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## 處長報告

### Director-General's Review

航空交通增長強勁，反映年內全球經濟顯著復蘇，亦意味同事在工作上面對更多考驗。雖然工作日趨繁重，同事仍不斷努力，致力改善部門的服務。

The robust growth figures was a reflection of the strong rebound of the global economy during the year, but at the same time brought more challenges for our CAD colleagues. With increasing responsibilities, colleagues endeavoured to provide better services.



二零一一年是香港航空業發展一百周年，亦是民航處成立六十五周年。在這別具意義的一年，本處一如既往，提供安全、可靠和有效率的航空系統，竭力鞏固香港作為國際和區域航空樞紐的地位。

一九一一年三月十八日，比利時航空先鋒查爾斯·溫德邦駕駛費文雙翼機在沙田的淺灘上起飛，揭開香港航空業發展的序幕。一百年後，香港已發展為區域內的重要航空樞紐。近百家航空公司以現代化飛機，每年接載逾五千萬名乘客往返香港國際機場與全球超過150個目的地。為慶祝本港航空業發展的里程碑，並推廣航空專業，本處聯同業界和其他政府部門，於二零一一年內舉辦一連串以「動力飛行百周年」為主題的活動。圓滿舉辦的活動包括：香港機場管理局於二月至六月舉辦百周年照片展覽，回顧本地航空發展史；三月十七日舉行拉飛機活動，創造兩項健力士世界紀錄；香港郵政於百周年紀念當日發行紀念郵票小型張；以及民航處於百周年紀念當晚舉行慶祝晚宴。其他活動亦會於年內如期展開。我們在慶祝航空先驅成就的同時，不忘繼往開來，承諾致力提升和推動航空業發展，以應付航空運輸與日俱增的需求。

Year 2011 marks the centenary of aviation development in Hong Kong and the 65th anniversary of the Civil Aviation Department (CAD). In this milestone year, we continued to provide a safe, reliable and efficient aviation system and contribute our very best to reinforce Hong Kong's status as an international and regional aviation hub.

On 18 March 1911, a Belgium aviator, Mr Charles van den Born, ventured to pilot a Farman biplane and took to the sky over the shallow beach in Sha Tin. A hundred years later, Hong Kong has developed to become an important regional aviation hub with modern jet aircraft operated by some 100 airlines carrying more than 50 million passengers per year between Hong Kong International Airport (HKIA) and more than 150 destinations worldwide. To mark this important milestone of aviation development in Hong Kong and to promote the aviation profession, CAD has joined hands with the industry and other government departments in organising a series of activities throughout 2011 under the theme of "Centenary of Powered Flight in Hong Kong". The successfully completed events included a photo exhibition organised by the Airport Authority Hong Kong from February to June to showcase the local aviation history; an Aircraft Pull held on March 17 has successfully set two Guinness World Records; a specially designed stamp sheetlet issued by Hongkong Post on the centenary day; as well as a gala dinner held at the centenary evening. Other activities will be carried out in the year as scheduled. Whilst celebrating the achievement of the aviation predecessors, we reaffirmed our commitments to enhance and promote aviation development so as to meet the need of the increasing demand in air transport.



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拉飛機活動 Aircraft Pull

受惠於全球經濟復蘇，香港國際機場於年內無論在飛機升降量、客運量還是貨運量方面，都創出新高。飛機升降量增加13%至316 349架次；客運量上升10%至50 298 257人次，而貨運量則上升17%至4 167 516公噸。航空交通增長強勁，反映年內全球經濟顯著復蘇，亦意味同事在工作上面對更多考驗。雖然工作日趨繁重，同事仍不斷努力，致力改善部門的服務。成績之一，是由二零一零年六月起，於07L跑道實施新的復飛進場程序。在新程序下，07L跑道的復飛進場航道與07R跑道的離場航道之間保持足夠距離，不論天氣如何，現有兩條平行跑道都可同時運作。因此，即使天氣惡劣，香港國際機場仍能維持較高的跑道升降容量。

其他改善措施包括成立培訓及發展事務辦公室，集中管理部門專業培訓事宜，以提高本處人員的能力，並制定部門的培訓政策。

Benefitted from the recovery of global economy, Hong Kong International Airport (HKIA) made new records in aircraft movements, passenger and cargo throughput in the report year. There were 316 349 aircraft movements, represented an increase of 13%; the total passenger number reached 50 298 257 while the cargo throughput was 4 167 516 tonnes, represented increases of 10% and 17% respectively. The robust growth figure was a reflection of the strong rebound of the global economy during the year, but at the same time brought more challenges for our CAD colleagues. With increasing responsibilities, colleagues endeavoured to provide better services. One of the initiatives was the new Missed Approach Procedure (MAP) for Runway 07L implemented in June 2010. The procedure provided sufficient divergence between the missed approach track of Runway 07L and the departure track of Runway 07R supporting simultaneous operations on existing two parallel runways under all weather conditions. As a result, high runway capacity at the HKIA could be maintained under poor weather conditions.

Other enhancement measures included the establishment of the Training and Development Office with the objectives to centralise management of professional training to enhance staff competence, and formulate departmental training

本處隨後又成立培訓及發展事務委員會，擔當督導培訓及發展事務的職責。為確保有效實施培訓計劃，本處於年內設立培訓資料庫，通過研發電腦程式，利用安全可靠的通用平台，管理部門培訓資料。

電腦化計劃亦擴展至航空人員執照考試系統。由二零一零年六月起，空勤人員和飛機維修人員的執照考試均採用電腦化考試系統。這個系統操作簡便，可於考試後即時計算成績，考試安排因而得以改善和簡化。

年內，本處繼續致力維持高水準和穩定可靠的航空交通管制系統，以支援安全和高效率的航空交通服務。經測試並提前採用的通訊、導航及監察／航空交通管理系統構件包括：抵港航機排序系統、電子飛行進程單系統、廣播式自動相關監察系統和飛行計劃衝突提示系統等。本處又積極推行新的資訊科技應用系統，提升電腦網絡和基建設施，以支援本處電子化服務和數碼政府的目標。二零一零年十一月，本處資訊科技管理組憑優質服務獲頒國際標準化組織ISO 9001:2008品質管理體系認證。

policies. The Training and Development Committee (TDC) was also established afterwards for performing a steering role on training and development matters. To ensure effective implementation of training programmes, the department also set up a Training Database by developing a computer programme for administering the departmental training data on a secure common platform.

Computerisation was also extended to aviation personnel licence examination systems. With effect from June 2010, the Paperless Computerised Examination System (PCES) for flight crew and aircraft maintenance licence examinations was implemented. The PCES can generate the examination results immediately after the examinations for the candidates. This user friendly system enhanced and streamlined the examination arrangements.

During the year, we continued our efforts in maintaining a high standard, stable, reliable and outstanding ATC system to support safe and efficient air traffic services. Trials and early implementation of Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) system elements included Arrival Manager System, Electronic Flight Strip System, Automatic Dependent Surveillance-Broadcast (ADS-B), Flight Plan Conflict Advisory System etc. CAD also actively implemented new IT applications and enhanced the computer network and infrastructure to support departmental e-business development and e-government objectives. The IT Management Unit successfully achieved the ISO9001:2008 Quality Management System (QMS) certification in November 2010 on its operations.

Unveiling ceremony for  
Photo Exhibition of the 100th  
Anniversary of Aviation  
Development in Hong Kong.  
「香港航空發展百周年照片  
展覽」揭幕儀式。



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至於興建民航處新總部和更換民航處空管系統的計劃，年內進展良好。新總部各項屋宇裝備、空管系統電纜，以及行人和維修通道的橋接已順利裝設。新總部大樓上蓋工程於二零一一年一月完成，而大樓的幕牆、內部裝修和屋宇裝備工程正全速進行。年內批出三項主要空管系統的合約，包括通訊主幹系統、航空交通管理系統和通訊及記錄系統。餘下四項主要系統的招標工作進展良好，合約將於二零一一年年底前批出。根據建築時間表，整座新總部會在二零一二年第三季落成。至於空管中心大樓，二零一二年第一季便可供安裝和測試新空管系統，以及培訓相關人員。新空管中心預計在二零一三年年底前啓用。

As for the construction of the new CAD headquarters and the replacement of Air Traffic Control System, good progress was made during the year. The bridge connection, fitting all the building services, ATC systems cabling as well as the pedestrian and maintenance passageways were completed successfully. The superstructure of the new headquarters was completed in January 2011, and works on the curtain wall system, internal fitting out, and building services were at full steam. Contracts for three major ATC systems were awarded in the year, covering the Communications Backbone System, Air Traffic Management System (ATMS) and Communications and Recording System (CRS). Tendering work for the remaining four major systems was in good progress, with contracts to be awarded before end 2011. According to the construction schedule, the entire new headquarters will be completed in the third quarter of 2012. For the ATCC building, it will be ready in the first quarter of 2012 for the installation and testing of the replacement ATC systems and training of staff concerned. The new ATCC is planned to be commissioned for operational use by end 2013.

拉飛機參加者大合照  
Group photo of Aircraft Pull  
participants



本處同事在履行本地民航職責之餘，亦積極參與國際和區域民航事務。本處除派員參與國際會議外，兩名首長級人員更繼續出任國際民航組織亞太地區兩個最重要會議的主席，其一是亞太地區航行規劃和實施小組轄下的航空交通管理/航空情報服務/搜尋與拯救分組，其二是東南亞航空交通管理協調小組。二零一零年九月，本人很榮幸獲選為國際民航組織亞太地區航行規劃和實施小組主席，負責推動亞太地區航行計劃，務使得以持續、連貫發展和實施。此外，又肩負監督成員國維護民航安全、遵守規定和促進效率的重任。民航處配合航行規劃和實施小組的精神，積極促進亞太地區成員國之間的合作和協調，既加強區域航路的設計，又改善空域容量，更支援國際民航組織推動亞太地區發展暢通完善的空域運作。

回顧二零一零至一一年度，民航處的工作艱巨、繁重，各同事表現超卓，盡忠職守，發揮專業精神，本人衷心感謝。此外，業界伙伴一直對本處鼎力支持，通力合作，協力維持安全高效的航空運輸系統，本人謹此致謝。

展望未來，香港航空業發展將踏進新紀元，工作必會更為艱巨。民航處全體人員定當悉力以赴，精益求精，竭力鞏固香港作為國際和區域航空樞紐的地位。



民航處處長  
羅崇文

Other than local services, CAD colleagues also participated actively in international and regional civil aviation affairs. Besides joining international conferences, two of our directorate grade officers continued to take up chairmanship in the two most important meetings of the ICAO Asia Pacific Region, which were the Air Traffic Management/ Aeronautical Information Services/ Search and Rescue Sub-Group (ATM/AIS/SAR Sub-group) of the Asia Pacific Air Navigation Planning and Implementation Group (APANPIRG) and South-East Asia Air Traffic Management Coordination Group (SEACG). I was also honoured to be elected as the Chairperson of the APANPIRG in September 2010 to take charge of ensuring continuous and coherent planning, development and implementation of the Asia Pacific Regional Air Navigation Plan and overseeing state members' observance of safety, regularity and efficiency on civil aviation. In line with the spirit of APANPIRG, CAD has actively promoted the cooperation and harmonisation amongst ICAO member states in the region, enhancing design of regional air routes, optimising airspace capacity and supporting ICAO in putting forward seamless air transport operations in the region.

2010/11 was a challenging and busy year for CAD, I wish to express my heartfelt gratitude to my fellow colleagues for their outstanding performance, dedication and professionalism. I would also like to thank our industry partners for their cooperation and unfailing support for maintaining a safe and efficient aviation transport system.

Looking ahead, we shall be entering the new centenary of aviation development in Hong Kong. Certainly there will be more challenges ahead, but as in the past, our staff will continue to perform with high level of efficiency and strive to consolidate Hong Kong's status as an international and regional aviation hub.

**Mr Norman Lo Shung-man**  
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