

**機**場安全標準部的職責範圍包括簽發機場牌照、監察機場安全、監管航空保安、管制機場附近的障礙物、監管危險品的運載、監察航空交通安全以及為啟德機場消防局提供裝備和設施。

機場安全標準部體驗了充滿挑戰性的一年。本部與機場管理局、各航空公司、機場租戶、其他營運者以及有關政府部門緊密合作，確保新機場啟用前的各項航空安全及保安事宜準備就緒。經過了詳細的查核，在符合簽發牌照的情況下，首個機場牌照已於一九九八年六月二十九日簽發予香港機場管理局，而新機場已於一九九八年七月六日正式啟用。在機場搬遷的關鍵時刻以及新機場啟用初期，本部繼續嚴密監察新機場與舊機場之安全及航空保安事宜。雖然新機場啟用初期出現若干問題，但在啟德機場搬遷前數月與新機場運作初期之安全標準都得以保持。

### I. 新機場

#### 簽發機場營辦牌照

本部繼續評估機場管理局的表現，確保其符合簽發機場牌照的要求。本部證實新機場開幕時所有必須的飛行區設施和運作程序已準備就緒，而機場管理局亦已完全符合簽發機場牌照的要求後，便向民航處處長建議為新香港國際機場簽發首個機場牌照。有關牌照已於一九九八年六月二十九日正式簽發予香港機場管理局。

**T**he Airport Standards Division is responsible for aerodrome licensing, airport safety, aviation security, control of obstructions, carriage of dangerous goods, air traffic safety and the provision of equipment and facilities for the Airport Fire Contingent at Kai Tak.

The Division experienced a challenging year. It worked closely with the Airport Authority Hong Kong (AAHK), airlines, airport tenants and other operators as well as government departments concerned to ensure that preparations for the opening of the new airport in respect of aviation safety and security services were satisfactory. Following an in-depth assessment on airport operations which confirmed that the licensing requirements were met, the first aerodrome licence was issued to AAHK on June 29, 1998 and the new Hong Kong International Airport (HKIA) commenced operation on July 6, 1998. During the critical period of airport relocation and the early months of the new airport operation, all safety and security related areas at Kai Tak and Chek Lap Kok were being closely monitored. Neither any degradation of safety standards at Kai Tak during its final months of operation nor any compromise of airport operational safety and security at the new airport was allowed, despite some teething problems encountered during the early stage of airport opening.

### I. NEW AIRPORT

#### Aerodrome Licensing

The Division continued to assess AAHK's performance in complying with aerodrome licensing requirements. Having satisfied that all airfield facilities and operation procedures required for airport opening were in place and that all aerodrome licensing requirements were fully met, recommendation was made to the Director of Civil Aviation for the issue of the first Aerodrome Licence in respect of the new HKIA. The licence was issued to AAHK on June 29, 1998.

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在一九九八年七月六日新機場啟用後，本部經常巡查飛行運作區域，確保各項設施能保持在既定的水準，而機場的運作亦按照機場手冊及緊急程序手冊所訂定的程序進行。

北面跑道的建造工程繼續進行，並可望於一九九九年四月起分階段啟用。本部經常巡察北面跑道和相關滑行道及設施，確保符合簽發牌照的標準。



### 航空保安

本部定期會晤機場管理局、航空公司及機場租戶，提供指引及協助他們制訂及推行新機場保安計劃。本部亦協助為新機場指定禁區草擬法例，使新機場的禁區於一九九八年六月二十二日設立。

在履行其監管任務方面，本部參與有關航空保安的專責及工作小組，及經常派員實地視察、測試和檢查啟德機場及新機場的保安設施、禁區保安和其他保安工作。在新機場啟用後，本部與機場管理局及其附屬公司 — 機場保安公司、其他政府部門和民航業界在航空保安方面保持密切聯繫。本部亦負責調查有關違反航空保安的事宜和監管改善措施的推行，以防止同類事件再發生。

After the airport opening on July 6, 1998, frequent inspections of the airside operational areas were carried out to ensure that the facilities were maintained up to the required standards and the operations were conducted in accordance with the procedures laid down in the Aerodrome Manual and the Emergency Procedures Manual.

The construction of the North Runway was in progress and scheduled to commence operation in phases from April 1999. Inspections of the North Runway, the associated taxiways and facilities were also carried out to ensure their compliance with aerodrome licensing requirements.

### Aviation Security

The Division continued to hold regular discussions with AAHK, airlines and airport tenants, provide guidance to and assist them in their development and implementation of security programmes for operations at the new airport. The Division also assisted in the drafting of legislation to designate the restricted area of the new airport which came into operation on June 22, 1998.

The Division performed its regulatory role by participating in security related task forces and working groups and by conducting reviews including audits, tests and inspections of security installations, restricted areas and security arrangements at both Kai Tak and the new airport. Close liaison was maintained with AAHK and its subsidiary, the Aviation Security Company Limited, other government departments and the aviation industry on aviation security matters prior to and after the opening of the new airport. The Division also conducted investigations into the breach of security incidents and monitored the implementation of remedial measures to prevent recurrence.

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年內本部繼續諮詢航空貨運業關於「受規管託運商制度」的制定，最後與業界達成一個建議制度。該建議於一九九九年三月獲航空保安委員會通過，並計劃於二零零零年三月全面實行。



During the year, consultation with the air cargo industry on the establishment of a “Regulated Agent Regime” continued. A proposed regime was agreed and subsequently endorsed by the Aviation Security Committee in March 1999 with a view to full implementation in March 2000.

## II. 安全監察

### 管制障礙物

本部繼續根據《香港機場（障礙管制）條例》審核本港的發展計劃及藍圖。為確保新機場啟用前，飛機維修設備能順利從啟德機場由海路運送往新機場，本部遂於啟德機場附近海面執行特別之管制障礙物安排，以免危及航機升降之安全。

本部在年內共調查了七宗懷疑違反上述法例的事件，以及批准了153宗暫時超越香港機場（障礙管制）令所定高度限制的申請。

為了保障新機場的運作，海事處在機場島及分別設置有導航臺的沙洲及小磨刀島的鄰近水域，成立機場進口航道限制區。本部與海事處合力確保在限制區內行駛的船隻不會危害航空安全。自新機場營運以來，共有30宗違例進入限制區的檢控個案。

## II. SAFETY REGULATION

### Control of Obstructions

The Division continued to vet zoning and development plans in the territory for compliance with the Hong Kong Airport (Control of Obstructions) Ordinance. To ensure the smooth relocation of maintenance equipment to the new airport by barges prior to its opening, special control of obstruction measures were implemented at the sea area near Kai Tak Airport such that its safe operation was not affected.

During the year, seven cases of suspected infringement of the Hong Kong Airport (Control of Obstructions) Ordinance were investigated and 153 temporary exemptions from the Hong Kong Airport (Control of Obstructions) Orders were issued.

To safeguard the operation of the new airport, Marine Exclusion Zones (MEZ) have been established by the Marine Department in the vicinity of the airport island as well as at Sha Chau and Siu

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### 啟德機場及直升機場的安全監察

一九九八年四月一日至七月五日期間，本部與機場管理部合作調查了八宗飛機地面事件，包括溢油及噴射引擎氣流所引起的事件。此外，本部亦派員視察信德直升機場。

### 航空交通安全及一般飛行活動的監察

機場搬遷後，本部對航空交通安全的監察範圍進入了一個新領域。

年內，本部與航空交通管理部深入調查了15宗航空交通事件，其中六宗涉及標準安全距離之偏差，兩宗誤入跑道，兩宗涉及離港航機與地面超障之偏差及五宗不正常的操作。在以上事件中，除了三宗涉及標準安全距離之偏差和一宗不正常的操作發生於啟德機場運作時期外，其餘事件均與新機場的航空交通運作有關。

經詳細調查後，根據國際民航組織的指引，所有標準安全距離偏差之事件均鑑定為航空交通事件分類的丙類（即無撞機危險）。其他事件經調查後，亦確定了飛行安全未受影響。本部根據這些事件調查結果，提出了改良運作程序、加強人員培訓和儀器可用性的建議，以避免同類事件再發生。

為準備北跑道於一九九九年年中投入服務，本部亦就航空交通管理部為雙跑道運作而制定的航空管制及飛程序提供意見。

本部同時繼續監察一般飛行活動，包括滑翔傘、氣球及模型飛機等，以確保該類活動符合安全法例。在尋找及增闢合適直升機航道及升降地點等事宜上，本部也為有關方面提供了專業意見。

Mo To, where two of the essential navigation aids are located. Together with the Marine Department, this Division would ensure that vessels operating in the MEZ would not cause any hazard to air navigation. Since the opening of the new airport, 30 prosecutions against illegal entry into the MEZ were made.

### Monitoring of Airport Safety at Kai Tak and Heliports

During the period from April 1 to July 5, 1998, a total of eight aircraft ground incidents at Kai Tak Airport, including aircraft fuel spillage and jet blast incidents, were investigated in conjunction with the Airport Management Division. Inspections were also carried out on the Shun Tak Heliport.

### Monitoring of Air Traffic Safety and General Aviation Activities

The Division's role in the monitoring of air traffic safety took on a new dimension when air traffic operations were moved from Kai Tak to the new airport.

During the period, the Division, together with Air Traffic Management Division, investigated into a total of 15 incidents. Of them, six involved loss of standard separation, two involved runway incursion,

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### 危險物品

為確保業內機構能恰當地處理危險品及達到法定要求，本部繼續派員視察航空公司、地勤代理、空運貨站、付運人及發運機構等。此外，本部亦巡察各航空公司的行李處理櫃位，以評估地勤人員對危險品的警覺性。年內，本部批准了四間航空公司運送危險品的續牌申請，使現時獲民航處批准空運危險品的航空公司總數達47間。

two involved loss of terrain clearance associated with departing aircraft and five were incidents of abnormal operations. Except for three incidents of loss of standard separation and one incident of abnormal operation that occurred at Kai Tak, all the other incidents were related to air traffic operations at the new airport.

After comprehensive investigations, the six loss of separation incidents were classified as Category C (no risk of collision) in accordance with International Civil Aviation Organisation guidelines. For other incidents, investigations also determined that flight safety had not been compromised. From the findings of these investigations, recommendations to refine operating procedures, improvements to personnel training and equipment availability were made to prevent recurrence in future.

The Division also provided comments on air traffic control arrangements and flight procedures developed by the Air Traffic Management Division for dual runway operations when the North Runway comes into operation in mid-1999.

The Division continued to monitor the safety of general aviation activities, including paragliding, ballooning and model aircraft flying to ensure that these activities were conducted in compliance with applicable aviation safety regulations. Advice on proposals to establish helicopter routes and the suitability of helicopter landing sites was also provided to parties concerned.

### Carriage of Dangerous Goods

The Division continued to conduct routine inspection on airlines, ground handling agents, air cargo terminals, air cargo shippers and forwarders to ensure their competence in the handling of dangerous goods and compliance with appropriate regulations. In order to assess the awareness of airline ground staff on the handling of dangerous



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## 機場消防局

一九九八年四月一日至七月五日期間，啟德機場消防局共處理了八宗機場地面事件，並作出 59 次本地戒備，其中 19 宗涉及飛機緊急事故，其餘則為惡劣天氣戒備。機場消防局亦處理了五宗飛機在停機坪上溢油事件。

機場消防局定期進行日常操練、救援設備測試和其他操練，包括晚間飛機失事模擬演習，消防車輛擺位操練，烈火操練及通訊訓練等。除此之外，更為新機場運作進行額外訓練。



新機場大部分消防設備均來自啟德機場，機場管理局已根據民航處簽發機場牌照的規定，購買適當的救援及滅火車輛及船隻，以配合新機場的環境。

消防處與機場管理局緊密合作，確保救援及防火設施及人員準備就緒，配合新機場啟用。消防處處長與機場管理局行政總監於一九九八年八月二十八日簽署一項消防處和機場管理局的服務協議，訂定新機場救援及消防服務的細則。當新機場於一九九八年七月六日啟用後，原來屬民航處負責範圍的機場消防局搬遷到新機場，轉為由機場管理局負責。

goods, random checks at the airline check-in counters were made. With the renewal of four permissions during the period, 47 airlines are now holders of the dangerous goods general permission issued by the Department.

## Airport Fire Contingent

During the period from April 1 to July 5, 1998, the Kai Tak Airport Fire Contingent came under the jurisdiction of this Division. It attended eight aircraft ground incidents and was brought to stand-by status on 59 occasions, 19 of which were for aircraft emergencies and the rest for adverse weather conditions. It also handled five cases of fuel spillage on the parking apron.

Scheduled daily drills and equipment tests as well as refresher training such as night exercises, positioning drills, hot fire drills and communication exercises were regularly conducted. Moreover, additional training which catered for the operation of the new airport was also conducted.

Most of the fire fighting equipment was transferred from Kai Tak to the new airport. In accordance with the CAD Aerodrome Licensing Requirements, AAHK had procured new rescue and fire fighting vehicles and vessels to cater for the large area and new environment of the Chek Lap Kok Airport.

The Fire Services Department worked closely with AAHK to ensure the rescue and fire fighting facilities and personnel were ready for operation at the new airport. A Services Agreement was signed between the Director of Fire Services and the Chief Executive Officer of AAHK on August 28, 1998 to specify the terms of the rescue and fire fighting provision for the new airport. The Fire Contingent at Kai Tak, which was under CAD responsibility, was transferred to AAHK upon opening of the new airport on July 6, 1998.

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