

飛行標準及適航

FLIGHT STANDARDS AND AIRWORTHINESS



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用航空組織（國際民航組織）所訂的標準和建議措施。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、規管航空交通服務，以及調查飛機意外和事故。

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, regulation of the provision of air traffic services, and the investigation of aircraft accidents and incidents.





共有九家持有香港航空營運許可證的公司，為公眾提供航空交通服務。

There are nine Hong Kong AOC holders providing public air transport services.

飛行標準組

簽發和續發航空營運許可證

截至本報告年度結束為止，本港共有九家公司持有香港航空營運許可證。年內，本部調撥所需人力和資源，處理甘泉航空有限公司提出航空營運許可證的申請，並於二零零六年十月簽發航空營運許可證予該公司。同時，本部亦處理香港航空有限公司和香港快運航空有限公司提出更改其航空營運許可證的申請，以營運波音 B737 型飛機。在完成所需的審查後，本處分別於二零零六年六月和二零零七年一月更改上述兩家公司的航空營運許可證。於二零零六年十二月，本處應 Jet Aviation Business Jets (Hong Kong) Limited 的要求，取消該公司的航空營運許可證。

截至二零零七年三月三十一日，九家持有航空營運許可證的公司為：

- 香港華民航空有限公司(華民航空)
- 國泰航空有限公司(國泰航空)
- 直升機服務(香港)有限公司
- 空中快線
- 香港航空有限公司(香港航空)(前為中富航空有限公司)
- 港龍航空有限公司(港龍航空)
- 香港快運航空有限公司(香港快運)
- 香港商用飛機有限公司(香港商用飛機)
- 甘泉航空有限公司(甘泉航空)

FLIGHT STANDARDS OFFICE

Issue and Renewal of AOC

There were nine Hong Kong AOC holders by the end of the report period. During the year, the Division put in the necessary manpower and resources to facilitate the establishment of Oasis Hong Kong Airlines Limited which was granted an AOC in October 2006, and to process the varied AOC applications by Hong Kong Airlines Limited and Hong Kong Express Airways Limited for the operations of Boeing B737 aircraft. The varied AOC were issued in June 2006 and January 2007 respectively after the completion of the necessary assessment. In the meantime, the AOC granted to Jet Aviation Business Jets (Hong Kong) Limited was surrendered by the company and revoked in December 2006.

As at March 31, 2007, the nine AOC holders were:

- Air Hong Kong Limited (AHK)
- Cathay Pacific Airways Limited (CPA)
- Heliservices (Hong Kong) Limited (HEL)
- Heli Express Limited (HEXP)
- Hong Kong Airlines Limited (HKA) (formerly known as CR Airways Limited)
- Hong Kong Dragon Airlines Limited (HDA)
- Hong Kong Express Airways Limited (HKE)
- Metrojet Limited (Metrojet)
- Oasis Hong Kong Airlines Limited (OHKA)

During the year, the activities of the AOC holders were monitored through a combined programme of inspections. Apart from 142 flight operations inspections, the Flight Standards Office completed a total of 309 other AOC inspections (including station inspections and approval of authorised examiners). The 34 flight simulators used by the local airlines were evaluated, inspected and re-approved for use in accordance with the annual inspection procedures. Apart from the AOC holders, the Division also continued to monitor the helicopter and fixed-wing aircraft operations of the Government Flying Service (GFS). Besides, to



年內，本部推行一項聯合巡查計劃，監察持有航空營運許可證公司的運作。飛行標準組進行了142次飛行檢查，而有關航空營運許可證的其他巡查則合共有309次（包括外站巡查和審批核准考核人員）。本部亦按照年檢程序，對本港航空公司採用的34台飛行模擬器進行評審、視察及重新批出使用許可。除了監察持有航空營運許可證公司的運作外，本部亦繼續監察政府飛行服務隊的直升機和定翼機運作。此外，本部在年內進行了46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水平。

接收航空器

隨著香港航空業的快速增長，本地航空公司添置飛機以擴建其機隊。華航接收兩架空中巴士A300型貨機。國泰航空接收一架空中巴士A330型、四架波音B747型（其中一架為貨機）和一架波音B777型飛機。香港航空接收六架波音B737型飛機。港龍航空接收兩架空中巴士A330型飛機和兩架波音B747型貨機。香港快運接收一架波音B737型和一架Embraer ERJ-170型飛機。香港商用飛機接收一架灣流G550型飛機。甘泉航空接收兩架波音B747型飛機。連同個別航空器營運者所接收的定翼飛機，年內共有26個航空器列入香港民用航空器登記冊內。

工作組

飛行工作時間限制工作組、酒精及藥物工作組和宇宙輻射及航空委員會均由本處領導。飛行工作時間限制工作組繼續與業界商討有關飛行工作時間限制的事宜。酒精及藥物工作組正研究引入酒精及藥物測試程序。宇宙輻射及航空委員會則一直監控機組人員所受宇宙輻射劑量的監察計劃。

ensure compliance with international standards by foreign airlines using the Hong Kong International Airport (HKIA), the Division conducted 46 ad-hoc ramp inspections during the year.

Delivery of Aircraft

As the Hong Kong aviation industry continued to grow and expand rapidly, local airlines expanded their fleets with the delivery of additional aircraft during the year. AHK received two Airbus A300 freighters. CPA received one Airbus A330, four Boeing B747 (one of which was freighter) and one Boeing B777 aircraft. HKA received six Boeing B737 aircraft. HDA received two Airbus A330 aircraft and two Boeing B747 freighters. HKE received one Boeing B737 and one Embraer ERJ-170 aircraft. Metrojet received one Gulfstream G550 aircraft. OHKA received two Boeing B747 aircraft. Together with the delivery of fixed-wing aircraft to other private aircraft operators, a total of 26 aircraft were added to the Hong Kong Civil Aircraft Register during the year.



適航主任在停機坪為航機進行檢查。
An airworthiness officer conducting aircraft inspection at the apron.



適航主任定期為認可的飛機維修機構進行審查。
Airworthiness officers carrying out regular maintenance organisation audits.

頒發飛行訓練機構許可證

本處出版的《CAD 509》文件，概述對飛行訓練機構頒發許可證的要求。這些飛行訓練機構提供綜合訓練課程，培訓具備儀表飛行等級的香港商用（飛機）飛行員。位於澳洲阿得雷德的阿得雷德飛行學校（前為英國宇航航空訓練學校），首次在二零零零年獲本處根據《CAD 509》文件頒發首個許可證，其後該學校每兩年均獲本處續發許可證。在許可證的有效期內，阿得雷德飛行學校可為國泰航空和港龍航空的飛行學員舉辦飛行訓練課程。

飛行標準組一名飛行營運督察及適航事務組一名高級適航主任，於二零零六年十一月前往該飛行學校進行審核。審核人員認為阿得雷德飛行學校的運作繼續保持高水準。因此，本處向阿得雷德飛行學校續發許可證，為期兩年至二零零八年十一月。

適航事務組

年內，適航事務組繼續監察所有在香港登記飛機的維修和適航水平。適航事務組由16位適航主任組成，工作包括定期審查香港航空公司在本港、內地和海外的飛行站、定期審查認可的維修機構，以及在香港、中國內地、非洲、亞洲、澳洲、歐洲和北美洲各地城市內檢查

Working Groups

The Flight Time Limitation Working Group (FTLWG), the Alcohol and Drugs Working Group (ADWG) and the Cosmic Radiation and Aviation Committee (CRAC) are under the chairmanship of CAD. FTLWG continued to work with the industry on matters relating to flight time limitation. ADWG has been studying the introduction of procedures for conducting alcohol and drugs screening. The programme to monitor the exposure to cosmic radiation by crew members has been under constant review by CRAC.

Approval of Flying Training Organisation

Published by CAD, CAD 509 outlines the requirements for CAD Approval of a Flying Training Organisation offering an Integrated Course of Training for Hong Kong Commercial Pilot's Licence with Instrument Rating (Aeroplane). The first CAD 509 Approval granted to Flight Training Adelaide Pty. Limited (FTA) (formerly known as BAE Systems Flight Training (Australia) Pty. Limited), a flying training organisation in Adelaide, Australia to conduct flying training for the cadet pilots of CPA and HDA had been renewed every two years since the first grant in 2000.

One Flight Operations Inspector of the Flight Standards Office and one Senior Airworthiness Officer of the Airworthiness Office audited FTA in November 2006 for the purpose of renewing the approval before its expiry. The audit concluded that FTA continued to operate to a high standard and therefore the approval was renewed to FTA for another two years until November 2008.

AIRWORTHINESS OFFICE

The Airworthiness Office continued to monitor the maintenance and airworthiness standards of all Hong Kong registered aircraft. With a workforce of 16 Airworthiness Officers, this Office carried out regular AOC line station audits, approved maintenance organisation audits, and aircraft surveys in various locations including locally in Hong Kong and the Mainland, and cities in Africa, Asia, Australia, Europe and North America. These activities are essential to support the continual validation of AOC, approval of maintenance organisation, and the issue and renewal of Certificates of Airworthiness for Hong Kong registered aircraft.



飛機。這些工作很重要，有助適航事務組履行其職責，包括航空營運許可證及的維修機構的認可，以及簽發或續發適航證予在香港登記的飛機。

適航主任繼續接受相關的技術培訓及接收新的監管策略資訊。他們亦獲派出席國際研討會、會議和工作組會議，以掌握國際適航標準的最新發展。年內，適航主任出席的活動包括空中巴士和波音飛機的審定和維修審查委員會工作組會議、國際民航組織飛機噪音工作坊，以及飛機型號、人為因素和安全管理課程。

飛機維修

適航事務組透過機庫檢查、公司運作審查及產品審查，定期監察所有香港認可的飛機維修及飛機部件維修公司。截至二零零七年三月三十一日，共有32家認可的維修機構。而接受審查和定期視察的主要維修公司包括香港飛機工程有限公司、香港航空發動機維修服務有限公司、廈門太古飛機工程有限公司及新航工程公司等。

至於與外地民航局互相認可航空器維修單位的合作安排方面，本處於二零零六年六月與中國民用航空總局及澳門民航局簽訂「互相認可航空器維修單位批准合作安排」的文件。新簽署的合作安排進一步擴大了三方於二零零二年五月所簽署的合作安排的涵蓋範圍。二零零二年五月所簽署的合作安排只認可航空器部件維修，新簽訂的合作安排則延伸至整體航空器維修。

年內，適航事務組繼續舉辦與飛機維修有關的課程。二零零六年六月，適航事務組舉辦為期兩星期的香港適航事務課程，邀得英國民航局的客席講者出席。二零零七年一月，適航事務組舉辦為期一星期的飛機審定課程，並邀得歐洲航空安全機構的客席講者出席。上述課程均獲業界熱烈參與。參加者包括維修工程師、技術服務專家、維修管制員、經理、品質監控人員等。

Airworthiness Officers continued to receive technical training and regulatory update on airworthiness issues. The Officers also attended international seminars, conferences and working group meetings to widen their exposure on the latest development of the international airworthiness standards. Events that were attended by the Airworthiness Officers during the year included the Airbus and Boeing working group meetings on Certification and Maintenance Review Board; the ICAO Noise Certification Workshop as well as various aircraft type technical, human factors and safety management courses.

Aircraft Maintenance

The Airworthiness Office continued to monitor all Hong Kong approved aircraft and aircraft component maintenance companies regularly through hangar surveys, company audits and product audits. As at March 31, 2007, there were 32 approved maintenance organisations. Major maintenance companies, including Hong Kong Aircraft Engineering Company Limited (HAECO), Hong Kong Aero Engine Services Limited (HAESL), Taikoo (Xiamen) Aircraft Engineering Company Limited (TAECO) and SIA Engineering Company Limited (SIAEC), are monitored by rolling audits and regular visits.



民航處處長羅崇文六月在北京簽署了「中國民用航空總局、香港民航處、澳門民航局互相認可航空器維修單位批准」的合作安排文件。

Director-General of Civil Aviation, Mr Norman Lo, signs a cooperation arrangement on mutual acceptance of approval of aircraft maintenance organisations between the General Administration of Civil Aviation of China, Civil Aviation Department Hong Kong and Macao Civil Aviation Authority in Beijing in June.



香港登記飛機的維修和適航水平由適航事務組監察。
The maintenance and airworthiness standards of Hong Kong registered aircraft are monitored by the Airworthiness Office.

飛機維修訓練

截至二零零七年三月三十一日，在本港和海外共有五家維修訓練機構獲發《香港航空要求—147》許可證。該五家機構均獲准舉辦跟維修在香港登記的飛機有關的基本訓練課程及飛機型號訓練課程。

適航事務組統計數字

	數目
簽發適航證	26
續發適航證	160
審定重大改裝	37
認可飛機維修機構	32
認可飛機維修訓練機構	5
簽發飛機維修執照	1223

英國民航局諮詢服務

根據英國民航局與本處簽署的合約，英國民航局繼續向本處提供諮詢服務，包括向所有適航主任提供一般的監管建議和最新的適航資訊，內容涵蓋一般最新要求，以及個別的適航專題例如新飛機的審定、設計和製造的最新規定以及歐洲航空安全機構的發展等。

For the cooperation arrangement on mutual acceptance of approval of aircraft maintenance organisations with other civil aviation authorities, CAD signed in June 2006 a "Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Organisations" with the General Administration of Civil Aviation of China and Macao Civil Aviation Authority. This cooperation arrangement, which includes entire aircraft maintenance, is an extension of the recognition under a previous one signed in May 2002 that covered only aircraft component maintenance.

The Airworthiness Office continued to conduct maintenance related courses during the year. A two-week Hong Kong Airworthiness Course was hosted in June 2006 by the Division with guest speakers from the United Kingdom Civil Aviation Authority (UKCAA). In January 2007, the Division hosted a one-week course on certification of aircraft with guest speakers from the European Aviation Safety Agency (EASA). Both courses received overwhelming attendance from the industry. Attendees included maintenance engineers, technical services experts, maintenance controllers, managers, quality monitoring personnel, etc.

Aircraft Maintenance Training

As at March 31, 2007, there were a total of five HKAR-147 Aircraft Maintenance Training Organisations located in Hong Kong and overseas which were approved to provide basic and aircraft type training for the maintenance of Hong Kong registered aircraft.

Airworthiness Office Statistics

	Number
Certificate of Airworthiness Issued	26
Certificate of Airworthiness Renewed	160
Major Modification Approved	37
Approved Aircraft Maintenance Organisation	32
Approved Aircraft Maintenance Training Organisation	5
Aircraft Maintenance Licence Issued	1 223



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1 682份有關首次簽發執照、執照續期、申領飛機型號和申領額外飛機型號的申請，並簽發了3 398份體檢合格證明書，以及評核了3 898份飛行員執照考試試卷。這些考試中，有529次是根據《CAD 509》文件所頒發的許可證在澳洲的阿得雷德飛行學校舉行，並由本處人員監考，有3 369次考試則在香港舉行。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方式簽發。年內，航空人員執照事務組共處理425份由這類海外執照持有人提出的轉換申請。

飛機維修執照

自有關簽發飛機維修執照的《香港航空要求—66》於二零零四年四月一日推行後，截至二零零七年三月三十一日，航空人員執照事務組簽發的有效執照共有1 223個。從二零零六年六月起，香港飛機工程有限公司位於將軍澳的考試電腦化系統投入運作。年內，航空人員執照事務組所舉辦的考試，涉及共8 976份試卷。

協調本地空域使用者

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。這些使用本地空域的機構包括定翼機構和旋翼機構（政府飛行服務隊、中國人民解放軍駐香港部隊（駐港部隊）、直升機服務（香港）有限公司、空中快線和香港飛行總會）、滑翔傘機構（香港滑翔傘會）以及個別航空器擁有人。該委員會定期召開會議，討論因航空交通量增加而須加強本地空域安全和協調的事宜。

UKCAA Advisory Services

Under a contract between UKCAA and CAD, UKCAA continued to provide advisory services including general regulatory advice and airworthiness update to all Airworthiness Officers. The advisory services covered general updates and specific airworthiness topics such as the latest requirements on new aircraft certification, design and manufacturing, future development and requirements in EASA.

PERSONNEL LICENSING OFFICE

Flight Crew Licensing

During the year, the Personnel Licensing Office processed 1 682 applications for initial issue, renewal, endorsement and extension of flight crew licences, issued 3 398 medical certificates and set 3 898 examination papers for applicants of flight crew licences. Amongst those examinations, 529 were invigilated by CAD officers under CAD 509 Approval at FTA in Adelaide, Australia while 3 369 were conducted in Hong Kong. Most of Hong Kong's professional flight crew licences were issued by conversion from licences issued in other ICAO States. In the year, 425 applications from such licence holders were handled.



航空人員執照事務組負責簽發各種飛行員及飛機維修人員執照。

The Personnel Licensing Office is responsible for issuing various flight crew and aircraft maintenance personnel licences.



飛行標準組及適航事務組負責監察政府飛行服務隊的直升機和定翼機運作和維修。

The Flight Standards Office and Airworthiness Office monitor the helicopter and fixed-wing aircraft operations and maintenance of the Government Flying Service.

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和旋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直升機飛行員訓練。為確保飛行安全，所有使用石崗機場的機構與駐港部隊保持緊密聯繫和協調在該機場進行的活動。香港分區飛行安全委員會在有需要時會參與協調工作。

飛機登記

年內共有26個航空器列入香港民用航空器登記冊內，同期取消登記的有一架空中巴士A320型、一架龐巴迪BD-700型、一架龐巴迪CRJ-200型、一架Embraer ERJ-170型以及兩架灣流G200型飛機。截至二零零七年三月

Aircraft Maintenance Licensing

Following the full implementation of HKAR-66 Aircraft Maintenance Licensing (AML) requirements from April 1, 2004, as at March 31, 2007, the number of valid aircraft maintenance licences issued was 1 223. Starting from June 2006, a delegated examination centre using paperless computerised examination system was available for candidates taking AML examinations. This centre is located at HAECO at Tseung Kwan O. With the availability of this additional examination centre, the number of examinations reached 8 976 during the report period.

COORDINATION WITH LOCAL AIRSPACE USERS

The Hong Kong Sector Flight Safety Committee continued to hold regular meetings to coordinate operations of local airspace users within Hong Kong airspace. These local airspace users include fixed-wing operators and rotary wing operators (GFS, the Hong Kong Garrison of the People's Liberation Army (PLA), HEL, HEXP and the Hong Kong Aviation Club (HKAC)) as well as paraglider operator (the Hong Kong Paragliding Association) and private aircraft owners. The Committee had regular meetings to discuss issues that would enhance safety and coordination in the local airspace due to the increase in traffic density.

Since Shek Kong airfield was the only aerodrome available for light aircraft operations, PLA continued to give temporary permission to HKAC to continue its recreational fixed-wing and rotary wing aircraft flying and training at the airfield during weekends. GFS was also allowed by PLA to conduct training for its helicopter pilots at the airfield. To ensure flight safety, all these Shek Kong airfield users maintained close liaison and coordination with PLA for their operations at the airfield. The Committee assisted in the coordination if required.

AIRCRAFT REGISTER

During the year, a total of 26 aircraft were put on the Hong Kong Civil Aircraft Register. In the same period, one Airbus A320, one Bombardier BD-700, one Bombardier CRJ-200, one Embraer ERJ-170 and two Gulfstream G200 aircraft were removed from the



三十一日，香港民用航空器登記冊內共有 209 個民用航空器。分類如下：

Register. As at March 31, 2007, the total number of civil aircraft in the Hong Kong Civil Aircraft Register was 209. The composition was as follows:

類型 Aircraft Type		數目 Number
空中巴士 A300 型	Airbus A300	8
空中巴士 A320 型	Airbus A320	10
空中巴士 A321 型	Airbus A321	6
空中巴士 A330 型	Airbus A330	43
空中巴士 A340 型	Airbus A340	18
波音 B737 型	Boeing B737	7
波音 B747 型	Boeing B747	49
波音 B777 型	Boeing B777	17
龐巴迪 CRJ-700 型	Bombardier CRJ-700	1
BAe4100 型	BAe4100	2
Embraer ERJ-170 型	Embraer ERJ-170	3
灣流 G200 型	Gulfstream G200	2
灣流 G450 型	Gulfstream G450	1
灣流 G550 型	Gulfstream G550	1
直升機	Helicopters	15
由其他航空器營運者所登記的航空器	Aircraft registered under other aircraft operators	26
合計 Total		209 個

由持有航空營運許可證的公司和政府飛行服務隊所登記的航空器：183 個

Aircraft registered under AOC holders and GFS: 183

航空交通管理標準組

航空交通管理標準組是本處安全監察機制中不可或缺的重要部分。年內，航空交通管理標準組繼續負責規管和審視航空交通管理的運作，確保航空交通服務提供者（即本處航空交通管理部）維持航空交通服務的安全於最高水平。



隨著本地航空業不斷發展，香港登記的民用航空器已增至 209 個。
As the local aviation industry continues to grow, the number of civil aircraft registered in Hong Kong has increased to 209.



航空交通管理標準組負責確保航空交通服務維持最高安全水平。
The Air Traffic Management Standards Office is responsible for maintaining the air traffic service at highest safety level.

航空交通管理標準組於二零零四年十二月出版《CAD 670》文件（航空交通管理服務的安全要求），以更有系統地規管航空交通服務。這是航空交通管理領域一個重要里程碑，這文件協助航空交通管理標準組有系統地規管航空交通服務的每一個層面。年內，航空交通管理標準組繼續確保航空交通管理部遵行《CAD 670》文件所載的要求。

安全監督工作

在本報告年度內，航空交通管理標準組對航空交通管理的不同範疇（包括航空交通管制設施、運作和培訓），進行了45次檢查。此外，該組亦對航空交通管制等級考試進行定期覆檢，以確保航空交通管理部所提供的考試遵行監管要求。該組亦對航空交通管理服務的系統（包括航空交通管理部所建立的安全管理系統）進行審核。

航空交通管理標準組同時亦根據《CAD 636》文件內調查航空交通事故的指引，參與航空交通事故調查，目的是為了確定事發原因和制訂安全建議，以減少將來再次發生的機會。在本報告年度內，該組審視共九宗航空交通事故調查報告，並提出安全建議。為了增加調查的客

AIR TRAFFIC MANAGEMENT STANDARDS OFFICE

The Air Traffic Management Standards Office (ATMSO) is an integral part of the safety regulatory mechanism of CAD. During the year, ATMSO continued with the functions in regulating and overseeing air traffic management (ATM) operations to ensure that the safety of ATM services is maintained at the highest level possible by the ATM services provider – the Air Traffic Management Division (ATMD) of CAD.

The ATM Services Safety Requirements (CAD 670) had been issued since December 2004 to achieve a more structured and rational approach to safety regulation of air traffic services. This document serves as a significant milestone in ATM safety regulation that embarks on a systematic approach to safety oversight on almost every facet of ATM services. During the report period, ATMSO continued to focus on overseeing the implementation of and compliance with the requirements set out in the CAD 670 by ATMD.

Safety Oversight Activities

During the report period, 45 inspections were conducted on various air traffic control facilities, operations and training. In addition, ATMSO also carried out regular inspections on air traffic control (ATC) rating examinations to ensure that such examinations were conducted in accordance with the regulatory requirements. Furthermore, ATMSO carried out regulatory audits on various functional systems of the ATM services, including an audit on the development of the Safety Management System (SMS) in ATMD.

ATMSO participated in and monitored the investigations of air traffic incidents in accordance with established procedures of the Guidance for Air Traffic Incident Investigation (CAD 636). The objectives of investigation are to establish the causes leading to an incident and to recommend safety measures to minimise recurrence. A total of nine incident investigation reports were scrutinised during the report period and concrete safety enhancement measures were recommended by ATMSO. To ensure the objectivity and comprehensiveness of these investigations, the Air Traffic Safety Assessment Committee (ATSAC), which comprises representatives from major local airline operators and GFS, also



觀性和全面性，航空交通安全評核委員會亦對調查報告有關航空交通管制和飛行運作方面提供寶貴意見，該委員會成員包括本地主要的航空公司和政府飛行服務隊的代表。在本報告年度內，航空交通安全評核委員會共召開兩次會議，就航空交通事故調查報告提供專業意見。

年內，航空交通管理標準組發出航空交通管理資料通告，頒布最新的監管要求，例如航空交通管制主任的英語語言能力要求，以及航空交通管理部及航空交通管制主任所須遵行的新培訓和簽發執照規定。航空交通管制主任的英語語言能力要求方面，航空交通管理標準組已發出相關規定，要求航空交通管理部制定計劃，務求在二零零八年三月五日或以前達至國際民航組織所訂的標準。航空交通管理標準組已審視並接納航空交通管理部制定的策略推行計劃，該計劃包括語言能力評核員的挑選和培訓，以及航空交通管理部培訓組所製作的評核考試。航空交通管理部亦已頒布航空交通管制主任的新培訓和簽發執照規定，以更有效地和更快捷地培訓更多航空交通管制主任。

航空交通管制主任執照

航空交通管理標準組根據國際民航組織《附件1》的標準和建議措施，規管航空交通管制主任執照簽發制度。在本報告年度內，該組處理共12個簽發航空交通管制主任執照的申請、41個首次申領航空交通管制等級的申請和372個續發航空交通管制等級的申請。此外，該組亦處理共17個要求續發航空交通管制認可考官證書的申請。

provided valuable inputs with respect to air traffic control and flight operations. Two ATSAC meetings were held during the report period, whereby valuable inputs from members of the Committee were collected.

During the report period, ATMSO issued Air Traffic Management Information Notices (ATMIN) with the objectives of outlining the new regulatory requirements (such as the English language proficiency requirements for operational controllers, and the new training and licensing requirements that need to be complied with by ATMD and air traffic controllers). In response to the new ICAO language proficiency requirements for air traffic controllers, ATMSO issued the corresponding regulatory requirements to be complied with by ATMD to develop an implementation plan to meet the ICAO Standards by March 5, 2008. In this connection, ATMSO scrutinised and accepted the strategic plan as provided by ATMD, which covered the selection and training of ATC Language Proficiency Assessors, as well as the associated assessment tests as prepared by the Training Unit of ATMD. Apart from the language proficiency requirements, ATMSO also issued new requirements on the training and licensing of air traffic controllers. The objective of the new requirements is to facilitate the operational need of ATMD to train up more qualified air traffic controllers in a more effective and efficient manner.



航空交通管理標準組發出有關培訓航空交通管制主任和執照簽發的新規定。
ATMSO issues new requirements on the training and licensing of air traffic controllers.

意外調查

政府飛行服務隊歐洲直升機公司EC155B1型直升機

有關二零零三年八月二十六日政府飛行服務隊一架登記標誌為B-HRX的歐洲直升機公司EC155B1型直升機，執行運送傷病者任務途中發生意外的飛機意外調查報告，於二零零六年五月公布。

Topjet Aviation有限公司Robinson R44型直升機

二零零五年六月十一日，Topjet Aviation有限公司一架登記標誌為B-HJS的Robinson R44型直升機，於西貢北丫起飛時發生意外。直升機墜毀，機上三人受傷。年內，意外調查工作不斷在進行中，以便進行更深入的調查和分析，從而確定意外發生的成因。截至本報告年度結束為止，飛機意外調查報告的定稿工作已進入最後階段。



民航處有高效的監察系統，確保本地航空公司及飛機維修機構遵守國際標準。

CAD has an effective monitoring system to ensure that the local airlines and aircraft maintenance organisations comply with relevant international standards.

ATC Personnel Licensing

ATMSO administers the ATC licensing scheme in accordance with the Standards and Recommended Practices of ICAO Annex 1.

During the report period, ATMSO processed 12 applications for the grant of ATC licences, 41 applications for initial award of ATC ratings, 372 applications for rating renewal and 17 applications for renewal of ATC Approved Examiner Certificate.

ACCIDENT INVESTIGATION

Government Flying Service Eurocopter EC155B1 Helicopter

The aircraft accident report of an accident that occurred to a GFS Eurocopter EC155B1 helicopter with registration B-HRX during a Casualty Evacuation mission on August 26, 2003 was published in May 2006.

Topjet Aviation Limited Robinson R44 Helicopter

On June 11, 2005, a Robinson R44 helicopter of Topjet Aviation Limited with registration B-HJS had an accident when it lifted off at Pak A, Sai Kung. The helicopter was destroyed. Three persons on board the helicopter were injured. During the year, the Inspector's investigation was in progress for an in-depth investigation and analysis work so as to draw a conclusion on what caused the accident. By the end of the report period, the investigation and analysis work was in the final stage.

SAFETY DATA ANALYSIS

The Division maintained close liaison with airline operators, maintenance organisations and ATM services provider regarding occurrences involving Hong Kong registered aircraft. During the year, 469 occurrences were investigated and analysed.

ICAO AVIATION LANGUAGE PROFICIENCY SEMINAR

With the support of ICAO, the Division hosted in November 2006 the Aviation Language Proficiency Seminar in Hong Kong. As an initiative to further enhance aviation safety, ICAO formulated the



安全數據分析

本部與各航空公司、維修機構和航空交通服務提供者保持緊密聯繫，跟進涉及在香港登記的飛機事件。年內，本部調查和分析了469宗個案。

航空人員語言能力要求研討會

獲國際民航組織協助，本部於二零零六年十一月在香港舉辦航空人員語言能力要求研討會。為進一步提高航空安全水平，國際民航組織規定由二零零八年三月五日起，航空人員（包括飛行員及航空交通管制主任）的語言能力，均須達到該組織的最新標準。舉辦是次國際研討會的目的，是讓各民航監管機構及業界了解國際民航組織在語言能力方面的最新要求。研討會為期兩天，共有逾120位來自超過40個不同機構的代表出席，包括多個民航管理當局、國際民航組織、國際航空公司飛行員協會、國際航空交通管制人員協會、航空公司、航空交通服務提供者及語言顧問。

國際民航組織全球安全監督審核計劃

國際民航組織大會第35屆會議於二零零四年九月及十月舉行，其後國際民航組織決定不再按個別附件方式進行安全監督審核，改為採用全面的系統方法。為遵行有關規定，本處與天文台成立了一個工作組，並由本部助理處長出任主席，代表中國香港聯繫國際民航組織，及跟進新規定的準備工作。在本報告年度內，工作組召開共三次會議，以覆檢準備工作的進度。

language proficiency requirements for compliance by aviation personnel (including pilots and air traffic controllers) from March 5, 2008. The key objective of this international seminar was to give the aviation regulatory authorities and industry an update on the latest development of the language proficiency requirements. More than 120 delegates from over 40 organisations attended the two-day seminar, including the civil aviation administrations, ICAO, International Federation of Air Traffic Controllers' Associations, International Federation of Air Line Pilots' Associations, airlines, ATM services providers and linguistic consultants.

ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME

After the 35th Session of the ICAO Assembly in September and October 2004, ICAO replaced the Annex-by-Annex approach with a comprehensive systems approach for the conduct of safety oversight audits. In response to this new approach, a working group, which comprised representatives from the Hong Kong Observatory and CAD, was established. The head of the Division was appointed as the coordinator to liaise with ICAO on the actions to be taken under the new comprehensive systems approach. During the report period, three working group meetings were held to review the progress of these actions.



航空人員語言能力要求研討會在港舉行。
The Aviation Language Proficiency Seminar held in Hong Kong.