

致力於安全及有效率的航空系統
Committed to a Safe and Efficient Air Transport System

第四章 CHAPTER 4

飛行標準及適航 Flight Standards and Airworthiness



助理處長（飛行標準）梁汝強
Mr Y K Leung, Assistant Director-General
(Flight Standards)



飛行標準及適航部負責簽發航空營運許可證，以及在發出許可證後監察所有持證公司的運作，確保這些公司遵守國際民航組織的標準和建議措施。本部的其他職責包括簽發航空人員執照、分析安全數據、監察在香港登記的飛機的適航標準和維修水平、監察輕型飛機和直升機運作，以及調查航空意外和事故。

美國九一一事件令航空保安成為全球深切關注的課題。在襲擊事件發生後，本部立即聯絡外國航空當局和本地航空公司，就加強駕駛艙保安和飛行安全等事宜交換資料。

The Flight Standards and Airworthiness Division is responsible for the issue of Air Operator's Certificate (AOC) and the subsequent monitoring of all AOC holders to ensure their compliance with the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO). Other functions of the Division include personnel licensing, safety data analysis, supervision of airworthiness and maintenance standards of aircraft registered in Hong Kong, supervision of light aircraft and helicopter operations, and the investigation of aircraft accidents and incidents.

The September 11 incidents in the United States raised major aviation security concerns. Immediately after the incidents, the Division liaised with foreign aviation authorities and local airlines to exchange information on strengthening cockpit security and flight safety.

I. 航空營運督察組

截至報告年度結束為止，本港共有七家公司持有香港航空營運許可證。年內，本部調撥了所需人力和資源，處理中富航空有限公司的申請，並且於二零零二年三月十九日簽發航空營運許可證予該公司。七家持有航空營運許可證的公司為：

- 國泰航空有限公司
- 港龍航空有限公司
- 香港華民航空有限公司
- 直升機服務（香港）有限公司
- 香港商用飛機有限公司
- 港聯直升機有限公司
- 中富航空有限公司

Jet Aviation Business Jets (Hong Kong) Limited 向本處申請新的航空營運許可證，計劃採用龐巴迪全球特快的BD700型長程商用噴射機經營運輸業務，有關審核申請的工作已進入最後階段。為了執行審批工作和日後監管有關公司的運作，本處派出一名適航督察和一名航空營運督察前往位於加拿大蒙特利爾的龐巴迪總部接受訓練。

I. FLIGHT OPERATIONS INSPECTORATE

There were seven holders of Hong Kong AOC by the end of the report period. During the year, the Division put in the necessary manpower and resources to process the AOC application by CR Airways Limited. The AOC was presented to the new operator on March 19, 2002. The seven AOC holders were:

- Cathay Pacific Airways Limited (CPA)
- Hong Kong Dragon Airlines Limited (Dragonair) (HDA)
- Air Hong Kong Limited (AHK)
- Heliservices (Hong Kong) Limited (HEL)
- Metrojet Limited
- Helicopters Hong Kong Limited (HHK)
- CR Airways Limited (CRA)

The application for a new AOC from Jet Aviation Business Jets (Hong Kong) Limited for the operation of a Bombardier Global Express (BD700 - a long range business jet aircraft) was in the final stage of processing. To process the application and for future monitoring, a CAD Airworthiness Inspector and a Flight Operations Inspector (FOI) received training at the Bombardier Headquarters in Montreal, Canada.



視察本地航空公司採用的飛行模擬器。
Inspection of flight simulator used by the local airlines.

年內，本部繼續推行一項聯合巡查計劃，監察本港持有航空營運許可證的公司的運作。航空營運督察聯同高級航空安全事務主任共檢查了31個外站。航空營運督察並就飛行、航務人員訓練及營運記錄事宜進行了共254次巡查，並且按照年檢程序對本地航空公司採用的18台飛行模擬器進行評審、視察和重新批給使用許可。年內，本部共進行了22次停機坪突擊巡查，確保使用香港國際機場的外國航空公司均符合國際標準。

國泰航空公司購買的10架新飛機（八架空中巴士和兩架波音飛機）已於二零零一年年底投入服務，該公司將繼續接收新飛機，包括一架空中巴士A330型和兩架空中巴士A340-600型飛機。國泰航空公司會是全球兩家最先採用空中巴士A340-600型飛機提供運輸服務的公司之一。

年內，港龍航空公司接收了兩架波音747型貨機。這兩架飛機由港龍航空公司擁有，已於二零零一年投入服務。至於兩架濕租的波音747型貨機已予退還。此外，該公司也添置了四架客機，計有一架空中巴士A320型、一架空中巴士A321型及兩架空中巴士A330型飛

During the year, the activities of the local AOC holders were monitored through a combined programme of inspections. The FOIs and Senior Safety Officers conducted a total of 31 station inspections. The FOIs also conducted a total of 254 in-flight, training and operational records inspections. The 18 flight simulators used by the local airlines were evaluated, inspected and re-approved for use in accordance with the annual inspection procedures. To ensure compliance with international standards by foreign airlines using the Hong Kong International Airport (HKIA), the Division conducted 22 ad-hoc ramp inspections during the report period.

CPA's 10 new aircraft (eight Airbus and two Boeing aircraft) commenced services by the end of 2001. The delivery of new aircraft will continue, including one Airbus A330 and two Airbus A340-600 aircraft. CPA will be one of the first two airlines in the world to operate the Airbus A340-600 aircraft.

HDA has received two Boeing B747 freighter aircraft. These two aircraft, which are owned by the company, commenced services in 2001. They replaced the two wet-leased Boeing B747 freighter aircraft which were returned. In addition, HDA added four passenger aircraft in its fleet (one Airbus A320, one Airbus A321 and two Airbus A330 aircraft). One more B747 freighter will be added in 2002/03. In August 2001, HDA obtained CAD's approval to operate Reduced Vertical Separation Minimum (RVSM) in airspace where the RVSM procedures will be in force beginning October 2002.

機。在二零零二／零三年度，該公司會接收多一架波音747型貨機。此外，港龍航空公司於二零零一年八月得到民航處的批准，在二零零二年十月起實施縮小垂直間隔的空域內，以降低垂直間隔條件運作。

本部亦繼續監察政府飛行服務隊的直升機和定翼機運作。年內，政府飛行服務隊接收向歐洲直升機公司新訂購的三架超級美洲豹AS332L2型直升機；二零零二／零三年度更會接收五架該公司的EC155型直升機。此外，兩間香港商用直升機公司—港聯直升機公司和直升機服務（香港）公司均積極在中港兩地開拓新業務。前者在二零零一年向歐洲直升機公司訂購兩架AS350B3型Squirrel直升機，在香港作包機和空中起重用途。此外，該公司更計劃在二零零二年開辦來往香港、澳門及珠海／廣州的跨境直升機服務。

本港航空業取得長足發展，令本部有必要進一步研究增聘營運督察和民航事務主任，確保有足夠的航空營運督察，按照國際民航組織的標準和建議措施，定期和有效地監察持有航空營運許可證的公司的運作是否符合安全規定。兩名新入職的高級營運督察已於二零零一年九月加入飛行標準組。

The Division also continued to monitor the helicopter and fixed-wing aircraft operations of the Government Flying Service (GFS). In the year, GFS received three new Eurocopter AS332L2 Super Pumas helicopters. Five Eurocopter EC155 helicopters will be delivered in 2002/03. HHK and HEL, two of the commercial helicopter operators in Hong Kong, were also actively exploring new operating opportunities within Hong Kong and to the Mainland. The former ordered two Eurocopter AS350B3 Squirrel helicopters for charter and aerial crane work in Hong Kong in 2001. It also plans to introduce cross-boundary services between Hong Kong, Macao and Zhuhai/Guangzhou in 2002.

The significant expansion of the Hong Kong aviation industry necessitates further studies to consider any additional requirement for inspectors and operations officers to ensure that the FOI maintains regular and effective safety oversight programmes on the AOC holders in accordance with the ICAO Standards and Recommended Practices. Two new Senior Operations Inspectors were recruited into the Flight Standards Office in September 2001.



政府飛行服務隊飛行運作亦受民航處監管。
GFS' flight operation is also monitored by CAD.

飛行工作時間限制工作小組和酒精及藥物工作小組均由民航處領導。酒精及藥物工作小組正研究引入酒精及藥物測試程序。

II. 適航事務組

適航事務組繼續監察所有在香港登記的飛機的維修和適航水平，以及定期審查香港航空公司在本港、內地和海外的飛行站和認可維修機構。適航事務組為在香港登記的飛機簽發或續發適航證前，亦分別在西雅圖、土魯斯及香港檢查有關飛機。

本地適航主任的人數已增加至12名。為了應付本港航空業的急速擴展，本處在年內增聘了多名本地適航主任。新入職者會先接受適當的培訓，然後才獲委派執行檢查職務。

The Flight Time Limitation Working Group and the Alcohol and Drugs Working Group (ADWG) are under the chairmanship of CAD. The ADWG has been studying the introduction of procedures for conducting alcohol and drugs screening.

II. AIRWORTHINESS OFFICE

The Airworthiness Office continued to monitor the maintenance and airworthiness standards of all Hong Kong registered aircraft. Routine AOC line station audits and approved maintenance organisation audits were carried out in Hong Kong, the Mainland and overseas, while aircraft were surveyed in Seattle, Toulouse and Hong Kong for the issue and renewal of Certificate of Airworthiness for Hong Kong registered aircraft.

The number of local Airworthiness Officers increased to 12. Recruitment of local officers was conducted in the year to cater for the rapid expansion of Hong Kong's aviation industry. New recruits will receive proper training before they are released for inspection duties.

適航主任確保維修程序合乎標準。
An airworthiness officer made sure that proper maintenance procedures were followed.



飛機維修公司許可審定

適航事務組繼續對香港飛機工程有限公司（港機工程）、泛亞太太平洋航空服務有限公司及中國飛機服務有限公司進行定期檢查，包括機庫檢查、公司運作審查及停機坪檢查等。該組並繼續對香港航空發動機維修服務有限公司進行審查和視察，以及在年內定期巡查廈門太古飛機工程有限公司。

年內有六家飛機維修及飛機零件維修公司獲簽發維修許可證，由於其中一間公司後來不需要有關許可證，故此該許可證已經撤銷。五間獲發許可證的公司分別是新加坡的Jet Aviation (Asia Pacific) Pte. Limited、新加坡航空公司及新航工程有限公司，台灣的中華航空公司，以及香港的中富航空公司。

本處成功舉辦為期五天的《香港航空要求-145》工作坊，讓經批准的本

Aircraft Maintenance Company Approvals

Hong Kong Aircraft Engineering Company Limited (HAECO), Pan Asia Pacific Aviation Services Limited and China Aircraft Services Limited were checked regularly through hangar surveys, company audits and ramp inspections, etc. Hong Kong Aero Engine Services Limited, the aircraft engine maintenance organisation in Hong Kong, was monitored by rolling audits and visits. Taikoo (Xiamen) Aircraft Engineering Company Limited (TAECO) was also inspected regularly during the year.

Six new company approvals for conducting aircraft and aircraft component maintenance were issued. One of them had its approval revoked later as the approval was not required. The five companies which received the approvals were Singapore Airlines Limited, SIA Engineering Company and Jet Aviation (Asia Pacific) Pte. Limited in Singapore, China Airlines in Taiwan, and CRA in Hong Kong.

The Department successfully conducted a five-day HKAR-145 (HKAR stands for Hong Kong Aviation Requirements) Workshop for the approved local and overseas companies to have a better understanding of the aviation legislation in Hong Kong and the HKAR-145 requirements. There were also representatives from some neighbouring authorities including the Mainland, Singapore



民航處成功舉辦《香港航空要求-145》工作坊，幫助業界遵從有關規定。

A workshop to facilitate compliance by the aviation industry with HKAR-145 was successfully organised by CAD.

地和海外機構了解香港的航空法例和《香港航空要求－145》的規定。鄰近地區包括內地、新加坡及澳門的航空當局均派出代表參加，31位與會者包括來自航空公司、飛機維修機構及民航當局的維修工程師、技術服務專家、維修管制人員、經理、品質監控人員及適航督察。

適航事務組統計數字：

	數目
簽發適航證	23
續發適航證	113
審定重大改裝	37
簽發飛機維修公司許可證	5
續發飛機維修公司許可證	15

英國民航局駐港適航檢查主任

由五十年代開始，英國民航局一直都有適航檢查主任派駐香港，為適航事務組提供諮詢服務和技術支援。隨着本地適航主任順利接手所有適航事務，英國民航局和民航處已於二零零一年六月底終止該項適航技術諮詢協議。

由於本港航空公司急速擴展和不斷引進新機種到香港，本部人員必須

and Macao. The 31 participants included maintenance engineers, technical services experts, maintenance controllers, managers, quality monitoring personnel and airworthiness inspector, from airlines, aircraft maintenance organisations and civil aviation authorities.

Airworthiness Office Statistics :

	Number
Certificate of Airworthiness Issued	23
Certificate of Airworthiness Renewed	113
Major Modification Approved (AANs)	37
Aircraft Maintenance Company Approval Issued	5
Aircraft Maintenance Company Approval Renewed	15



適航主任檢視飛機發動機。
Inspection of aircraft engine by an airworthiness officer.

掌握最新的技術和監管知識，以配合航空業的新發展。因此，民航處和英國民航局簽署了新合約，在上述諮詢協議終止後隨即生效。根據新合約，在航空業居領導地位之一的英國民航局會繼續就新飛機的適航證簽發事宜、設計和製造、未來發展及要求、品質和培訓等方面向本處提供諮詢服務。英國民航局由二零零一年七月一日起提供這些服務，但不會再有適航檢查主任派駐香港。

不丹適航主任派駐香港

不丹民航局派出一名高級適航主任由二零零二年一月十四日起，往本處適航事務組工作，為期六個星期。在該段期間，他積極與本處人員合作，參與適航事務。

III. 航空人員執照事務組

飛行員執照

年內，航空人員執照事務組處理了1 365份有關首次簽發牌照、牌照續期、批核和延期的申請，簽發了3 330份驗身合格證明書，以及評核了3 407份飛行員和飛機維修工程師執照考試試卷。在這些考試當中，565次是在位於澳洲阿得雷德一所獲本處根據《CAD 509》文件認可的飛行訓練機構舉行。

UKCAA Residential Airworthiness Surveyors

The United Kingdom Civil Aviation Authority (UKCAA) had been sending residential airworthiness surveyors to Hong Kong for provision of advisory services and technical support to the Airworthiness Office since the 1950s. With the successful takeover of the airworthiness duties by local airworthiness officers, the airworthiness technical advisory agreement between UKCAA and CAD ceased by the end of June 2001.

Due to rapid expansion of local airlines and introduction of new aircraft types to Hong Kong, it is essential to acquire the latest technological and regulatory knowledge to match with the new developments. A new contract with UKCAA became effective immediately after the lapse of the residential agreement. In the future, UKCAA as one of the leading authorities in aviation industry will continue to provide advisory services to CAD on new aircraft certification, design and manufacturing, access to the future development and requirements, as well as quality and training. These services have been provided without any UKCAA residential airworthiness surveyors in Hong Kong since July 1, 2001.

Attachment of Bhutan Airworthiness Officer

A Senior Airworthiness Officer from the Civil Aviation Authority, Bhutan was attached to CAD's Airworthiness Office for six weeks starting January 14, 2002. During the attachment period, he worked closely with CAD officers on airworthiness matters.

所有考試均由本處人員監考。香港大部分專業飛行員執照，均以轉換國際民航組織其他成員國所發執照的形式簽發。年內，航空人員執照事務組處理共216份由這類海外牌照持有人提出的轉換申請。



民航處定下嚴謹的簽發飛機維修工程師執照標準。
Stringent standards are imposed by CAD on aircraft maintenance engineers licensing.

飛機維修工程師執照

本處在年內收到的飛機維修工程師執照申請達380份，創下歷年最高的紀錄。在這些申請人當中，有180人考試合格，獲發所申請組別的飛機維修工程師執照。新訂有關簽發維修人員執照的《香港航空要求-66》規定將由二零零二年四月一日起生效，申請考試的數目增加，大都因為不少考生希望在新訂的《香港航空要求-66》規定生效之前，趕及根據既有的

III. PERSONNEL LICENSING OFFICE

Flight Crew Licensing

During the year, the Personnel Licensing Office handled 1 365 applications for initial issue, renewal, endorsement and extension of licences, issued 3 330 medical certificates and set 3 407 examination papers for applicants of flight crew licences and aircraft maintenance engineer licences. Amongst those examinations, 565 were conducted at the CAD 509 Approved Flying Training Organisation at Adelaide, Australia. All the examinations were invigilated by the Department's officers. Most of Hong Kong's professional flight crew licences were issued by conversion from licences issued in other ICAO States. In the year, 216 applications from such licence holders were processed.

Aircraft Maintenance Engineers Licensing

The number of aircraft maintenance engineer licence (AMEL) applications received in the year reached a record high of 380. Among them, 180 candidates successfully passed their examinations and were granted the relevant categories of aircraft maintenance engineer licences. The new HKAR-66 requirement for the licensing of maintenance personnel will become effective on April 1, 2002. A fair portion of the candidates would like to complete their qualification process with the existing HKAR-AMEL licensing requirement prior to the effective date of the new HKAR-66, thus resulting in an increase in the number of applications. The implementation of HKAR-66 from April 2002 will put an end to the existing HKAR-AMEL system. The new licensing system aligns closely with the JAR-66 licensing requirements of the European Joint Aviation Regulation, which are recognised internationally.

《香港航空要求(執照簽發—飛機維修工程師)》規定取得有關資歷。當《香港航空要求—66》的規定在二零零二年四月實施後，根據《香港航空要求(執照簽發—飛機維修工程師)》規定簽發執照的制度便告終止。新的執照簽發制度的規定，與《歐洲聯合航空規例》所訂並獲國際認可的《聯合航空要求—66》的規定十分接近。所有在舊制度下簽發的執照，將在兩年內轉換為符合《香港航空要求—66》規定的執照。

在二零零二年二月，港機工程獲本處根據《香港航空要求—147(核准維修訓練／考試)》文件頒授首個許可證。該公司是首間根據《香港航空要求—147》獲發許可證的機構。根據該項適航要求批准的範圍，港機工程可提供基本的訓練課程和考試，以及按機型提供訓練。在二零零二年三月，廈門太古飛機工程有限公司也根據這項適航要求獲發許可證，獲准舉辦基本的訓練課程和考試。

IV. 協調使用本地空域者

香港分區飛行安全委員會繼續定期召開會議，協調使用香港空域的本地機構的運作情況。這些使用本港空域的機

The transition of all AMEL to HKAR-66 licences will take place in two years' time.

The first HKAR-147 (Approved Maintenance Training / Examinations) Approval was presented to HAECO in February 2002. HAECO was the first organisation to obtain approval in accordance with HKAR-147. The approval scope of HAECO is to provide the basic training courses and examinations, and aircraft type training. TAECO, which received the HKAR-147 approval in March 2002, was approved to provide the basic training courses and examinations.



處長頒授《香港航空要求-147》認可證予港機工程副主席兼行政總裁陳炳傑。

DGCA presented the HKAR-147 Approval Certificate to Mr P K Chan, Deputy Chairman and Chief Executive Officer of HAECO.

IV. COORDINATION WITH LOCAL AIRSPACE USERS

The Hong Kong Sectors Flight Safety Committee continued to hold regular meetings to coordinate operations of local airspace users within Hong Kong airspace. These local airspace users include rotary wing operators (GFS, the Hong Kong Garrison of the People's

構包括旋翼機機構（政府飛行服務隊、中國人民解放軍駐香港部隊（駐港部隊）、港聯直升機公司、直升機服務（香港）公司和中富航空公司）、定翼機機構（政府飛行服務隊和香港飛行總會）、滑翔傘機構（香港滑翔傘會），以及個別航空器擁有人。該委員會定期開會，討論有關加強安全和更佳協調本港空域的事宜。

由於石崗機場是本港唯一可供輕型飛機運作的機場，因此駐港部隊暫時批准香港飛行總會於周末繼續在該機場進行康樂性質的定翼機飛行活動和訓練。駐港部隊亦允許政府飛行服務隊在該機場進行飛行訓練。為確保飛行安全，所有使用石崗機場的組織會與駐港部隊保持緊密聯繫，並與駐港部隊協調在該機場進行的活動。

V. 飛機登記

年內共有26架飛機列入香港民用航空器登記冊內，包括兩架空中巴士A320型、一架空中巴士A321型、10架空中巴士A330型、四架空中巴士A340型、三架波音747型、一架龐巴迪BD700型和一架灣流四型飛機，以及一架輕型飛機（Cessna）和三架直升機。同期取消登記的有兩架輕型飛



政府飛行服務隊新置的超級美洲豹AS332 L2直升機。
An Eurocopter Super Puma AS332 L2 helicopter which was newly acquired by GFS.

Liberation Army (PLA), HEL, HHK and CRA), fixed-wing operators (GFS and the Hong Kong Aviation Club (HKAC)), paraglider operator (the Hong Kong Paragliding Association) and individual aircraft owners. The Committee had regular meetings to discuss issues that would enhance safety and coordination in the local airspace.

Since Shek Kong airfield was the only aerodrome available for light aircraft operations, the PLA gave temporary permission to HKAC to continue its recreational fixed-wing aircraft flying and training at the airfield during weekends. GFS was also allowed by the PLA to conduct training flights at the airfield. To ensure flight safety, all these Shek Kong airfield users maintained close liaison and coordination with the PLA for their operations at the airfield.

V. AIRCRAFT REGISTER

During this year, a total of 26 aircraft were put on the Hong Kong Civil Aircraft Register. These included two Airbus A320s, one Airbus A321, 10 Airbus A330s, four Airbus A340s, three Boeing B747s, one Bombardier BD700, one Gulfstream IV, one light aircraft

機、兩架直升機和三架空中巴士A340型飛機。截至二零零二年三月三十一日，香港的民用航空器共有137架。

截至二零零二年三月三十一日，香港民用航空器登記冊上的飛機分類如下：

機型	數目
空中巴士A320	8
空中巴士A321	4
空中巴士A330	27
空中巴士A340	15
波音B747	34
波音B777	12
龐巴迪BD700	1
HS125	1
BAe4100	2
灣流四型飛機	1
直升機	18
其他定翼飛機	14
合計	137

(Cessna) and three helicopters. For the same period, two light aircraft, two helicopters and three Airbus A340s were removed from the register. As at March 31, 2002, the total number of civil aircraft in Hong Kong was 137.

The composition of aircraft on the Hong Kong Civil Aircraft Register as at March 31, 2002 was as follows:

Aircraft Type	Number
Airbus A320	8
Airbus A321	4
Airbus A330	27
Airbus A340	15
Boeing B747	34
Boeing B777	12
Bombardier BD700	1
HS125	1
BAe4100	2
Gulfstream IV	1
Helicopters	18
Other fixed-wing aircraft	14
Total	137



年內列入香港民用航空器登記冊的龐巴迪BD700型飛機。

This Bombardier BD700 was put on the Hong Kong Civil Aircraft Register in the year.

VI. 意外調查

民航處處長亦是意外調查總督察。一旦香港發生飛機意外，或在本港登記的飛機發生意外，本處便會從飛行標準及適航部、機場安全標準部和航空交通管理部抽調意外調查主任成立小組，調查有關事件。

一九九九年八月二十二日，一架中華航空公司波音麥道 - 11型客機（呼號CAL642）在降落香港國際機場25L跑道時失事。調查小組年內繼續調查這次意外的成因及過程。意外調查在二零零二年三月已經完成，調查報告的發表需根據《香港民航（意外調查）規例》而進行。

VII. 安全數據分析

本部與航空公司及維修機構保持緊密聯繫，跟進涉及在香港登記的飛機的事件。年內，本部調查和分析了642宗個案。

VIII. 頒發許可證給飛行訓練學校

二零零零年年初，本處出版了《CAD 509》文件。該文件概述本處

處長出席首批完成CAD509認可課程的飛行學員畢業禮。 DGCA attended the ceremony marking the graduation of the first batch of cadet pilots trained under the CAD509 approved courses.

VI. ACCIDENT INVESTIGATION

The Director-General of Civil Aviation is also the Chief Inspector of Accidents. When an accident occurs in Hong Kong or to a Hong Kong registered aircraft, Inspectors of Accidents are drawn from the Flight Standards and Airworthiness Division, the Airport Standards Division and the Air Traffic Management Division to form a team to conduct an investigation into such an occurrence.

In the year, investigation continued into the causes and circumstances of the aircraft accident involving a China Airlines Boeing MD-11 aeroplane (callsign CAL642), which crashed on landing on Runway 25L at HKIA on August 22, 1999. The investigation was completed in March 2002 and the report would be published subject to other provisions under the Hong Kong Civil Aviation (Investigation of Accidents) Regulations.

VII. SAFETY DATA ANALYSIS

The Division maintained close liaison with airline operators and maintenance organisations regarding occurrences involving Hong Kong registered aircraft. During the year, 642 occurrences were investigated and analysed.



對提供香港商用（飛機）飛行員綜合訓練課程的飛行訓練學校頒發許可證的要求。有關飛行員執照具備儀表飛行等級。

二零零零年年中，位於澳洲阿得雷德的英國宇航航空訓練學校（英國宇航）獲本處根據《CAD 509》文件頒發首個許可證，為國泰航空公司及港龍航空公司的飛行學員舉辦飛行訓練課程，為期兩年。二零零一／零二年內，英國宇航舉行了六次飛行員考試，並由航空人員執照事務組的人員監考。本部的督察和高級航空安全事務主任曾兩度前往英國宇航，根據《CAD 509》文件所訂的標準評審考試和監考程序，並對該校進行審核。二零零一年八月，該校首批修畢根據《CAD 509》文件開辦的認可訓練課程的學員畢業。

本部會繼續監察英國宇航，確保該校符合所需標準。

IX. 國際民航組織審核航空安全監察工作

由二零零零年十一月十七至二十一日期間，國際民航組織審查小組就本處的航空安全監察工作進行審核。整體而言，審查小組對本處的表現評價甚高。審查人員表示，在已經接受審查的航空

VIII. APPROVAL OF FLYING TRAINING SCHOOL

In early 2000, the Department published a document - CAD 509. This document outlines the requirements for the CAD Approval of a Flying Training Organisation offering an Integrated Course of Training for Hong Kong Commercial Pilot's Licence with Instrument Rating (Aeroplane).

In mid-2000, the first CAD 509 Approval was granted to the BAE Systems Flight Training (Australia) Pty. Limited (BAE), a flying training organisation in Adelaide, Australia to conduct flying training for the cadet pilots of CPA and HDA for a period of two years. During 2001/02, six flight crew examinations at BAE under Personnel Licensing Officers' invigilation were conducted. Inspectors and Senior Safety Officers from the Division visited BAE twice to evaluate the examinations and invigilation procedures and audit the training school according to standards stipulated in CAD 509. Graduation of the first batch of cadet pilots trained under the CAD 509 approved courses at BAE took place in August 2001.

The Division will continue to monitor the college to ensure that the required standards are maintained.

IX. SAFETY OVERSIGHT AUDIT BY THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

From November 17 to 21, 2000, an ICAO Audit Team conducted a Safety Oversight Audit on the Department. The overall comments from the Audit Team were very positive. The auditors

當局中，對香港所提出的事項和建議是最少的其中一個。

本處在二零零一年一月十二日收到國際民航組織的中期審核報告後，建議了一項行動計劃，詳述在指定時間內就每項審核事項和建議應予採取的行動，並在二零零一年二月十三日把該行動計劃提交國際民航組織。國際民航組織接納了該計劃，而各項行動亦已在二零零一年七月一日全部完成。國際民航組織在二零零一年十月十六日發出最後審核報告，並把審核報告摘要分發給其他締約國成員。

X. 飛行安全及保安

自美國發生九一一事件後，全球極為關注航空保安的問題。本部與美國聯邦航空管理局等海外航空當局保持聯繫，互換有關保安的資料，並協助航空公司實施額外的保安措施。在二零零一年十月，本處強制國泰航空公司和港龍航空公司執行駕駛艙門上鎖的政策；自此以後，任何乘客都不得在航機飛行途中進入駕駛艙。年內，本部人員更代表民航處出席多個有關駕駛艙保安和飛行安全的國際會議。

民航處高層職員和本地航空公司代表出席由美國聯邦航空局舉辦的駕駛艙保安會議。
Senior officials of CAD and local airlines representatives attended a Conference on Cockpit Security organised by the FAA.

mentioned that the total number of findings and recommendations for Hong Kong was one the fewest they had experienced.

Following receipt of the Interim Audit Report from ICAO on January 12, 2001, CAD proposed an action plan detailing the measures to be taken to address each finding and recommendation according to the specified time frame. The action plan was sent to ICAO on February 13, 2001 and was subsequently accepted. All action items were completed by July 1, 2001. The Final Audit Report was published on October 16, 2001 and the Summary Audit Report was distributed to other Contracting States by ICAO.

X. FLIGHT SAFETY AND SECURITY

Since the September 11 incidents occurred in the United States, major aviation security concerns had been raised. The Division liaised with foreign aviation authorities, such as the Federal Aviation Administration of the United States to exchange security related information and help airlines carry out additional security measures. In October 2001, CAD mandated the locked cockpit door policy for CPA and HDA. Passenger access into the cockpit during the flight has since been prohibited. Members of the Division represented CAD in various international conferences related to cockpit security and flight safety during the year.

