



# 航班事務 及安全管理

## Air Services and Safety Management

航班事務及安全管理部於二零一四年四月一日成立。新分部在航空交通管理標準組和培訓及發展組併入原有的航班事務部之後改組成立。航班事務及安全管理部負責監察航空公司的空運服務，就本地航空公司的空運牌照申請及民用航空運輸談判向有關當局提供資料，處理有關民航的立法事宜和編訂航空交通統計數字。該部也負責制定和實施航空安全管理政策，以促進航空系統安全並提升安全水平，並且為飛機意外及嚴重事故的調查工作提供行政支援，以及監管香港的空中導航服務。

The Air Services and Safety Management Division was established on 1 April 2014 after the Air Traffic Management Standards Office (ATMSO) and the Training Development Office joined the former Air Services Division. The new Division is responsible for monitoring air services provided by airlines, providing information to relevant authorities regarding air transport licence applications by local airlines and for air services negotiations, handling civil aviation legislative matters and producing air traffic statistics. The Division is also responsible for developing and implementing safety policy to promote and enhance safety in the aviation system, providing administrative support to the investigation of aircraft accidents and serious incidents, and regulating Hong Kong air navigation services.





## 航空服務

### 航空交通量增長

二零一四至一五年度的客運量比上一年度上升7%至6 426萬人次，飛機升降量增加5%至395 997架次。貨運量則按年增加5%至440萬公噸。

截至二零一五年三月底，提供往返香港的定期航班服務的航空公司總數為104家，服務網絡涵蓋的城市/機場約有185個。

### 本地航空公司的服務

截至二零一五年三月底，國泰航空公司(國泰)營辦的定期航班服務遍及全球71個目的地，當中包括貨運航班的新航點卡爾加里和加爾各答。

截至二零一五年三月底，港龍航空公司(港龍航空)營辦的定期客運航班服務遍及43個目的地，包括新增的航點峇里島和檳城。

香港華民航空公司(華民航空)繼續經營亞洲區定期貨運航班服務。截至二零一五年三月底，華民航空營辦往返亞洲12個目的地的定期航班服務。

截至二零一五年三月底，香港航空公司(香港航空)營辦往返33個目的地的定期航班服務，包括客運服務新航點長春、鹿兒島、札幌，以及貨運服務新航點阿拉木圖和伊斯坦堡。

## AIR SERVICES

### Air Traffic Growth

Traffic throughput in the year 2014-15 reached 64.26 million passengers with a growth rate of 7%. Aircraft movements also reached 395 997 movements, with a growth rate of 5%. Cargo throughput increased to 4.4 million tonnes, representing a year-on-year growth of 5%.

By the end of March 2015, the number of scheduled airlines serving Hong Kong was 104. The total number of cities/airports served by scheduled services to and from Hong Kong was around 185.

### Services by Local Carriers

By the end of March 2015, Cathay Pacific Airways (CPA) operated scheduled services to 71 destinations worldwide, including new destinations to Calgary and Kolkata for scheduled all-cargo services.

Hong Kong Dragon Airlines Limited (HDA) operated scheduled passenger services to 43 destinations by the end of March 2015, including new destinations to Denpasar Bali and Penang.

AHK Air Hong Kong Limited (AHK) continued to operate scheduled all-cargo services in Asia. By the end of March 2015, AHK operated scheduled services to 12 destinations in Asia.

Hong Kong Airlines Limited (CRK) operated scheduled services to 33 destinations by the end of March 2015, including new destinations to Changchun, Kagoshima and Sapporo for passenger services; and Almaty and Istanbul for all-cargo services.

香港快運航空公司(香港快運)定位為低成本航空公司，是本港目前唯一的低成本航空公司。截至二零一五年三月底，香港快運的定期航班服務涵蓋14個目的地，新增的航點包括釜山、福岡、名古屋、東京(成田)、煙台和鄭州。

美捷香港商用飛機有限公司、TAG Aviation Asia Limited和香港航空公務機管理有限公司繼續營辦不定期客運航班服務，接載乘客到世界各地。

空中快線直升機有限公司繼續營辦香港與澳門之間的不定期客運航班服務。

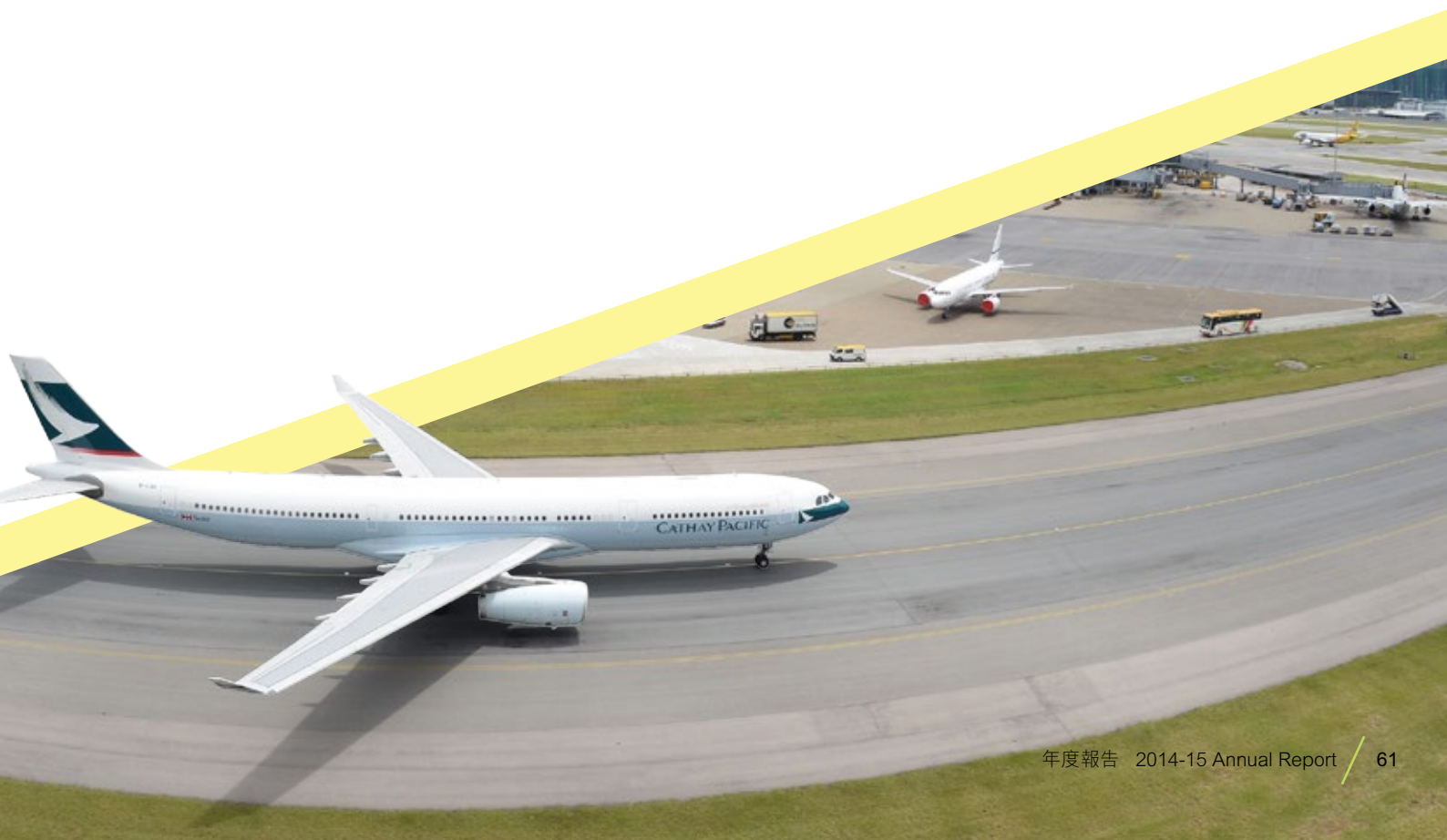
直升機服務(香港)有限公司繼續在本地提供客運包機和空中作業服務。

Hong Kong Express Airways Limited (HKE) positioned itself as a low cost carrier (LCC). It was also the only LCC in Hong Kong. By the end of March 2015, HKE operated scheduled services to 14 destinations, adding Busan, Fukuoka, Nagoya, Tokyo (Narita), Yantai and Zhengzhou to its network.

Metrojet Limited, TAG Aviation Asia Limited and Hong Kong Airlines Corporate Jet Management Limited continued to operate non-scheduled passenger services to cities around the world.

Sky Shuttle Helicopters Limited continued to operate non-scheduled passenger services between Hong Kong and Macao.

Heliservices (Hong Kong) Limited (HEL) continued to operate local passenger charters and aerial work services.



## 非本地航空公司的服務

年內，共有四家航空公司首次開辦往返香港的定期客運服務，包括：美國航空於二零一四年六月開辦往返華盛頓和達拉斯的航班；暹羅航空於二零一四年十月開辦往返曼谷的航班；香草航空於二零一四年十一月開辦往返東京(成田)的航班；以及捷星日本於二零一五年二月開辦往返大阪的航班。

定期貨運服務方面，K-Mile Air於二零一四年十一月重辦由烏隆經香港往曼谷的服務。

年內，有四家航空公司停辦往返香港的定期航班服務，計有：曼達拉航空(二零一四年七月)，孟加拉航空(二零一四年八月)，匈奴航空(二零一四年十一月)，以及Nordic Global Airlines(二零一四年十二月)。

年內，民航處合共簽發了139張經營許可證予航空公司，以供營辦往來香港的定期航班服務，並處理了大約4 800宗更改定期航班服務的申請，另又簽發了896張經營香港境內和往來香港包機服務的許可證。

## Services by Non-Hong Kong Carriers

Four foreign operators commenced new scheduled passenger services during the year. American Airlines commenced services from Washington and Dallas in June 2014. Siam Air Transport started services from Bangkok in October 2014. Vanilla Air commenced services from Tokyo (Narita) in November 2014. Jetstar Japan launched services from Osaka in February 2015.

For scheduled all-cargo services, K-Mile Air resumed services on the route Udon Thani – Hong Kong – Bangkok from November 2014.

During the year, four airlines suspended their scheduled services to and from Hong Kong. They were Mandala Airlines in July 2014, Biman Bangladesh in August 2014, Hunnu Air in November 2014, and Nordic Global Airlines in December 2014.

During the year, CAD issued 139 operating permits to airlines for operation of scheduled services to and from Hong Kong, and processed around 4 800 applications for changes to the schedules. A total of 896 permits were also issued for the operation of charter services to, from and in Hong Kong.



## 運價

年內，民航處共處理了1 563宗涉及修訂往來香港客運和貨運定期航班服務的運價申請(不包括燃油附加費的申請)。另外，本處批准航空公司繼續收取客運和貨運燃油附加費，以彌補部分因油價波動而增加的營運成本。客運燃油附加費每月審批一次。年內，本處共處理了1 599宗燃油附加費的申請，並在本處網站公布核准的燃油附加費金額。

## 國際民航組織的活動

為遵行《基本法》的規定，保持香港國際和區域航空中心的地位，以及方便履行國際民用航空組織(國際民航組織)區域航行程序所定職責，民航處繼續積極參與國際民航組織的活動。年內，民航處代表以中華人民共和國代表團成員身分，出席了五次只限國家參加的國際民航組織會議，另以「中國香港」的名義，參加了28次並非以國家為單位的國際民航組織會議，其中包括於二零一四年十一月在香港舉行的亞洲及太平洋區民航局長第51次會議。這次會議的出席者包括來自34個國家/政府和九個國際組織的276名代表。以上33次會議的詳情見附錄。此外，本處與國際民航組織往來的函件共有289份，主要就民航技術事宜提供意見及資料。

## TARIFFS

During the year, CAD processed 1 563 tariff filings (excluding filings concerning fuel surcharges) for carriage of passengers and cargo on scheduled services to and from Hong Kong. Airlines were allowed to continue levying passenger and cargo fuel surcharges to partially recover the increase in operational costs due to fluctuations in aviation fuel prices. The passenger fuel surcharges were reviewed on a monthly basis. In the year, the department processed 1 599 filings on the adjustment of fuel surcharges. The approved fuel surcharges were published on the department's website.

## ACTIVITIES OF ICAO

To maintain the status of Hong Kong as a centre of international and regional civil aviation in accordance with the provisions of the Basic Law, and to facilitate the discharge of Hong Kong's responsibilities under the regional air navigation procedures of the International Civil Aviation Organization (ICAO), CAD continued to participate actively in ICAO's activities. During the year, representatives of the department attended five ICAO meetings which were limited to states as part of the delegation of the People's Republic of China, and 28 ICAO meetings which were not so limited, using the name "Hong Kong, China". Among them was the 51<sup>st</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions, which was held in Hong Kong in November 2014. The conference was attended by 276 delegates from 34 States/Administrations and nine International Organisations. Details of these 33 meetings are provided in the Appendix. The department also exchanged 289 letters with ICAO, the majority of which involved comments and information on technical matters related to civil aviation.



## 亞太經合組織的活動

民航處繼續以「中國香港」的名義，支持亞太經合組織的民航活動和措施。年內，本處因應亞太經合組織的17項要求，提供了民航技術事宜的意見及資料。

## 空運牌照

根據《空運(航空服務牌照)規例》(第448A章)，香港註冊航空公司如欲營辦定期航班運載乘客、郵件或貨物，必須先向空運牌照局申請營運牌照。年內，民航處因應兩宗更改牌照申請，向空運牌照局提供了與航班事務相關的資料和統計數字。

## 安全策略辦公室

安全策略辦公室負責落實安全管理措施和規定，統籌和協調本處推展安全方案和持續監察方法的工作，並與意外調查辦公室合作，促進安全管理和預防飛機意外及嚴重事故發生。

## ACTIVITIES OF APEC

CAD continued to support aviation related activities and initiatives of APEC using the name "Hong Kong, China". During the year, the department handled 17 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.

## AIR TRANSPORT LICENSING

In accordance with the Air Transport (Licensing of Air Services) Regulations (Chapter 448A), Hong Kong-registered aircraft operator intending to operate scheduled services to carry passengers, mail or cargo must apply to the Air Transport Licensing Authority for a licence for such operations. During the year, CAD provided the Air Transport Licensing Authority with air services-related information and statistics with regard to two applications for variation of licence.

## STRATEGIC SAFETY OFFICE

The Strategic Safety Office is responsible for implementing safety management initiatives and requirements. It plans and coordinates the State Safety Programme (SSP) and Continuous Monitoring Approach (CMA) activities for the department, and collaborates with the Accident Investigation Office on the promotion of safety management principles, and the prevention of aircraft accidents and serious incidents.



香港安全方案 2014-2017  
Hong Kong Safety Programme 2014-17

### 持續監察方法的落實工作

國際民航組織自二零一三年一月起，採用持續監察方法，取代以往對締約國展開周期安全監督審計的方法。持續監察方法要求各締約國及民航當局，向國際民航組織提供相關資料，以供國際民航組織持續審計，從而加強各國及民航當局監督航空安全的能力，保障全球航空安全。

根據持續監察方法的最新發展，民航處通過持續監察方法協調工作小組，協調制定行動計劃及執行的細節，積極落實相關工作，當中包括向國際民航組織提供所需資料，並依循持續監察方法安排內部安全審計等事宜。年內，落實持續監察方法的工作進展良好。

### 國家安全方案的實施

年內，民航處根據國際民航組織最新的安全管理標準和指引，完成了安全方案的檢討和更新工作，並於同年十月公布《香港安全方案2014-17》(《香港安全方案》)。新方案除了詳述香港現行的航空安全監督架構外，還闡述了落實安全方案的相關策略。《香港安全方案》已上載民航處網頁，以期提高安全意識，並促進跨專業範疇，包括持份者、服務提供者、本地與國際航空業界伙伴的合作關係。

民航處會繼續按部就班，分階段推行相關的全球航空安全策略和安全管理條文，不斷改進航空安全的規管工作。

### Continuous Monitoring Approach (CMA ) Implementation

The implementation of the CMA by ICAO since January 2013 has substituted the previous cyclical audits on states by ICAO. Under the CMA, all states and administrations are required to provide the required information to ICAO for the latter's continuous review, with a view to enhancing the safety oversight capability of states and administrations and promoting global aviation safety.

In the light of the latest CMA developments, CAD has proactively implemented the CMA activities through the coordination of the CMA Coordination Working Group in the formulation of the action plans and associated tasks, which include provision of the required information to ICAO and conduct of CMA internal audits. Positive progress in the CMA implementation was achieved during the year.

### State Safety Programme (SSP) Implementation

By referring to the latest ICAO's requirements and guidance, CAD completed the review and updating of the SSP document for Hong Kong in 2014, and published an updated SSP document, namely "Hong Kong Safety Programme 2014-17" (HKSP) in October 2014. This newly updated SSP document not only describes the safety oversight framework currently in place in Hong Kong, but also sets out the strategies which Hong Kong has adopted for the implementation of SSP. The HKSP is published on the CAD website to promote safety awareness and to foster safety partnership across disciplines, including the stakeholders, service providers, industry partners and the international aviation community.

CAD will continue to adopt a phased approach to implement the related global aviation safety strategies and safety management provisions with a view to continually enhancing our safety regulation.



## 飛機意外及嚴重事故調查

民航處是本港的飛機意外調查當局，負責調查於香港發生的飛機意外及嚴重事故。調查工作由訓練有素的意外調查主任，根據《國際民航公約》附件13的標準和建議措施進行，目的是確定發生事故的情況及因由，避免事故再次發生。

年內，民航處公布了下列意外的調查報告：

二零一零年七月三日，亞太航空旗下一架阿古斯塔威斯特蘭AW139型直升機，在上環空中快線直升機機場起飛後不久，尾槳脫落，在維多利亞港水面迫降。機組人員和乘客全部獲救。本處於二零一一年發出的兩項安全建議已獲妥為執行，因此最後報告並無提出進一步的安全建議。

另外，仍在調查中的意外事故如下：

二零一三年九月二十八日，一架隸屬香港飛行總會の塞斯納172P型定翼機，在石崗機場中斷着陸後復飛不成功，導致飛機於11號跑道的北面草地上着地，最後機身翻轉停於草坪上。機上有兩名乘客受輕傷。

## AIRCRAFT ACCIDENT AND SERIOUS INCIDENT INVESTIGATIONS

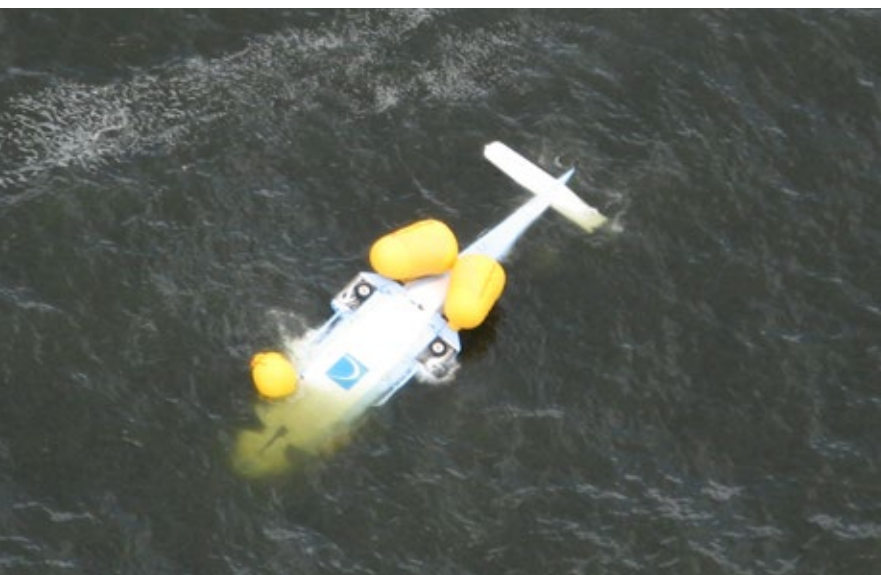
CAD is also the aircraft accident investigation authority for aircraft accidents and serious incidents occurred in Hong Kong. These investigations are carried out by trained Inspectors of Accidents in line with the ICAO Annex 13 Standards and Recommended Practices with the purpose of determining the circumstances and causes of the occurrences to prevent recurrence in future.

During the year, CAD published a report on the investigation of the following accident:

On 3 July 2010, an Agusta Westland AW139 helicopter of East Asia Airlines experienced a loss of tail rotors shortly after takeoff from the Sky Shuttle Heliport in Sheung Wan and ditched in Victoria Harbour. All crew and passengers onboard were rescued. The two safety recommendations issued in 2011 had been implemented. No further safety recommendation was made in the Final Report.

In addition, the following accidents are under investigation:

On 28 September 2013, a Cessna 172P aircraft of the Hong Kong Aviation Club made an unsuccessful bailed landing maneuver at Shek Kong Airfield. The aircraft landed on grassy area to the northern side of Runway 11 and came to a stop in an upside down position. Two passengers suffered minor injuries.



*An Agusta Westland AW139 helicopter of East Asia Airlines ditched in Victoria Harbour in 2010. 亞太航空旗下一架阿古斯塔威斯特蘭AW139型直升機於二零一零年在維多利亞港水面迫降。*

二零一三年十月六日，同屬香港飛行總會之Robinson R22 Beta II型直升機，在石崗機場進行懸停訓練期間，向右翻倒。在意外中，飛行學員受輕傷。

所有調查報告，包括初步報告及意外調查公報，均已上載民航處網頁(www.cad.gov.hk/chinese/reports.html)。

## 航空交通管理標準組

航空交通管理標準組(空管標準組)負責確保本港提供的空中導航服務，達到並維持在所訂的最高安全水平。

### 安全監督工作

為持續監察航空安全，空管標準組年內對航空交通管理部和航空交通工程服務部進行了兩次審計和26次安全檢查。審計內容包括查核服務機構有否遵守安全管理系統的規管要求，並重點審查安全政策/目標和促進安全的措施的實施成效。檢查範圍包括航空交通管理的運作、程序、培訓和考試，安全管理系統的應用，空管設備/系統，安全事故調查，以及安全建議的跟進行動。檢查人員巡查了多個設施和工作單位，包括空管中心、控制塔、航空情報中心、航空網絡中心、備用空管中心、備用控制塔、培訓組、雷達模擬機和塔台模擬機。曾經接受檢查的其他空中導航服務領域包括通訊、導航及監察，航空氣象，搜索和救援，涉及飛機運作的空中導航服務程序，以及航空資訊服務(包括繪製航圖)。

On 6 October 2013, a Robinson R22 Beta II helicopter of the Hong Kong Aviation Club rolled over during a hover training exercise and came to rest on its right side at Shek Kong Airfield. The student pilot suffered minor injuries.

All the investigation reports, including the preliminary reports and accident bulletins, are published on the CAD's website (www.cad.gov.hk/english/reports.html).

## AIR TRAFFIC MANAGEMENT STANDARDS OFFICE (ATMSO)

ATMSO is responsible for ensuring that a high standard of safety is set, achieved and maintained in the provision of air navigation services in Hong Kong.

### Safety Oversight Activities

For ongoing safety regulatory surveillance, ATMSO conducted two audits and 26 safety inspections on the Air Traffic Management Division (ATMD) and Air Traffic Engineering Services Division (AESD) in 2014-15. The audits covered the regulatory compliance of the service providers' Safety Management System (SMS) with a focus on the effective implementation of safety policy/objectives and safety promotion elements. The inspections included ATM activities in operations, procedures, training, examinations, SMS implementation, ATC equipment/systems, safety occurrences investigations, and follow-up actions arising from safety recommendations. Facilities visited by the inspectors included the ATCC, Control Tower, Aeronautical Information Centre, Aeronautical Network Centre, Backup ATCC and Backup Tower, Training Unit, radar simulator and Tower simulator. Inspections on CNS, meteorological information, search and rescue, Procedures for Air Navigation Services–Aircraft Operations, as well as Aeronautical Information Services (including aeronautical charting) domains of air navigation services were also conducted.

通過空中導航服務標準協調會議，空管標準組定期和空中導航服務提供單位檢討應用安全管理系統的事宜，共同努力持續發展並改進該系統。

二零一四年二月，空管標準組的審查人員對航空交通管理部的安全管理系統展開續期審查，過程順利。該系統其後獲續期至二零一九年。

航空交通安全評核委員會繼續每半年召開會議，檢討空管事故和其他安全事故。委員會成員包括飛行標準及適航部、空管標準組和航空交通管理部的代表，以及本地主要航空公司和政府飛行服務隊負責航空安全的人員。

年內，空管標準組為履行安全監督職責，繼續積極參與更換空管系統的項目並提供意見，確保現有系統安全過渡至新系統。

## 文件編製

空管標準組定期覆檢和修訂現有的規管文件，確保內容準確有效和符合現況。年內發出了一份論述本處架構重組的《空中航行服務資料通告》。

Through the Air Navigation Services Standards Coordination Meeting, ATMSO regularly reviewed in collaboration with air navigation service provider (ANSP) issues pertinent to the implementation of SMS to promote continual development and improvement.

In February 2014, ATMSO inspectorate staff conducted an SMS renewal inspection on ATMD SMS and consequently, it was successfully renewed up to 2019.

Review of ATC incidents and other safety occurrences continued to be conducted half-yearly by the Air Traffic Safety Assessment Committee, which comprised representatives from the Flight Standards and Airworthiness Division, ATMSO, ATMD, and flight safety personnel of major local airline operators and GFS.

As part of the safety regulatory oversight responsibilities, ATMSO continued to participate actively in the ATC systems replacement project to provide inputs with a view to facilitating the safe transition to the new systems.

## Documentations

ATMSO reviews and updates existing regulatory documents periodically to ensure that they remain accurate, valid and up-to-date. One Air Navigation Services Information Notice was promulgated in this year on the re-organisation of the department.



## 空管人員執照

空管標準組的重要職責之一，是根據《國際民航公約》附件1的標準和《1995年飛航(香港)令》的規定，執行空管主任執照簽發制度。年內，該組共發出了111份首次簽發的空管主任執照、空管級別執照和合格證書，另續發了162份空管級別執照和合格證書。

## 認可培訓機構

根據《國際民航公約》和《1995年飛航(香港)令》的規定，航空交通管理部獲批准成為認可培訓機構，可為航空交通管制員提供培訓。航空交通管理部舉辦的空管培訓課程，必須依據《國際民航公約》附件1的規定開辦，並須接受空管標準組監管。

## 安全推廣工作

為推廣安全訊息，空管標準組定期為空中導航服務提供單位和維修服務承辦商的職員，舉辦安全文化和安全管理系統的簡報會，以鞏固安全監督和安全管理系統的概念。空管標準組與本處轄下的香港民航訓練中心攜手合作，為本地航空機構籌辦了「安全管理系統概論」培訓課程。該課程會視乎可用的培訓時段和航空業界的反應，繼續在適當的時機推出。此外，空管標準組也定期於本處內聯網發布規管資訊和安全管理資料，方便所有空中導航服務人員查閱。

## ATC Personnel Licensing

One of the important functions of ATMSO is to administer the ATC licensing scheme in accordance with the standards in ICAO Annex 1 and the requirements of Air Navigation (Hong Kong) Order 1995. During the report period, ATMSO processed 111 initial awards of ATC Licences, ATC Ratings and Certificates of Competency, as well as 162 renewals of Ratings and Certificates.

## Approved Training Organisation

In accordance with requirements of ICAO and the Air Navigation (Hong Kong) Order 1995, ATMD was recognised as an approved training organisation for conducting training for air traffic controllers. ATC training conducted by ATMD shall be run pursuant to stipulations in ICAO Annex 1 and subject to regulatory oversight of ATMSO.

## Safety Promotion

For safety promotion, ATMSO conducted periodic briefings to ANSP colleagues and the staff of the maintenance services provider on safety culture and SMS to reinforce safety oversight and safety management concepts. In association with the department's Civil Aviation Training Centre, ATMSO had also prepared an Introduction to SMS Training Course for the local aviation communities. The course would continue to be presented depending on the availability of training slot and general response of the aviation communities. In addition, ATMSO regularly published regulatory information and safety management materials on the intranet for convenient access by all air navigation services staff.

## 培訓及發展組

培訓及發展組由培訓及發展委員會督導，與各分部的培訓協調人員緊密合作，致力推行獲委員會批准的培訓措施。培訓及發展組一直密切留意國際民航組織發布的最新培訓方針和模式，以供委員會參考。在採納了以才能為本的做法之後，培訓及發展組業已依據各類職位的具體情況，為專業級別人員初步訂定了培訓需要，並會因應實施效果，再作檢討。

### 成立民航訓練學院

行政長官在二零一四年《施政報告》中提到，在經濟發展委員會轄下航運業工作小組支持下，政府將會就成立民航訓練學院進行可行性研究，以期提高本地和海外航空從業員的技術水平。該學院可為航空業培養人才，提升航空運輸安全水平和效率，並進一步鞏固香港作為區內主要航空樞紐的領導地位。可行性研究已於二零一四年六月展開，預計於二零一五年完成。研究範圍包括：評估本港和區內/ 主要經濟體系的航空業現時和未來的人手情況及培訓需求；成立民航訓練學院的可行性及相關事

## TRAINING AND DEVELOPMENT OFFICE (TDO)

Being steered by the Training and Development Committee (TDC), the TDO works closely with divisional training coordinators for effective implementation of training initiatives duly endorsed by the committee. Whilst that, TDO always keeps abreast of the latest training approaches, so promulgated by the ICAO, for consideration by the TDC. With the adoption of competency-based approach, TDO has formulated the training needs for professional grade officers of various specialised positions which would be reviewed based on further operational use.

### Establishment of a Civil Aviation Training Institute

The Chief Executive announced in the Policy Address 2014 that with the support of the Working Group on Transportation under the Economic Development Commission, the Government would conduct a study on the feasibility of establishing a civil aviation training institute, with a view to enhancing the skills for local and overseas practitioners of the aviation industry, thereby nurturing talented practitioners for the aviation industry, enhancing the level of safety and efficiency of air transport, and further strengthening Hong Kong's leading status as a major aviation hub in the region. The feasibility study has commenced in June 2014 and targets for completion in 2015. The scope includes an assessment on current and future manpower situation in Hong Kong aviation industry and in the region/ key economies, vis-à-vis the demand for training; and the feasibility of establishing a civil aviation training institute in Hong Kong and related issues, such as the scale of the



宜，例如學院的規模、所提供培訓的類型和水平、師資，以及與持份者(包括現有培訓機構)的相互合作等。待可行性研究完成後，政府會考慮和跟進研究結果。

### 民航處培訓資料庫

在採納了以才能為本的做法之後，民航處培訓資料庫作為管理工具，既可用作編列各類職位的培訓需要，又有助訂定分配培訓資源的先後次序。用於管理培訓需要和安排培訓課程的模組已投入服務，餘下模組的程式編製工作也到了最後階段。

### 航空教育徑

市民大眾，尤其是學生(小學至高等院校)對民航處設立的航空教育徑都報以好評。參觀教育徑不單可以增進知識，當中的青年人可能還會因而對投身航空業產生興趣。

institute, types and level of training to be offered, trainers, and interaction and collaboration with the stakeholders (including those existing training institutes), etc. The Government will review and follow up on the findings arising from the consultancy study as appropriate.

### CAD Training Database

With the adoption of competency-based approach, the CAD Training Database Programme forms the management tool for matching the training needs for the various specialised positions and as well help prioritise the resource allocation. The module for managing the training needs and scheduling of training courses for officers had been put into operation. The programming work for the other modules was in the final stage.

### Aviation Education Path

The Aviation Education Path was well received by the general public in particular the students, ranging from primary school to tertiary education. It serves not only as a means for public education but indeed could arouse the interest of the youth in joining the aviation industry.



Aviation Education Path  
航空教育徑





## 附錄

二零一四年四月至二零一五年三月期間，民航處人員參加的國際民航組織會議：

	會議名稱	地點	日期
1	機場專家組第三次會議	加拿大蒙特利爾	二零一四年四月七日至十一日
2	廣播式自動相關監察系統研究和實施專責小組第13次會議	中國香港	二零一四年四月二十二日至二十五日
3	區域共同虛擬專用網絡專責小組第二次會議	韓國首爾	二零一四年五月十二日
4	航空通訊服務實施協調小組第一次會議	韓國首爾	二零一四年五月十三日至十六日
5	飛行失控專題討論會	加拿大蒙特利爾	二零一四年五月二十日至二十二日
6	預防及管理經由航空交通散播之公共衛生事故亞太地區合作安排第七次會議	斯里蘭卡哥林堡	二零一四年五月二十日至二十三日
7	亞太地區航空安全小組轄下意外調查專責小組第二次會議	中國香港	二零一四年五月二十七日至二十八日
8	機場營運及規劃專責小組第二次會議	印尼日惹	二零一四年六月三日至五日
9	亞太地區互助航空保安計劃主導委員會第11次會議	中國澳門	二零一四年六月十二日至十三日
10	亞太地區航行規劃和實施小組轄下通訊/導航及監察分組第18次會議	中國北京	二零一四年七月二十一日至二十五日
11	亞太地區航行規劃和實施小組轄下航空交通管理分組第二次會議	中國香港	二零一四年八月四日至八日
12	亞太地區航行規劃和實施小組轄下氣象分組第18次會議	中國北京	二零一四年八月十八日至二十一日
13	亞太地區航行規劃和實施小組第25次會議	馬來西亞吉隆坡	二零一四年九月八日至十一日
14	亞太地區航空安全報告及計劃專責小組第三次會議	泰國曼谷	二零一四年九月十五日
15	亞太地區航空安全小組第五次會議	泰國曼谷	二零一四年九月十六日至十九日

## APPENDIX

ICAO conferences and meetings attended by representatives of CAD between April 2014 and March 2015:

	Name of Conference or Meeting	Venue	Dates
1	3 <sup>rd</sup> Meeting of the Aerodromes Panel	Montréal, Canada	7 – 11 April 2014
2	13 <sup>th</sup> Meeting of Automatic Dependent Surveillance-Broadcast Study and Implementation Task Force	Hong Kong, China	22 – 25 April 2014
3	2 <sup>nd</sup> Meeting of the Common Regional Virtual Private Network Task Force	Seoul, Republic of Korea	12 May 2014
4	1 <sup>st</sup> Meeting of Aeronautical Communication Services Implementation Coordination Group	Seoul, Republic of Korea	13 – 16 May 2014
5	Loss of Control In-flight Symposium	Montréal, Canada	20 – 22 May 2014
6	7 <sup>th</sup> Meeting of the Collaborative Arrangement for the Prevention and Management of public health events in Civil Aviation Asia Pacific	Colombo, Sri Lanka	20 – 23 May 2014
7	2 <sup>nd</sup> Meeting of the Asia Pacific Accident Investigation Group of the Asia Pacific Regional Aviation Safety Team	Hong Kong, China	27 – 28 May 2014
8	2 <sup>nd</sup> Meeting of the Aerodromes Operations and Planning Working Group	Yogyakarta, Indonesia	3 – 5 June 2014
9	11 <sup>th</sup> Cooperative Aviation Security Programme - Asia Pacific Steering Committee Meeting	Macau, China	12 – 13 June 2014
10	18 <sup>th</sup> Meeting of the Communications/ Navigation and Surveillance Sub-Group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Beijing, China	21 – 25 July 2014
11	2 <sup>nd</sup> Meeting of the Air Traffic Management Sub-Group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Hong Kong, China	4 – 8 August 2014
12	18 <sup>th</sup> Meeting of the Meteorology Sub-group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Beijing, China	18 – 21 August 2014
13	25 <sup>th</sup> Meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Kuala Lumpur, Malaysia	8 – 11 September 2014
14	3 <sup>rd</sup> Meeting of the Asia Pacific Safety Reporting and Programme Ad hoc Working Group	Bangkok, Thailand	15 September 2014
15	5 <sup>th</sup> Meeting of the Asia Pacific Regional Aviation Safety Team	Bangkok, Thailand	16 – 19 September 2014





會議名稱	地點	日期
16 東南亞地區航空安全小組第17次會議	泰國曼谷	二零一四年九月十九日
17 第一屆航空安保創新研討會	加拿大蒙特利爾	二零一四年十月二十一日至二十三日
18 亞太地區互助航空保安計劃技術與操作第三次會議	緬甸仰光	二零一四年十月二十九日至三十日
19 互助發展運作安全和持續適航計劃東南亞區主導委員會第16次會議	東帝汶帝力	二零一四年十月二十九日至三十一日
20 亞太地區飛程序計劃主導委員會第六次會議	澳洲坎培拉	二零一四年十一月三日至五日
21 安全管理專家組第一次會議	加拿大蒙特利爾	二零一四年十一月三日至七日
22 亞太地區區域航空安全小組第四次會議	中國香港	二零一四年十一月二十日至二十一日
23 亞太地區航空保安協調論壇第二次會議	中國香港	二零一四年十一月二十日至二十一日
24 第51次亞太地區民航局局長會議	中國香港	二零一四年十一月二十四日至二十七日
25 亞太地區航空交通流量管理主導小組第四次會議	泰國曼谷	二零一四年十二月一日至五日
26 亞太地區航行規劃和實施小組轄下區域共同虛擬專用網絡專責小組第三次會議	泰國曼谷	二零一四年十二月九日至十二日
27 南中國海主要航空交通流量檢討專責小組第一次會議	馬來西亞吉隆坡	二零一五年一月十九日至二十日
28 第二次高級別安全會議	加拿大蒙特利爾	二零一五年二月二日至五日
29 機場設計和運行專家組第一次會議	加拿大蒙特利爾	二零一五年二月九日至十三日
30 東南亞航空交通服務協調小組第22次會議	泰國曼谷	二零一五年三月九日至十二日
31 基於性能導航實施協調小組第一次會議	中國北京	二零一五年三月十日至十二日
32 遙控航空器系統專題研討會	加拿大蒙特利爾	二零一五年三月二十三日至二十五日
33 亞太地區航空交通流量管理主導小組第五次會議	泰國曼谷	二零一五年三月三十日至四月三日

	Name of Conference or Meeting	Venue	Dates
16	17 <sup>th</sup> Meeting of the South East Asia Regional Aviation Safety Team	Bangkok, Thailand	19 September 2014
17	1 <sup>st</sup> Symposium on Innovation in Aviation Security	Montréal, Canada	21 – 23 October 2014
18	3 <sup>rd</sup> Annual Technical and Operational Meeting of the Co-operative Aviation Security Programme – Asia Pacific	Yangon, Myanmar	29 – 30 October 2014
19	16 <sup>th</sup> Steering Committee Meeting of the Co-operative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia	Dili, Timor-Leste	29 – 31 October 2014
20	6 <sup>th</sup> Meeting of the Asia-Pacific Flight Procedure Programme Steering Committee	Canberra, Australia	3 – 5 November 2014
21	1 <sup>st</sup> Meeting of the Safety Management Panel	Montréal, Canada	3 – 7 November 2014
22	4 <sup>th</sup> Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions	Hong Kong, China	20 – 21 November 2014
23	2 <sup>nd</sup> Meeting of the Regional Aviation Security Coordination Forum	Hong Kong, China	20 – 21 November 2014
24	51 <sup>st</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Hong Kong, China	24 – 27 November 2014
25	4 <sup>th</sup> Meeting of the Asia Pacific Air Traffic Flow Management Steering Group	Bangkok, Thailand	1 – 5 December 2014
26	3 <sup>rd</sup> Meeting of the Common Regional Virtual Private Network Task Force of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	9 – 12 December 2014
27	1 <sup>st</sup> meeting of the South China Sea Major Traffic Flow Review Group	Kuala Lumpur, Malaysia	19 – 20 January 2015
28	2 <sup>nd</sup> High-level Safety Conference	Montréal, Canada	2 – 5 February 2015
29	1 <sup>st</sup> Meeting of the Aerodrome Design and Operations Panel	Montréal, Canada	9 – 13 February 2015
30	22 <sup>nd</sup> Meeting of the South-East Asia Air Traffic Services Coordination Group	Bangkok, Thailand	9 – 12 March 2015
31	1 <sup>st</sup> Meeting of Performance based Navigation Implementation Coordination Group	Beijing, China	10 – 12 March 2015
32	Remotely Piloted Aircraft Systems Symposium	Montréal, Canada	23 – 25 March 2015
33	5 <sup>th</sup> Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group	Bangkok, Thailand	30 March – 3 April 2015