

Singapore Government

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**SPEECH BY DR YEO NING HONG, MINISTER FOR COMMUNICATIONS AND  
SECOND MINISTER OF DEFENCE, AT THE INAUGURATION CEREMONY OF  
THE CIVIL AVIATION AUTHORITY OF SINGAPORE  
AT THE DEPARTMENT OF CIVIL AVIATION CONVENTION ROOM,  
CHANGI AIRPORT, ON SATURDAY, 1 SEPTEMBER 1984 AT 12.00 NOON**

Today marks the establishment of the Civil Aviation Authority of Singapore - another important milestone in the history of civil aviation in Singapore. Three years ago, on 29 December 1981, we saw the official opening of Changi Airport. Through the concerted efforts and hard work of the various airport organizations led by the then Department of Civil Aviation, Changi Airport has progressed smoothly into its fourth year of operation. Earlier this year, on 17 April 1984 the second runway was officially opened, making for smoother operations at landings and takeoffs.

The development of Changi Airport under Phase I represents a massive capital investment by both the Government and the private sector. We must ensure that Singapore remains competitive in the international market for aviation traffic. The civil aviation industry is very fast moving. In order to deal effectively with and anticipate the changing needs and demands of the aviation industry, the Civil Aviation Authority of Singapore was formed to spearhead this development of civil aviation into the future. In so doing, we are not venturing into unknown territory. Most of the better managed and larger international airports like Schiphol Airport in Amsterdam, Heathrow Airport in London and Frankfurt International Airport are run as statutory bodies or public corporations.

The conversion of the Department of Civil Aviation into a statutory board is therefore opportune. Parliament passed the Civil Aviation Authority of Singapore Act, 1984 in March this year. The new statutory board, to be known as the Civil Aviation Authority of Singapore or CAAS, comes into operation today, 1 September 1984.

The immediate and biggest challenge to be undertaken by CAAS will be the construction of Terminal II and its ancillary facilities. Tenders will be called soon and work is expected to commence next year. By 1989 when the existing Terminal I will have its capacity fully utilised, Terminal II should be ready to commence operations.

As in other areas of Singapore's progress, each step forward must show improvement over the past. Airport development is no exception. Terminal II will be bigger than Terminal I by about a third. Specialised sub-systems such as the security equipment, baggage handling and flight information displays will be of a higher level of technology with improvements over those in Terminal I. This way, Changi Airport will be able to maintain its reputation as one of the best airports in the world and Singapore will continue to improve its competitiveness as a major international gateway for air travellers and cargo. All these will add to our tourist industry and contribute further to our economy as we move towards higher technology and high value-added manufacturing and services.

Terminal II is yet another concrete example of Singapore's philosophy of long-term planning and building for our future, with improvements every step along the way.

CAAS will be expected to contribute significantly to the continued development of Singapore as a major air junction and communications centre. To achieve this, the Authority will have to organise its operations in the key areas, such as Airport Management and Air Traffic Control efficiently and effectively, and maintain services in all

areas at a high standard. It will have to ensure that fees are charged fairly, reasonably and competitively. Staff productivity must also be increased.

I envisage CAAS providing strategic direction in the development of Singapore as a major international gateway for the Asia Pacific region and the continual upgrading of its fine record for civil aviation safety. It will also have to emphasise airport efficiency for users, commercial revenue optimisation and good external relations with the public and the community. These are the essential ingredients for success in the future.

With its new identity as a statutory board, CAAS will have a new logo to symbolise its corporate status. The new logo will be designed by a professional consultant. I am confident that CAAS will come up with a logo that will be consistent with the dynamism and progressiveness expected of it.

The Board of the CAAS has recently been appointed. The Chairman and Board Members are people with wide experience drawn from both the public and private sectors. I will now like to introduce the Chairman and Board Members to you -

Chairman

Sim Kee Boon,  
Head of Civil Service and  
Chairman of Keppel Shipyard.

(Mr Sim really needs no introduction. He has been associated with Changi Airport since the airport was first conceived in 1975. Mr Sim has demonstrated outstanding leadership, and drive in guiding the development and management of Changi Airport so that today, our international airport ranks high in the world's league of major airports. We are glad indeed that he has consented to serve as the first Chairman of CAAS.)

Board Members

Lam Chuan Leong,  
Permanent Secretary (Communications).

Lim Hock San,  
Director-General of Civil Aviation,  
Civil Aviation Authority of Singapore.

Dorsey Dunn,  
Chairman, Mobil Singapore and  
Chairman, American Business Council.

Hienz Guenter Jungjohann,  
Managing Director, Dresdner (South East Asia)  
Limited, and  
Senior Manager, Dresdner Bank AG,  
Singapore Branch.

Othman bin Haron Eusofe,  
Assistant Secretary-General,  
NTUC Secretariat.

Tan I Tong,  
Chairman, Singapore Tourist Promotion Board  
and Chairman, Sentosa Development  
Corporation.

Colonel Michael Teo Eng Cheng,  
Deputy Commander, RSAF.

Yap Neng Chew,  
Director of Public Works and  
Chairman of INDECO.

Frank Yung,  
Chairman, Telecommunication Authority of  
Singapore and Chairman, Inchcape Singapore.

Despite their many other heavy responsibilities and duties, the Board Members have consented to serve on the CAAS. I want to express Ministry of Communications' gratitude to all of them.

11 I have no doubt that the Board with such collective wisdom, expertise and experience, will guide the CAAS in performing to the very high standards of excellence expected of them. They will give Singapore an airport that all Singaporeans can justifiably be proud of.

12 It is my pleasure now to declare the inauguration of the Civil Aviation Authority of Singapore and wish it all the best.

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