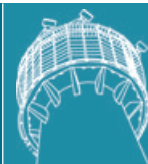


處長報告 Director – General's Review



我很高興於二零零四年四月獲委任為處長。二零零四／零五年度對民航處來說，是既繁忙又充實的一年。我謹向大家介紹民航處二零零四／零五年度報告，報告概述了本處年內的工作及各項成果。

年內，香港的航空交通量由於區內經濟復蘇，錄得顯著增長。在二零零四／零五年度，香港國際機場的往來航班共251 906架次，較去年同期上升25.1%。至於飛越香港飛行情報區的航班亦達81 288架次，較去年同期增加27.2%。在二零零五年三月二十五日（復活節假期），本處的航空交通管制員在香港國際機場處理的航班數目達794架次，創下歷年新紀錄。

在航空客貨運方面，年內旅客總數為3 700萬人次（不包括86萬過境人次），而貨運量則為314 萬公噸，較去年同期分別上升了38%和14.8%。

I was delighted to be appointed Director-General in April 2004. The year 2004/05 marked another busy and eventful year for the Civil Aviation Department (CAD) and I have great pleasure in presenting the annual report which highlights our work and achievements during that period.

Hong Kong experienced a remarkable increase in air traffic in 2004/05 due to the region's economic recovery. The number of aircraft movements at the Hong Kong International Airport (HKIA) was 251 906 – a 25.1% growth over 2003/04. The number of flights overflying the Hong Kong Flight Information Region was 81 288 which represented a 27.2% increase over the previous financial year. On March 25, 2005 (Easter Good Friday), our air traffic controllers handled a record 794 aircraft movements at HKIA.

On passenger and cargo throughputs, the figures were 37 million (excluding 0.86 million in transit) and 3.14 million tonnes respectively. Compared to the previous year, the throughputs increased by 38% (passenger) and 14.8% (cargo).



在本報告年度內，香港的航空業在經歷「沙士」後漸見復蘇。本地營運商因應航空服務需求的增加，都相繼擴充機隊。國泰航空年內接收了四架波音747型飛機，令機隊數目增至88架。港龍航空亦接收了兩架空中巴士A320型飛機及一架空中巴士A330型飛機，令機隊數目增至31架。中富航空則接收了該公司第二架龐巴迪CRJ-200型飛機。香港華民航空獲批准更改其航空營運許可證，得以營運一架首次在香港民用航空器登記冊上登記的空中巴士A300型貨機。此外，四家外地航空公司相繼開辦來往香港的定期客運航班服務，他們分別是惠旅航空、捷星亞洲航空、廈門航空和泰國天鷹航空。

本處很榮幸在二零零四年十一月主辦了第四十一屆亞洲及太平洋區民航局局長會議，會議的主題是「透過有效安全監督，與業界夥伴共同達致安全、高度保安和有效率的航空交通系統」。為期五天的會議在全體同事的努力下完滿舉行。我們很高興會議共有來自38個締約國／地區及三個民航組織，超過200位代表出席，並獲得他們的好評。

在技術發展方面，西沙二次監察雷達的雷達數據及甚高頻通訊的訊號，在本處與中國民用航空總局的緊密聯繫和合作下，已分別在二零零四年十二月和二零零五年一月傳抵香港，作技術和運作評估。二次監察雷達和甚高頻通訊的服務範圍覆蓋整個香港飛行情報區後，有助進一步加強飛行安全及提升香港空管服務及運作效率。

有關航空保安方面，本處繼續積極參與各項國際事務，包括國際民用航空組織的保安審計工作。二零零五年三月，本處代表中國香港接替新西蘭擔任航空保安專家小組的主席。此外，本處有三名人員獲國際民用航空組織接納為認可航空保安審計員，他們並以

During the period under review, Hong Kong's aviation industry gradually recovered from the aftermath of SARS. Local operators continued to expand their fleet to cope with the increasing demand on air services. Cathay Pacific Airways received four Boeing B747 aircraft to strengthen its operating fleet to 88. The fleet of Dragon Airlines Limited expanded to 31 aircraft by adding two Airbus A320 and one Airbus A330 aircraft. CR Airways Limited received its second Bombardier CRJ-200 aircraft. AHK Air Hong Kong Limited was approved for a varied AOC for its operation of the Airbus A300 freighter, which was a new type of aircraft to be put on the Hong Kong Civil Aircraft Register. Four airlines based outside Hong Kong – Valuair, Jetstar Asia Airways, Xiamen Airlines and Thai Sky Airlines began scheduled passenger services.

In November 2004, CAD was honoured to host the 41st Conference of Directors General of Civil Aviation, Asia and Pacific Regions with a theme "Partnership in Achieving a Safe, Secure and Efficient Air Transport System through Effective Safety Oversight." With our strenuous efforts, the five-day conference was successful and we were pleased with the overwhelming response from more than 200 delegates from 38 States and territories and three invited organisations.

On the technical front, with close liaison and co-ordination with the General Administration of Civil Aviation of China (CAAC), the secondary surveillance radar (SSR) data and Very High Frequency (VHF) air-ground communication signals from Xisha were successfully relayed to Hong Kong in December 2004, and January 2005, for technical and operational evaluations. The full SSR and VHF communications coverage will further enhance flight safety, service standard and operational efficiency of the Hong Kong ATC operations.

With regard to aviation security, the Civil Aviation Department continued to actively participate in international activities including the International Civil Aviation Organization (ICAO) security audits. In March 2005, we represented Hong Kong, China to take over the Chair of the Experts Group on Aviation Security from New Zealand. Three CAD officers were accepted by ICAO as certified aviation



短期專家的身份參與國際民用航空組織審計團，前往亞太區內六個締約國參與保安審計。

年內，本處繼續就各項飛行標準事宜與其他民航局緊密合作。二零零四年十二月，本處與新加坡民航局簽訂了「航空維修技術安排」諒解備忘錄，互相確認香港和新加坡航空維修機構的資格，令兩地的航空維修機構可為對方的註冊飛機進行組件維修保養。二零零四年六月，本處與美國聯邦航空局合辦了亞太地區民航當局飛行標準安全研討會，為期三天的研討會議題包括各項飛行標準事宜，研討會成果豐碩。

二零零四／零五年度是民航處繁忙的一年。我對於同事們的超卓工作表現、專業操守和勇於承擔的精神，深以為傲。民航處的成功，實有賴一班辛勤又敢於接受挑戰的員工，與及各政府部門和業界夥伴的通力合作和大力支持。另外，我亦謹向航空諮詢委員會全體委員致謝，委員會對我們提供了不少寶貴的意見和貢獻。

展望來年，將會是同樣富挑戰性的一年。我確信民航處全體人員必將繼續努力工作，精益求精，以達致本處致力於安全及有效率的航空系統的工作理想。

羅崇文

民航處處長
羅崇文太平紳士

security auditors. They were invited to serve as Short Term Experts of ICAO teams in the security audits of six Contracting States in the Asia-Pacific region.

During 2004/05, we continued to work closely with other civil aviation authorities on various flight standards issues. In December 2004, CAD signed a "Technical Arrangement on Aviation Maintenance" with the Civil Aviation Authority of Singapore for mutual recognition of aircraft components maintenance organisations located in Hong Kong and Singapore. This co-operation arrangement allowed the civil aviation authorities of Hong Kong and Singapore to recognise each other's approvals of maintenance organisations to maintain aircraft components. In June 2004, CAD organised jointly with the United States Federal Aviation Administration a Flight Standards Seminar in Hong Kong for Asia-Pacific region civil aviation authorities. Fruitful discussions on a variety of flight standards topics were held during this three-day seminar.

The year 2004/05 was quite hectic for the department. I am proud of the outstanding performance, professionalism and commitment my colleagues have shown in carrying out their duties throughout the year. The success of the department would not be possible without the hard work of CAD staff who continually rise to challenges, and the unfailing support and co-operation of other government departments and business partners. Last but not least, I would like to express my sincere appreciation for the invaluable suggestions and contributions by the members of the Aviation Advisory Board.

The year ahead will no doubt be full of challenges. However, I am confident that all members of CAD will continue to strive for excellence in our work. We are committed to a safe and efficient air transport system.

Mr Norman Lo Shung-man, JP
Director-General of Civil Aviation