有效整合及管理各個系統。新指揮塔模擬器是首先於二零零八年十二月進行的招標採購，此項目正積極進行標書評審。新模擬器計劃在二零一零年六月投入服務，其餘各項目陸續於二零零九至一零年度分階段進行招標。

the funding approval from LegCo Finance Committee. Since none of the bidders met the tender requirements, the contract was re-tendered in September 2008 and the tender bids were returned in December 2008. The bids were thoroughly assessed by the tender assessment panel which CAD was represented. The tender assessment report was being prepared and would be submitted to the Central Tender Board (CTB) in due course. Subject to the approval of the CTB, it was expected that the D & B contract would be awarded in the second quarter of 2009.

Replacement of ATC System

The replacement ATC system involves a total of 14 major systems, three training facilities and various ancillary components and sub-systems. When commissioned, the new system will be one of the most advanced systems with enhanced safety features and operational efficiency. System expandability, inter-operability, ergonomics, safety management and environmental issues were also taken into consideration in the design. It will be able to handle the projected traffic movements operating in the Hong Kong Flight Information Region up to year 2025.

In order to reduce project risks and costs, and allow for more efficient inter-system integration and management, an optimum procurement strategy was adopted by consolidating various systems into a number of tender groups. The first one being the tender for procurement of the new Tower Simulator in December 2008; tender award is in progress and the new simulator is scheduled for commissioning in June 2010. Preparations for the rest are on-going and the tenders will be rolled out in phases in 2009/2010.