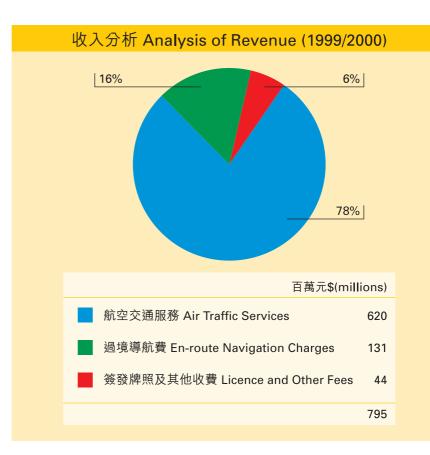
本處收入與開支

自從機場遷址後,民航處的職能亦由處理機場運作,提供航空交通服務和監 管民航業運作,改變成提供航空交通服務及監管民航業和機場的運作。因此, 本處年內收入主要源自提供航空交通服務、過境導航服務及簽發牌照予本地 航空公司、空勤人員及香港國際機場。由一九九九年至二零零零年度,本處 的總收入達7.95億元,同期總支出包括政府其他部門提供服務的成本為 9.86億元。年內投入服務的固定資產達4.94億元,主要項目包括備用航空交 通管制中心、精密跑道監察系統、供北跑道使用的儀表着陸系統,以及其他 後備儀器,包括微波連接系統、通訊處理系統、自動航站情報系統及自動航 空氣象情報廣播系統。本處向來謹慎理財,並且在一九九九年至二零零零年 度配合政府推行的資源增值計劃,提早把開支1%還給政府,本處在精簡的架 構下仍維持有效率的運作。



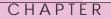
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DEPARTMENTAL REVENUE AND EXPENDITURE

Since the relocation of the airport, CAD's role has changed from an airport operator, an air traffic services provider and a civil aviation regulator to an air traffic services provider and a civil aviation and airport regulator. As a result, revenue of the Department was mainly derived from the provision of air traffic services, en-route navigation services and licensing of local airlines, aircrews and the Hong Kong International Airport. Total revenue in 1999/2000 amounted to \$795 million. Total expenditure including costs of services provided by other government departments for the same period amounted to \$986 million. Fixed assets commissioned during the year amounted to \$494 million, major items included the Backup Air Traffic Control Centre, Precision Runway Monitor, Instrument Landing Systems for the north runway, and other back-up equipment including the Microwave Link System, Speech Processing Equipment, Automatic Terminal Information System and Automatic VOLMET Broadcast System. The Department has been operating under prudent accounting principles. In 1999/2000, with the advanced contribution of 1 per cent of operating expenditure back to Central Government under the Enhanced Productivity Programme, the Department has been operating in a lean but efficient manner.

