

第一章 處長報告

Chapter 1 Director-General's Review



民航業在本財政年度的頭數個月承受著沉重的壓力，因為在零三年初區內爆發嚴重急性呼吸系統綜合症。區內航空客運需求因疫症而下跌，情況最嚴峻的時候，有些航空公司取消高達60%的定期航班。

根據統計數字，香港國際機場在二零零三／零四年度的往來航班為190 301架次，較上個財政年度下跌10%；飛越香港飛行情報區的航班下跌至63 927架次，跌幅為7.6%。香港國際機場處理的客運量總數為2 700萬人次(不包括67萬過境人次)，較二零零二／零三年度大跌19%。尤幸自去年至今，出口往歐洲和其他亞洲城市的航空貨運量上升7.5%，達274萬噸。

在疫症肆虐期間，民航處一直積極參與制定和實施各項防疫措施，協助遏止疫症擴散，並加強旅客信心。二零零三年七月，國際民用航空組織（國際民航組織）對香港國際機場的防疫措施進行評核，確認各項措施均完全符合該組織的建議。

有賴本港航空業界上下發揮靈活應變、竭盡所能、努力不懈的精神，亦為香港社會成功的因素，二零零三年五月世界衛生組織撤銷對受影響地區的旅遊忠告後，航空市場迅速復甦。在隨後的三至四個月，本地航空公司的定期客運航班已回復至疫症前的水平。

The civil aviation sector was subject to tremendous pressure during the first few months of the year under review due to the outbreak of the Severe Acute Respiratory Syndrome (SARS) towards the end of last financial year. The outbreak had a negative impact on the demand for passenger air travel in the region. During the most difficult time, some operators cancelled up to 60% of the schedule services.

Statistics for 2003/04 showed that the number of aircraft movements at Hong Kong International Airport (HKIA) was 190 301, i.e. a reduction of 10% from last financial year, and the number of aircraft movements overflying the Hong Kong Flight Information Region dropped by 7.6% to 63 927. A total of 27 million passengers (excluding 0.67 million in transit) passed through HKIA, which was a decrease of 19% from 2002/03. However, it was pleasing to note that with a surge in exports to Europe and other Asian cities, the air cargo throughput enjoyed a growth of 7.5% over the previous year to 2.74 million tonnes.

During the SARS crisis, the Civil Aviation Department (CAD) actively participated in the development and implementation of anti-SARS precautionary measures to help contain the spreading of the disease and boost the confidence of the travelling public. An ICAO Anti-SARS Airport Evaluation in July 2003 confirmed that these measures implemented at HKIA fully complied with ICAO recommendations.

Thanks to the resilience, perseverance and diligence of all parties in the aviation industry, which are typical attributes and important success factors of the Hong Kong society, the aviation market rebounded vigorously soon after the World Health Organisation lifted the travel advisory against non-essential travel to affected areas, including Hong Kong, in May 2003. In the subsequent three to four months, local airline operators had restored their scheduled passenger air services to their respective pre-SARS levels.



因應對航班需求的增加，本地航空公司紛紛擴充現有機隊。年內，國泰航空接收了七架廣體飛機，包括三架空中巴士A330型、一架空中巴士A340-600型及三架波音B777型，使機隊增加至86架。在本報告年度內，港龍航空添置了兩架空中巴士A321型、一架空中巴士A330型及一架波音B747-200型貨機，使機隊增加至28架。中富航空引入了一架龐巴迪CRJ-200型客機，為香港飛機登記冊增添新機種。除了這些定翼機外，直升機服務(香港)有限公司接收了一架Eurocopter AS355N型直升機，而飛翔熱氣球有限公司亦添置了另一熱氣球以提供服務。

珠江三角洲地區的航空需求不斷增長，航空業在區內擁有巨大的發展潛力。民航處一直與內地和澳門的民航當局保持密切聯繫。二零零四年二月，三方成立工作組，成員包括中國民用航空總局及澳門民航局的航空交通管理專家，以期制訂一個互相協調的長遠航空交通管理方案，確保珠江三角洲地區航空交通的安全、高效和持續發展。在同月內，民航處與中國民用航空總局及澳門民航局就互相認可航空器維修單位的批准，簽訂合作安排增編，把互相認可的批准推展致發動機維修單位。

To cope with the anticipated demand for air services, local operators reacted through adding aircraft to their existing fleet. Cathay Pacific Airways Limited received seven wide-bodied aircraft, which included three Airbus A330, one Airbus A340-600 and three Boeing B777, thus expanding the size of its fleet to a 86 aircraft. Hong Kong Dragon Airlines Limited added two Airbus A321, one Airbus A330 and one Boeing B747-200 freighter to its fleet, which had increased to 28 aircraft during the report period. With the acquisition by CR Airways Limited of a Bombardier CRJ-200, the Hong Kong Civil Aircraft Register included a new type of aircraft. Besides these fixed wing aircraft, Heliservices (Hong Kong) Limited took delivery of a Eurocopter AS355N helicopter, and Visions Balloons added another hot air balloon to its operations.

With growing demand and the vast development potential in the aviation sector in the Pearl River Delta (PRD) area, CAD maintained close cooperation with the civil aviation authorities of the Mainland and Macao. In February 2004 a tripartite working group comprising ATC experts of the General Administration of Civil Aviation of China (CAAC) and the Civil Aviation Authority of Macao (CAAM) was formed with a view to formulating a coordinated and long-term air traffic management plan to ensure safety, efficiency and sustainable development in air traffic in the PRD. In the same month, CAD signed with CAAC and CAAM an Addendum to the Cooperation Arrangement on mutual acceptance of approval of aircraft maintenance organisations, extending the mutual acceptance to engine maintenance organisations.

為履行國際民航組織的衛星通訊、導航及監察／航空交通管理系統的全球及區域實施計劃，民航處在研究及制訂有關程序及系統的工作，陸續取得進展。由二零零四年三月起，我們已採用了全球定位系統為新的區域導航離場程序進行試飛，效果令人滿意。此外，民航處與航空公司、毗鄰的空中交通和電訊服務供應商及香港天文台合作，測試及分析空中交通服務設施數據通訊、全球導航衛星系統的訊號質素，以及由航機下傳天氣報告至天文台等多個項目。國際民航組織正準備在二零零五年前在亞太地區實施航空通訊網計劃，香港是其中一個中樞點。為此，香港已聯同北京、曼谷及新加坡進行多項有關航空通訊網及航空交通服務訊息處理系統的測試，進展令人鼓舞。

不幸的在二零零三年八月二十六日，飛行服務隊一架Eurocopter EC155B1型直升機在執行任務時遇上意外，導致機員殉職。民航處意外調查組根據《香港民航（意外調查）規例》隨即展開調查，工作進展順利，初步調查報告已於二零零三年九月發表。

To comply with global and regional implementation plans of the International Civil Aviation Organisation (ICAO) for the satellite-based Communications, Navigation and Surveillance / Air Traffic Management (CNS/ATM) systems, CAD had been making steady progress in the studies and development of procedures and systems. Flight checks of new Area Navigation (RNAV) departure procedures using Global Positioning System (GPS) commenced in March 2004 and results had so far been satisfactory. In conjunction with airline operators, adjacent air traffic and telecommunication services providers and the Hong Kong Observatory (HKO), we had been conducting trials and analysis on Air Traffic Services Inter-facility Data Communication (AIDC), Global Navigation Satellite System (GNSS) signal quality, and the downlink of weather reports from aircraft for processing by HKO. In preparing for the implementation of the ICAO Aeronautical Telecommunication Network (ATN) in the Asia Pacific Region by 2005, with Hong Kong as one of the backbone sites, we conducted trials on ATN and ATS Message Handling System (AMHS) with Beijing, Bangkok and Singapore. Progress of these studies had been encouraging.

On a regrettable note, a Eurocopter EC155B1 helicopter of the Government Flying Service had a fatal accident on August 26, 2003 whilst conducting a casualty evacuation mission. The Accident Investigation Division of CAD was immediately mobilised to conduct an investigation into the accident. The investigation under the Hong Kong Civil Aviation (Investigation of Accidents) Regulations had been progressing well and a preliminary report was issued in September 2003.



為履行區域性航行規劃程序和《基本法》所規定的有關職責，民航處繼續積極參與國際民航組織的活動。二零零三年九月，香港民航處處長當選國際民航組織第11次航行會議的主席。這是半個世紀以來，航行會議首次由中國代表出任主席。二零零三年十一月，民航處主辦國際民航組織搜救研討會，有13個來自本地和海外搜救單位的民航當局代表出席。香港一年一度的搜救演習安排在研討會之後進行，讓本地和海外搜救專家一同參與，交流專業心得和經驗。此外，民航處亦為國際民航組織提供協助，於二零零三年十二月派員到馬來西亞檳城擔任航空保安導師訓練課程的講者，以及於二零零四年一月派出一位審計員到寮國協助進行航空保安審計。

航空保安向來是我們的工作重點。二零零三年八月，民航處協助亞太經濟合作組織(亞太經合組織)運輸工作組在香港舉辦多個重要會議，包括亞太經合組織航空保安專家工作組第四次會議、推動有效全面檢查行李研討會及運輸保安專家工作組會議。

To discharge our responsibilities in accordance with regional air navigation services provisions and those prescribed in the Basic Law, CAD continued to participate actively in ICAO activities. In September 2003, the Director-General of Civil Aviation of Hong Kong was elected as the Chairman of the 11th Air Navigation Conference of ICAO. It was the first time in half a century that the Conference was chaired by a Chinese delegate. CAD hosted an ICAO Search and Rescue (SAR) Seminar in November 2003, which was attended by representatives from 13 civil aviation authorities and participants from local and overseas SAR units. The Seminar was followed by our annual SAR exercise, in which experts of local and overseas SAR units participated and exchanged professional expertise and experience. CAD also assisted ICAO by providing an instructor for the Aviation Security Instructor Course held in Penang, Malaysia, in December 2003 and a qualified auditor for the Universal Security Audit Programme conducted in Laos in January 2004.

With security as one of our top priorities, CAD assisted the Asia-Pacific Economic Cooperation (APEC) Transport Working Group in hosting a number of important meetings in Hong Kong in August 2003, namely the 4th APEC-Aviation Security Experts Sub-Group Meeting, a Symposium on the Promotion of Effective 100% Baggage Screening and a Transport Security Experts Groups Meeting.



為慶祝動力飛行百周年，亞洲航空航天論壇於二零零三年十二月舉辦「航天百周年」活動。民航處獲重建經濟活力計劃支持，贊助是次活動，「航天百周年」包括航空展覽、研討會及頒發獎學金等。

二零零四年三月，民航處贊助香港航空交通管制協會第43屆航空交通管制員協會國際聯合會會議。會議共有來自80個國家及地區逾800名代表出席。

過去一年，我們得到多個政府部門及業界機構的通力合作及大力支持，航空諮詢委員會成員亦向我們提供不少寶貴意見和建議。在此，我謹向合作伙伴表示衷心的謝意。我也藉此機會感謝民航處全體同事一直克盡厥職、努力不懈、忠誠服務，使香港穩保國際及地區航空中心的地位。

To celebrate the Centenary of Powered Flight, the Aerospace Forum Asia organised the "Aerospace 100" function in December 2003 and CAD provided sponsorship under the Economic Relaunch Programme. A series of activities related to aviation such as exhibition, discussion forum and scholarships were launched.

CAD also had the pleasure of sponsoring the 43rd Conference of the International Federation of Air Traffic Control Associations (IFATCA), which was co-hosted with the Hong Kong Air Traffic Control Association in Hong Kong in March 2004. The Conference was attended by more than 800 delegates from 80 states and territories.

My review of the year would not be complete without expressing my sincere gratitude to our business partners, including those in the government and in the private sector, for their cooperation and support, and to members of the Aviation Advisory Board for their advice and contributions. I would also take the opportunity to express my appreciation of the commitment, diligence and dedication of all CAD staff, who had all been making their respective and important contributions in maintaining Hong Kong as an international and regional civil aviation centre.



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