





處長報告

DIRECTOR – GENERAL'S REVIEW

香港的經濟在過去兩年持續反彈，經濟復蘇的勢頭，帶動航空業在去年平穩增長。在二零零五 / 零六年度，航空交通數字創下新高，令人鼓舞。年內，在香港國際機場升降的航班共有 278 697 架次，較二零零四 / 零五年度增加 10.6%；飛越香港飛行情報區的航班有 90 191 架次，較去年上升了 10.9%。在二零零六年一月二十七日，香港國際機場的航空交通管制員共處理了 853 航班架次升降，刷新了單日處理航班數目的新紀錄。

在航空客貨運方面，年內旅客總數達 4 060 萬，較去年同期上升 8%。貨運量亦較去年增加了 11%，總數達 347 萬公噸。

為應付航空交通需求量的增加，本地營運商紛紛擴充機隊。去年，國泰航空公司接收了六架飛機，令機隊數目增至 97 架。港龍航空公司亦接收四架飛機，機隊數目增至 35 架。港聯航空、中富航空及香港商用飛機公司亦購置新飛機以加強服務。一間新成立的本地航空公司甘泉航空，申請航空營運許可證經營長途航線，本處正在處理該項申請，審批進度令人滿意。此外，七家外地航空公司，包括曼谷航空公司、廈門航空公司、四川航空、山東航空公司、暹粒航空公司、卡塔爾航空及深圳航空公司，相繼開辦來往香港的定期客運航班服務。

Hong Kong's economy has continued to rebound in the past two years. Driven by the economic recovery, the aviation industry grew considerably in 2005/06. It was encouraging to note that annual air traffic figures soared to new heights in 2005/06. The number of aircraft movements at the Hong Kong International Airport (HKIA) was 278 697, an increase of 10.6% over 2004/05. The number of flights overflying the Hong Kong Flight Information Region (FIR) reached 90 191, up 10.9% over the previous year. On January 27, 2006, our air traffic controllers at HKIA set a new daily record by handling a total of 853 aircraft movements.

On passenger and cargo throughputs, the passenger number was 40.6 million, an increase of 8% over the past year while cargo throughput for the year grew by 11% to 3.47 million tonnes.

To cope with the anticipated air traffic demand, local operators continued to expand their fleet. During the year, Cathay Pacific Airways Limited acquired six aircraft to strengthen its fleet to 97. Hong Kong Dragon Airlines Limited received four aircraft and its fleet increased to 35. Hong Kong Express Airways Limited, CR Airways Limited and Metrojet Limited also took delivery of new aircraft to enhance their services. A newly established local airline, Oasis Hong Kong Airlines Limited, submitted an application for Air Operator's Certificate to operate long haul services. The processing progress had been satisfactory so far. Seven new foreign airlines - Bangkok Airways, Xiamen Airlines, Sichuan Airlines, Shangdong Airlines, Siem Reap Airways International, Qatar Airways and Shenzhen Airlines commenced scheduled passenger services.



年內，本處在各方面的工作都取得新進展。我們成功實行了區域導航標準儀表離場程序，進一步提高空管效率及優化空域管理工作。這套新程序按照國際民航組織所訂的準則制定，令飛機能更準確地航行於指定航線上，較傳統的地面信標導航更有效。

在航空保安方面，《2005 年航空保安（修訂）條例》已於二零零五年十一月開始實施，該條例就在民航飛機上的難受管束或擾亂秩序行為施加刑事制裁。香港作為國際航空中心，一直緊遵國際民航組織根據有關國際公約所頒布的安全和保安標準及慣例。

本處繼續積極參與珠江三角洲空域規劃工作。去年我們參與了三方工作組的會議，與中國民用航空總局及澳門民航局交換意見和區內航空交通流量的資料。三方工作組的組成旨在尋求解決珠三角空管問題的長遠方法。

有關技術發展方面，西沙二次監察雷達的雷達數據及甚高頻通訊的訊號，已經於二零零五年六月順利投入運作。二次監察雷達及甚高頻通訊的全面覆蓋，標誌著一個新里程。這些訊號引接到香港後，能進一步加強飛行安全及提升空管運作效率。

本處去年成功籌辦了多個國際航空會議，取得滿意成績。在二零零五年六月舉行的國際民用航空組織亞太區簡化手續研討會，超過 150 位來自 18 個締約國或地區的代表出席，就實施可供機器閱讀旅遊證件交流經驗。二零零六年二月，本處亦主辦了東南亞互助拓展安全運作及持續適航計劃統籌委員會第七次會議，議題包括國際民航組織在語言能力、安全管理系統及安全審計方面的最新發展和要求。

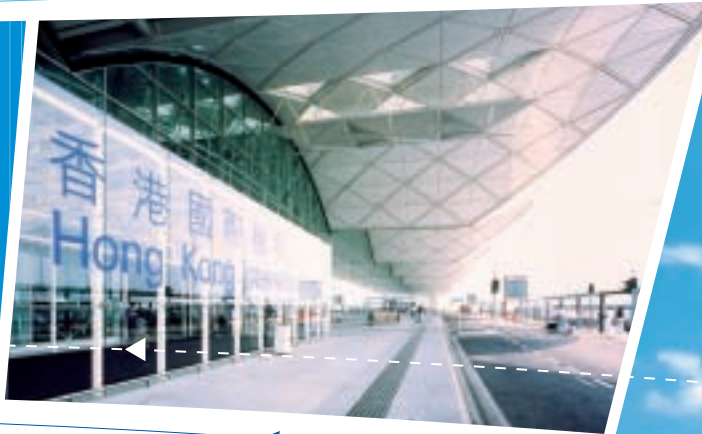
During the year, we continued to make considerable progress in various areas. We successfully implemented a set of Area Navigation Standard Instrument Departure Procedures to further enhance Air Traffic Control efficiency and airspace management. These procedures were designed in accordance with the criteria stipulated by the International Civil Aviation Organization (ICAO), which enabled aircraft to fly a designated flight path with much more accuracy than using conventional ground-based navigation beacons.

On the aviation security side, the Aviation Security (Amendment) Ordinance 2005 came into operation in November 2005. The ordinance imposed criminal sanctions against unruly or disruptive behaviour offences committed on board civil aircraft. As an international aviation centre, Hong Kong has closely observed the safety and security standards and practices promulgated by ICAO under the relevant international conventions.

The department has been actively participating in the work on the Pearl River Delta (PRD) Region airspace planning. We continued to take part in the tripartite working group meeting with the Civil Aviation Administration of China and the Civil Aviation Authority Macao to exchange ideas and information on regional air traffic flow. The tripartite working group was formed with the objective of exploring long-term resolutions for air traffic management over the PRD region.

On the technical front, the Secondary Surveillance Radar (SSR) data and Very High Frequency (VHF) air-ground communication signals from Xisha successfully became operational in June 2005. The full SSR and VHF coverage represented a milestone. With the availability of these signals, flight safety and air traffic operations can be further enhanced.

Last year, we had a rewarding experience in organising international aviation conferences. The ICAO Asia Pacific Region Seminar on Facilitation was held in June 2005. More than 150 delegates from 18 states and territories converged in Hong Kong to share experience on the implementation of Machine Readable Passports. In February 2006, we hosted the Seventh Meeting of the Co-operative Development of Operational Safety and Continuing Airworthiness Programme-South East Asia Steering Committee. The meeting provided a forum for participants to exchange views on the latest ICAO developments and requirements on language proficiency, safety management system and safety oversight audit.



回顧本處二零零五 / 零六年度的工作，可說是既繁忙又充滿挑戰性。在全體人員的共同努力下，各項工作得以順利完成，成績圓滿。去年，部門面對如此繁重的工作都能一一順利完成，實有賴同事們的不懈努力及其他工作夥伴的大力支持。我衷心感謝各同事在過去一年盡心竭力，辛勤工作。

此外，我亦要向航空諮詢委員會致謝，感謝他們多年以來作出的寶貴貢獻。航空諮詢委員會的任期在二零零五年九月屆滿，該會以往在協助本處制定政策，促進本地航空業發展，一直擔當重要角色。

展望來年，部門的工作將有更多新挑戰。一如以往，民航處上下會繼續為大眾提供高效率及高質素的服務。

The year 2005/06 was hectic and yet challenging for the Civil Aviation Department. As a result of the concerted efforts of all our staff, the department has completed another successful year. Without the dedicated efforts of all of our staff and the unfailing support from our working partners, we would not have been able to accomplish our tasks successfully in the year under review. I would like to express my heartfelt gratitude to all our staff for their dedication and hard work in the past year.

I would also like to take this opportunity to thank the Aviation Advisory Board which was dissolved in September 2005, for its valuable contributions to the department over the years. The board played a significant role in advising the policy direction of the department to facilitate the development of local aviation industry.

Looking ahead, the department will face numerous challenges but as in the past, our staff will continue to perform with the high level of efficiency and deliver quality services to the community.



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