



我很高興在此報告，香港的民航業在二零零二／零三年度錄得十分穩健的增長。對上一個年度，香港國際機場的客運和貨運量均告下跌，但隨着美國九一一事件的影響逐漸消散，本年度的客運和貨運量已見回升。

在二零零二／零三年度，本港的航機升降量達223 371架次。在羊年農曆新年前夕（即二零零三年一月三十一日），本處的航空交通管制員在香港國際機場處理的航機數目共718架次，打破歷年紀錄，同日處理飛越香港的航機亦有320架次。至於全年貨運和客運量方面，則分別為250萬公噸和3 330萬人次，尤以二零零二年十一月錄得處理252 310公噸貨物的成績最為驕人，刷新有史以來處理貨運量最高的單月數字。香港國際機場在國際航空貨運量方面一直高踞全球榜首，而國際客運量亦持續位列第五。雖然本財政年度終結時，非典型肺炎肆虐本港，對民航業造成沉重打擊，但至本年度於三月底結束時其影響尚未浮現。

就本處而言，我們在年內完成了一些有利本港航空業的重要工作，其中最重要的是在二零零二年五月簽署的「互相認可航空器維修單位批准」合作安排，由中國民用航空總局、香港民航處和澳門民航局三方共同簽定。根據這份合作安排，三方締約成員互相認可其他兩方所簽發的維修證書，標誌着三方在航空器維修方面的合作已邁進新紀元，從而確保內地、香港特別行政區和澳門特別行政區能夠達到一致的安全水平。此外，有關合作安排亦讓本地航空公司在選擇外托維修時更具彈性，所委托的維修機構無須取得香港民航處的直接批准。

I am very delighted to report that the Hong Kong civil aviation sector experienced a very wholesome growth in 2002/03. After a drop in both cargo and passenger throughputs at the Hong Kong International Airport (HKIA) in the previous year, both figures registered a rebound this year consequent upon the dwindling effects of the September 11 incidents which happened in the United States.

In 2002/03, the total number of aircraft movements was 223 371. On the Eve of the Year of the Ram, i.e., January 31, 2003, our air traffic controllers handled a record high of 718 aircraft movements at HKIA. A total of 320 overflights were also handled on that day. As regards cargo and passenger throughputs, the figures were 2.5 million tonnes and 33.3 million respectively. In particular, the amount of cargo handled in November 2002 was 252 310 tonnes, the highest monthly figure ever. In terms of ranking, HKIA still topped the list in international air cargo throughput, and was able to keep its fifth position in international passenger throughput. Although the Severe Acute Respiratory Syndrome, which plagued Hong Kong towards the end of this financial year, constituted a significant blow to the industry, its impacts had not yet surfaced as the year closed in end March.

For my Department, a few milestones resulting in benefits to the aviation industry were reached. The most notable one was the conclusion of the Cooperation Arrangement on mutual acceptance of approval of aircraft maintenance organisations in May 2002. It was signed by the General Administration of Civil Aviation of China (CAAC), the Hong Kong Civil Aviation Department (CAD) and the Civil Aviation Authority of Macao (CAAM). The three signatories to the Cooperation Arrangement recognise the maintenance certification of the other two parties. It marked a new era in the cooperation by the three sides in the maintenance aspect to ensure that a consistent level of safety is achieved throughout the Mainland, Hong Kong Special Administrative Region (HKSAR) and Macao Special Administrative Region. The new arrangement gives local air operators more flexibility in selecting their maintenance contractors without such contractors having to apply for direct approvals from Hong Kong CAD.

由二零零二年十一月起，香港航空交通管制系統採納新的標準，把在香港空域內41 000呎以下高度飛行的飛機之間的垂直間隔定為1 000呎。這項「縮小垂直間隔」的新措施不但可減少地面飛機延誤，亦提升了飛行空域容量和使運作更具效率。在香港空域飛行的飛機可在更合適的巡航高度飛行，從而節省航空運輸所需的燃料。

年內，本處完成提升六個主要航空交通管制系統的工程，有助加強系統的運作能力和功能；連同進展良好的衛星通訊、導航及監察／航空交通管理系統計劃，整體航空交通管制計劃已能有效應付在預見將來不斷增長的航空交通量。

本處在二零零三年三月設立了新的航空交通管理標準組，對航空交通管制系統實施更嚴謹和獨立的監察。這個組別隸屬於飛行標準及適航部，負責就航空交通管理事宜制訂安全政策、訂立和貫徹航空運作安全標準，以及製備相關的指引。本處曾於二零零零年邀請英國民航局委派專家檢討本港的航空交通管制系統，而設立這個組別就是為了回應英國民航局提出的其中一項建議。

本着不斷提升航空交通和飛行安全的同一目標，本處成立了航空交通安全評核委員會，由民航處飛行標準總監出任主席，並邀請本地航空公司的代表擔任委員會成員。委員會亦會因應情況，邀請來自航空業界的不同專家加入。本處希望透過在香港航空運輸系統發揮影響力的人士參與評核和複查航空交通事故，從而進一步提高航空交通的安全水平。

Aircraft operating in Hong Kong airspace, meanwhile, have been able to operate at their optimum cruising levels to achieve better fuel economy since November 2002. With the implementation of Reduced Vertical Separation Minimum (RVSM), the Hong Kong Air Traffic Control (ATC) System adopts a minimum vertical separation of 1 000 feet between aircraft in Hong Kong airspace below altitudes of 41 000 feet. The new measure not only minimises ground delay to aircraft, but also enhances airspace capacity and optimises operational efficiency.

Completion of the enhancements of six critical ATC systems in the year also helped to increase the capacity and functionalities of the systems. Together with satisfactory progress of the Satellite-based Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) Systems project, the overall ATC System was coping well with the foreseeable growing traffic volumes.

The ATC System has been put under more stringent and independent monitoring as a new ATM Standards Office came into operation in March 2003. The Office, which forms part of the establishment of the Flight Standards and Airworthiness Division, is to devise ATM safety policies, to set out and maintain operational safety standards, and to develop the associated guidance material. The creation of this section was in response to one of the recommendations made by the United Kingdom Civil Aviation Authority, which was invited to send experts to Hong Kong in 2000 to conduct a health check on our ATC System.

With the same objective of further enhancing air traffic and flight safety, an Air Traffic Safety Assessment Committee chaired by CAD's Chief, Flight Standards was also established. Local airline operators are represented in the Committee and experts from various disciplines of the aviation industry may be invited to join the Committee on an ad hoc basis. The Department hopes that safety standards can be further enhanced through assessment and review of occurrences by parties who have roles to play in the Hong Kong air transport system.



特別值得一提的是，本處在政府沒有增撥款項或人手的情況下，成立了上述新的組別和委員會。此外，本處在現有資源下，亦創辦了香港民航訓練中心，目的是與亞太區航空業同仁交流我們的經驗和心得。中心舉辦以目標為本的培訓課程，並由本處的專業人員出任導師或指導員。我相信這個訓練中心有助不斷促進區內外航空運輸系統的安全和有效運作。

二零零二年五月，我們協助國際民用航空組織（國際民航組織）在香港舉行航空保安及機場簡化手續第九次亞太區研討會，在在顯示我們對亞太區民航業穩健運作而作出的貢獻。此外，為支持國際民航組織實施全球航空保安審核計劃，本處亦協助該組織在二零零三年一月舉辦首個亞太區航保安審計員課程。本處兩名高級專業人員修畢該課程後，取得國際民航組織認可的航空保安審計員資格。

It is worth pointing out that the creation of the new section and the establishment of the new committee was made possible without any additional allocation of funding or manpower by the Government. With the existing resources, CAD also managed to launch the Hong Kong Civil Aviation Training Centre. Having an aim to share our experience and knowledge with other fellow members of the Asia Pacific aviation community, the Centre runs target-oriented training programmes with our professional staff acting as instructors or facilitators. I am confident that this new initiative will contribute to the continuous enhancement on a safe and efficient air transport system in this region and beyond.

Our contribution to the well being of the civil aviation operations in the Asia Pacific region was also reflected in our assistance provided to the International Civil Aviation Organization (ICAO) in hosting the 9th Regional Aviation Security and Facilitation Seminar in Hong Kong in May 2002. As a support to the ICAO Universal Security Audit Programme, CAD also assisted ICAO to hold the first Aviation Security Auditors Course for the region in January 2003. Two senior professionals from my Department completed the course and qualified as ICAO certified aviation security auditors.

年內，航空保安仍然是我們其中一項首要工作。在九一一事件發生後，我們檢討過各項保安措施，並在多方面予以加強，包括向航空公司發出與駕駛艙保安有關的航空保安諮詢通報及飛行運作通告。除了與本地有關當局和組織緊密合作，確保所需推行的航空保安措施均予落實外，本處亦與外國航空當局保持聯繫，交流與保安有關的資訊，以及協助航空公司執行額外的保安措施。

儘管經濟氣候仍然陰霾滿布，個別持有航空營運許可證的公司仍積極擴展業務。國泰航空有限公司逐步增加多個目的地的定期客運班次，又在貨運服務方面開辦前往米蘭的定期全貨運服務，以及接辦華民航空有限公司前往杜拜、布魯塞爾和曼徹斯特的貨運服務。該公司的飛機數目已增加到79架，特別是兩架新添置的空中巴士A340-600型飛機，使該公司成為亞洲第一家，以及全球第二家營運這新機種的航空公司。本處飛行標準及適航部督察在接收飛機的程序展開前和進行期間，一直積極參與其事，以確保新機種符合民航處在營運及工程方面所定的高標準。

港龍航空有限公司亦擴展其服務網絡，包括開辦前往台北的定期客運及全貨運服務，以及增加前往歐洲、大阪及上海的貨運服務航班。該公司添置了兩架空中巴士A330-300型飛機和一架波音B747-300型貨機後，機隊現時共有24架飛機。

本處在今年下半年的其中一項主要工作，是處理中富航空有限公司提出更改航空營運許可證的申請，以營運一架50座位的龐巴迪CRJ-200型載客支線飛機。這架CRJ-200型飛機的航程大約為3 700公里，可覆蓋國內大部分城市和個別東南亞目的地。隨着該架支線飛機投入運作，商務和外遊旅客可享受更便捷的航空交通服務。

Aviation security remained one of our top priorities in the year. In the light of the September 11 incidents, a review of security measures was made and enhanced measures were implemented. Aviation Security Advisory Circulars and Flight Operations Notice on cockpit security were issued to airline operators. Apart from working closely with the concerned local authorities and organisations to ensure the required aviation security arrangements were in place, the Department also liaised with foreign aviation authorities to exchange security related information and assisted airlines in carrying out additional security measures.

Although the economic climate remained gloomy, individual Air Operator's Certificate (AOC) holders took positive steps to expand their business operations. Cathay Pacific Airways Limited (CPA) progressively increased the frequency of its scheduled passenger services to a number of destinations. On freighter business, the airline launched new scheduled all-cargo services to Milan and took over AHK Air Hong Kong Limited's operation of freighter services to Dubai, Brussels and Manchester. Its fleet size grew to 79 aircraft. Notably, two new Airbus A340-600s were acquired by the airline. CPA was the first Asian airline and the second operator in the world to operate this new aircraft type. Inspectors from our Flight Standards and Airworthiness Division were heavily involved before and during the flight delivery process to ensure that the new aircraft type attained the high operational and engineering standards required by the Department.

Hong Kong Dragon Airlines Limited (HDA) also expanded its service network. The airline commenced scheduled passenger and all-cargo services to Taipei and increased frequencies on freighter services to Europe, Osaka and Shanghai. With the addition of two Airbus A330-300 aircraft and one Boeing B747-300 freighter to its fleet, HDA operated a total of 24 aircraft.

In the latter half of the year, CAD was busy processing the application from CR Airways Limited to vary its AOC to operate a 50-seat Bombardier CRJ-200 regional jet for carriage of passengers. The CRJ-200 has a range of about 3 700 kilometres that puts most Mainland cities and some South East Asian destinations within its reach. The operation of this regional jet is expected to provide much added convenience to both business and leisure travellers alike.

本處在二零零二年五月向一家新的公務機航空公司 — Jet Aviation Business Jets (Hong Kong) Limited發出航空營運許可證，以便該公司可以採用龐巴迪全球快車BD700型飛機提供包機服務。至於另一家提供商務包機服務的公司 — 香港商用飛機有限公司則在二零零二／零三年度接近結束時，以一款在香港首次登記的機種—灣流G200型公務機，取代原有的灣流GIV型飛機。以上所述反映出香港的整體航空業具相當發展潛力。

年內，本處向Visions Balloons Limited發出航空營運許可證，為本地航空界帶來一番新氣象。民航處視察過該公司的設備和運作後認為符合要求，因此批准該公司操作繫留氣球。這也是本處向氣球營運商發出的首個航空營運許可證。

展望未來，亞太區的航空交通將保持增長。中國成功取得二零零八年北京奧運會及二零一零年上海世界博覽會的主辦權，以及加入世界貿易組織，連同香港特區政府和香港機場管理局各項加強香港國際機場競爭力發展策略的配合下，香港定能吸引更多航空公司開辦往來香港的航線，帶動更多旅客來港及促進航空貨運業的增長，從而進一步加強香港作為國際及區域航空中心的地位。

最後，我必須向處內每一位同事衷心致謝，他們克盡厥職，協助部門發揮作為航空交通管制服務提供者和航空監管當局的角色，實在功不可沒。至於航空諮詢委員會各成員提出的真知灼見，對確保香港繼續維持安全及有效率的航空運輸系統，也是極為重要。



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A new business jet operator was granted an AOC by CAD. Upon receipt of its AOC in May 2002, Jet Aviation Business Jets (Hong Kong) Limited operated chartered flights with a Bombardier Global Express BD700 aircraft. Meanwhile, Metrojet Limited, the other business charter operator, replaced its Gulfstream GIV with a Gulfstream G200, a new type of business jet in Hong Kong towards the end of 2002/03. Such developments reflect the potential of the general aviation business in Hong Kong.

The aviation scene was made more interesting in the year with an AOC granted to Visions Balloons Limited. Subsequent to inspection of its facilities and operations to our satisfaction, the company was approved to operate a tethered balloon. It was the first AOC issued to a balloon operator by the Department.

Looking ahead, air traffic growth in the Asia Pacific region remains positive. The successful biddings by China to host the Olympic Games 2008 in Beijing and the 2010 World Expo in Shanghai as well as China's accession to the World Trade Organisation, together with various development strategies implemented by the HKSAR Government and the Airport Authority Hong Kong to enhance the competitiveness of HKIA, will attract more airlines to serve Hong Kong and thus bring more visitors and boost the growth of air cargo industry. All these can further enhance Hong Kong's status as an international and regional aviation centre.

Last but not least, I must express my deepest appreciation to all CAD colleagues who render unflinching support to the Department in performing its ATC service provider and aviation regulatory roles. The invaluable suggestions and contributions by members of the Aviation Advisory Board are also vital to ensuring that Hong Kong continues to have a safe and efficient air transport system.

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