

機場安全標準

AIRPORT STANDARDS



機場安全標準部的職責範圍包括機場安全、航空保安、障礙物管制及空運危險品的監管工作。通過一個由本部執行的發牌程序，香港機場管理局（機管局）獲授權營運香港國際機場。本部亦負責監察直升機場的安全及保安水平，並肩負協調機場簡化手續的任務。

The Airport Standards Division is responsible for the regulatory functions in respect of airport safety, aviation security, control of obstructions and the safe transport of dangerous goods by air. The Airport Authority Hong Kong (AAHK) is authorised to operate the Hong Kong International Airport (HKIA) through a licensing mechanism administered by the Division. The Division also monitors the safety and security of heliport operations and assumes the role in coordinating airport facilitation.





機場安全

簽發機場牌照

本部繼續執行對機管局的安全監督，以確保該局的表現符合機場牌照的規定。此規定刊載在《機場牌照發牌規定文件》，並根據國際民用航空組織的最新要求定期作出更新。在二零零七年中，本部就該組織新發出的機場要求對該文件作了一次主要修改。年內，本部經常巡察及定期審計機場地面狀態、目視助航設備、飛行區內飛機運作所需設施的狀況和機管局與地勤服務公司為飛機提供的地勤運作，以確保該局的表現繼續符合機場牌照發牌規定。本部亦派員巡察香港國際機場飛行區內的臨時及定期維修工程，又監察飛行區內的改善及擴建工程項目的進行，包括從規劃、設計直至工程完成的各個階段。

一如以往，機管局在本年內進行了一系列的維修及提升工程，以提高機場運作的安全和效率。其中一項主要工程是在二零零七年九月至二零零八年四月進行的南跑道刨鋪工程，藉以維護該跑道的廓線。為了更有效率地安排離境飛機包括最大型的A380空中巴士使用南跑道起飛，機管局於二零零七年五月在該跑道西端興建了一條引入式滑行道。此外，為南跑道增建兩條快速出口滑行道以減少降落飛機佔用跑道時間的提升工程，亦已於二零零六年十二月展開，預計於二零零八年七月完工。本部與機管局緊密合作，以分階段型式把現時與南跑道相連的一些快速滑行道更改名稱，以便為這兩條新滑行道於竣工後可順暢地加入運作作好準備。



機場安全主任正在一個飛機停機位量度機位闊度。
Airport Safety Officers conducting site measurement of aircraft parking stand.

AIRPORT SAFETY

Aerodrome Licensing

The Division continued to exercise safety oversight on the performance of the AAHK to ensure compliance with the aerodrome licensing requirements stipulated in the Aerodrome Licensing Requirements Document (ALRD). The ALRD was updated by the Division periodically in accordance with the latest International Civil Aviation Organization (ICAO) requirements. In mid 2007, a major amendment to the ALRD was made in response to new aerodrome requirements issued by ICAO. To ensure HKIA's continued compliance with the aerodrome licensing requirements, frequent inspections and audits on the conditions of airfield pavements, visual aids, airside facilities required for aircraft operations as well as aircraft ground operations provided by AAHK and relevant ground handling agents were conducted during the year. The Division also inspected ad hoc and scheduled airside maintenance works and monitored improvement and expansion works at the HKIA from their planning and design stages until their completion.

Similar to previous years, a series of maintenance and upgrading works were undertaken by the AAHK during the year to enhance the safety and efficiency of airport operations. One such works was the resurfacing of the South Runway between September 2007 and April 2008 for maintenance of the runway profile. To enhance the sequencing of departure aircraft with size up to the A380 from the South Runway, an additional lead-in taxiway at the western end of the runway was constructed and was put into operation in May 2007. Furthermore, with a view to reducing the runway occupancy time of landing aircraft, the construction works for two additional rapid exit taxiways from the South Runway commenced in December 2006 and were scheduled for completion in July 2008. The Division had worked closely with the AAHK in revising in phases the numbering of some of the existing taxiways associated with the South Runway to prepare for the smooth incorporation of these two new taxiways into the system upon their completion.

Other major airport developments on the south side of the airfield included the South Cargo Apron Extension and the Business Aviation Centre (BAC) apron expansion. Works for the former commenced in June 2006 and was completed in January 2008 with 13 new cargo aircraft parking stands being put into operations in phases since late August 2007. Two new taxilanes were constructed as part of the project and they were also commissioned in August and November 2007 respectively. As regards the BAC apron expansion project, the works commenced in November 2007. Under the first phase of this project, the taxilane extension together with four new stands would be completed in August 2008. When the whole project is completed by end 2008, the expanded BAC apron will be able to provide a total of seven new stands for medium to small sized aircraft.

On the eastern side, the most important development was the new North Satellite Concourse. Construction works for the new Concourse commenced in March 2007 and involved the conversion of six existing stands that can accommodate up to B747 aircraft into a remote passenger terminal with 10 aircraft stands for medium to small sized aircraft to be served by airbridges. The project was scheduled to complete by end 2009.

在飛行區南面的其他主要機場發展項目包括南貨運停機坪擴建工程和商用航空中心的停機坪擴建工程。南貨運停機坪擴建工程於二零零六年六月展開，並於二零零八年一月全部竣工，十三個新貨機機位由二零零七年八月開始分期啟用。在此工程項目中的兩條新滑行道，亦分別於二零零七年八月及十一月啟用。商用航空中心的停機坪擴建工程於二零零七年十一月展開，其伸延的內滑行道及前期工程的四個新機位預期在二零零八年八月竣工。整項工程在二零零八年底完工後，商用航空中心停機坪將增加七個可供中小型飛機停泊的機位。

在飛行區東面最重要的發展是興建新的北衛星客運廊。該項工程於二零零七年三月展開，工程包括將六個現時的大型機位改建成一個遠端客運樓及10個連接飛機橋並可供中小型飛機停泊的機位，工程預計在二零零九年尾完成。

至於機場的未來發展方面，本部聯同航空交通管理部，一同向機管局就機場中場發展的事宜提出意見，以確保此項目在工程進行時，飛行區的運作仍能保持暢順。本部亦對機管局一些改善飛行區運作的一些新措施提出意見，包括在停機位新增地勤設備區及回應業界的求而考慮引進的流動飛機發動機清洗系統等。

年內，本部對機管局進行了14次審計及執行了132次巡察，當中包括飛行區運作，有關飛機運作的機場改善工程、飛行區維修項目、機場工作人員的培訓、安全管理體系的實施及執行救援服務等。為確保香港國際機場在各層面運作上皆符合機場牌照的發牌要求，本部參與機管局對機場特許經營公司所作出的審計。本部亦監察機管局對飛機地面事故的調查工作，確保有關公司採取適當改善措施，以防止同類事故再發生。在監察香港國際機場在貫徹執行安全管理體系方面，本部持續與有關單位評核可接受的安全水平，並繼續監察安全管理體系的執行與提升。



機場安全主任巡察地勤人員進行綁繫登機橋演習。
Airport Safety Officers inspecting an airbridge tie-down drill conducted by ground handling operators.

As regards future airport developments, the Division in collaboration with ATMD provided comments to the AAHK on their plans to develop the mid-field area of the HKIA to ensure smooth aircraft operation during the development stages. The Division also provided comments to the AAHK on their new initiatives to improve airfield operations such as the new markings on frontal stands for servicing equipment and, in response to the request from the industry, the new mobile aircraft engine wash equipment being considered for use at the HKIA in future.

During the year, the Division carried out 14 audits and 132 inspections covering AAHK's airfield operations, enhancement works related to aircraft operations, airside maintenance activities, staff training, implementation of Safety Management System (SMS) and airport rescue and fire fighting (RFF) services. To ascertain compliance of the HKIA with the licensing requirements at all levels, the Division participated in the airfield franchisee audits convened by the AAHK. The Division also exercised oversight on the investigation of aircraft ground incidents conducted by the AAHK to ensure that appropriate remedial measures were taken to prevent recurrence. As part of the effort for monitoring the continuous implementation of the SMS at the HKIA, the Division continued to review the Acceptable Level of Safety with relevant parties and would continue to monitor the implementation and enhancement of the airport-wide SMS.



機場安全主任在事故現場調查一宗機場地面事故。
Airport Safety Officer investigating an airport ground incident on site.

本年度的飛機意外救援演習於二零零七年十一月廿三日在消防分局附近的停機位進行，目的是測試利用消防局的掩蔽地方作救護分流站之用。另外，一輛新的喉泡車於二零零七年十一月送交機場消防隊，經測試後已於二零零八年一月投入服務。



於飛機意外救援演習中，設立在消防分局的救護分流站。
Triage Point at Sub Fire Station during Annual Aircraft Crash and Rescue Exercise.

安全監察

直升機場的運作及發展

本部繼續監察供本地航班使用的直升機場，包括半島酒店直升機場的運作，以及對供本地航班使用的直升機場及跨境直升機場的策劃與發展提出意見。

管制障礙物

本部繼續審核各建築和發展計劃及可行性研究，並提供意見，確保各項目符合航空安全要求。涉及的主要項目包括港珠澳大橋香港口岸、數碼地面電視計劃、屯門-赤鱗角幹線、屯門至大嶼山幹線、青衣-大嶼山幹線、位於大欖的流動無線電話機台、位於果洲群島海面及南丫島以西海面的風力發電場等。而在香港國際機場內的主要項目則包括DHL中亞區樞紐中心擴建、香港飛機工程有限公司機庫擴建、商用航空中心機庫擴建、香港飛機服務有限公司機庫車間、北衛星客運廊及航天城萬豪酒店等。

數碼地面電視計劃中位於慈雲山的數碼電視發射站於九月竣工後，本處隨即進行飛行測試。在確定飛機導航儀器不受該發射站的新天線和有關建築物影響後，本部向發展局局長建議批出機場高度限制永久豁免。有關的豁免於二零零七年十一月二十八日生效。

An annual aircraft crash and rescue exercise was conducted on November 23, 2007 at an aircraft parking stand near the Sub Fire Station to test the use of the sheltered area of the fire station as a trial triage point. A new Crash Foam Tender was delivered to the Airport Fire Contingent in November 2007 and was launched into service in January 2008 after a series of trial runs and live tests.

SAFETY REGULATION

Heliport Operations and Development

The Division continued to monitor the safety of domestic heliport operations including the Peninsula Hotel Heliport and to provide advice on the planning and development of domestic and cross-boundary heliports.

Control of Obstructions

The Division continued to assess and provide inputs to various building and development projects and feasibility studies to ensure compliance with aviation safety requirements. The major projects and studies outside the HKIA included the Hong Kong-Zhuhai-Macao Bridge Boundary Crossing Facilities, the Digital Terrestrial Television Project, the Tuen Mun - Chek Lap Kok Link, the link options between Tuen Mun and Lantau, the Tsing Yi - Lantau Link, the mobile phone base station at Tai Lam and the wind farms at Ninepins and waters west of Lamma Island. The major projects within the HKIA included the DHL Central Asia Hub expansion, the Hong Kong Aircraft Engineering Company Limited (HAECO) hangar expansion, the Business Aviation Centre maintenance hangar expansion, the CASL hangar-workshop, the North Satellite Concourse and the Skycity Marriott Hotel.

Construction work of the new transmitter station at Temple Hill under the Digital Terrestrial Television Project was completed in September and it was followed by a flight check which confirmed that the antennas and structures at the station had no effect on aircraft navigational aids. With satisfactory result of the confirmation flight check, the Division put forward a recommendation to the Secretary for Development who subsequently granted a permanent exemption from the Airport Height Restrictions (AHR) to Television Broadcasts Limited for the station on November 28, 2007.

In the light of the Division's advice, the Secretary for Development also granted a permanent exemption from the AHR in November 2007 for Hong Kong CSL Limited's construction of a mobile phone base station in order to improve the mobile phone service at the Tai Lam Country Park.

The Division examined the use of laser, search lights and fireworks displays at shows of different scales that were staged at different places, including new scenarios for the "Symphony of Lights" show, the 10th Anniversary of the Establishment of the Hong Kong Special Administrative Region, National Day and New Year Fireworks Displays, as well as other lighting displays at building facades in Hong Kong to ensure that aviation safety would not be compromised.

另外，發展局局長經考慮本部建議後，亦同時於二零零七年十一月批出另一宗機場高度限制的永久豁免，以便香港流動通訊有限公司興建新的流動電話基台，藉以改善大欖郊野公園附近流動電話網絡的覆蓋範圍。

本部繼續考核本港不同地點舉行的各大小型雷射激光、探射燈及煙花表演，包括「幻彩詠香江」燈光匯演的新編排，香港特別行政區回歸十週年、國慶及新年煙花匯演，以及大廈外牆的燈光，以確保航空安全不受影響。

本部於年內共批准52宗機場高度限制短暫豁免的申請，以方便有關建築工程的進行和在機場附近航行船隻的運作。

在海事處通力協助下，本部確保船隻不駛進機場附近的海上限制區，以保障航機及無線電導航儀器的運作。年內，海事處共發出了兩宗非法闖入限制區的檢控。

一般飛行活動

本部執行對一般飛行活動的規管，包括繼續監察滑翔傘、降落傘、氣球、風箏及模型飛機等活動的飛行安全，確保上述活動在符合飛行安全法例的情況下進行，並且不會影響飛機的運作。

經過詳細評估和實地視察，本部於二零零七年八月，簽發一項豁免予香港機械模型會，容許該會重量超過七千克而不超過二十千克的模型飛機，在該會位於元朗大棠的模型飛機飛行場地飛行。本部亦就警務處調查一宗於二零零八年一月發生的模型直升機意外提供意見。

本處亦於二零零七年十二月，簽發一項豁免，以便一架無人駕駛的無線電控制飛船，可於沙田馬場進行拍攝工作。本部曾多次視察，以確保飛船的運作符合本處的有關規定。

During the year, the Division issued 52 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the airport island.

With the assistance of the Marine Department, the Division continued to ensure the integrity of the Marine Exclusion Zones (MEZs) established in the vicinity of the airport island to safeguard the operation of aircraft and radio navigational aids. During the year, two prosecutions against illegal entry into the MEZs were instituted by the Marine Department.

General Aviation Activities

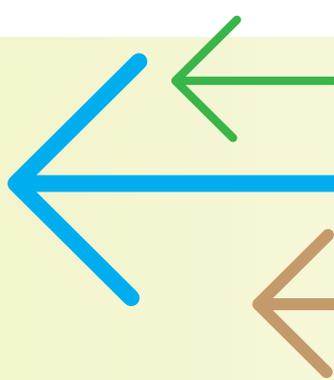
The Division continued to monitor the safety of general aviation activities, including paragliding, parachuting, balloon flights, kite flying and model aircraft flying to ensure that these activities were conducted in compliance with applicable aviation safety regulations and would not affect civil aircraft operations.

After a detailed assessment and site inspections by the Division, an exemption was granted to the Hong Kong Model Engineering Club in August 2007 for flying of model aircraft weighing more than 7 kg and up to 20 kg in the Club's model aircraft flying site at Tai Tong, Yuen Long. The Division also provided advice to the Hong Kong Police Force on the investigation into an accident involving a model helicopter that happened in January 2008.

An exemption was also granted by the Department in December 2007 to an operator for operation of a remote controlled pilotless airship at Shatin Racecourse for filming purposes. Inspections of the site were made to ensure that conditions and requirements of the operation were complied with.



機場標準部人員視察無人駕駛無線電控制飛船的操作。
Staff of the Airport Standards Division observed the operation of a remote controlled pilotless airship.



飛行禁區

為免香港迪士尼樂園受到飛機噪音及視覺滋擾，透過《飛航(飛行禁制)令》訂立的飛行禁區經已實施。年內，本處共批出八宗豁免，讓必須於飛行禁區內進行的直升機運作，如空中吊重等，得以進行。

運載危險物品

本部的危險品事務組繼續根據國際民航組織標準及本地法例的規定監管空運危險品。航空公司必需符合本部危險品事務組所訂定的安全標準，才能獲發許可證運載危險品進出或飛越香港。此外，該組繼續定期和突擊巡查空運貨站，貨運代理及危險品托運人以監察其安全水平。年內，共有六間航空公司獲批新的空運危險品許可證。連同32個獲續期的申請，至二零零八年三月底共有63間航空公司可運載危險品進出或飛越香港。

為協助提升本港和國內航空公司、貨運代理人及付貨人的空運危險品操作水平，危險品事務組在二零零七年十二月十三日參加了由中國民航、中國東方航空、中國南方航空、國泰航空和港龍航空在廣州合辦的大中華危險品聯絡會議，又在二零零七年十二月二十九日參加了由中國電子工業標準化技術協會及中國資訊產業部在深圳主辦的鋰離子電池安全標準研討會，並在會上介紹了有關監管空運電池方面的工作。兩個會議共有超過150個位業界人士出席。



新設於香港國際機場二號客運大樓的危險品及違禁品展覽亭。
New display booth for Dangerous Goods and Restricted Articles at the Hong Kong International Airport Terminal 2.

為瞭解危險品空運要求的最新發展，本部定期派員參加國際空運危險品會議和工作坊，並與澳洲、加拿大、英國、美國及內地的民航局保持緊密的聯絡。在二零零七年十一月，危險品事務組曾派員以中國代表團顧問的身份到加拿大參加國際民航組織危險品專家小組會議。而危險品事務組亦透過教育和宣傳活動，提高本地安全空運危險品的意識。

Flight Prohibition Area

For the purpose of avoiding aircraft noise and visual disturbance to the Hong Kong Disneyland, a Prohibition Area has been established under the Air Navigation (Flight Prohibition) Order. During the year, eight exemptions were granted to facilitate the operation of essential helicopter flights within the Prohibition Area such as for aerial lifting works to/from the area.

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of the Division continued to enforce the ICAO and legal requirements on the safe transport of dangerous goods by air. Through a dangerous goods permission system, airlines must satisfy all pertinent requirements before they can carry dangerous goods to, from or over Hong Kong. In addition, the Dangerous Goods Office continued to monitor the safety standards of dangerous goods operations at the air cargo terminals, air freight forwarders and air cargo shippers by regular and ad hoc inspections. During the year, six new and 32 renewal applications for dangerous goods permissions were processed. At the end of March 2008, 63 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong.

To enhance cooperation on dangerous goods operating standards among the major airline carriers, freight forwarders and shippers in Hong Kong and the Mainland, the Dangerous Goods Office participated in a Greater China Dangerous Goods Liaison Meeting jointly organised by Air China, China Eastern Airlines, China Southern Airlines, Cathay Pacific Airways and Hong Kong Dragon Airlines in Guangzhou on December 13, 2007. The Dangerous Goods Office also gave a presentation on the safe transport of battery by air at a Symposium on the Safety Standards of Lithium-ion Batteries organised by the China Electronics Standardization Association and the Ministry of Information Industry in Shenzhen on December 29, 2007. More than 150 participants from various organizations participated in these two events.

To keep track of the international developments, the Dangerous Goods Office participated regularly in dangerous goods related conferences and workshops. In November 2007, the Office attended ICAO's Dangerous Goods Panel Working Group Meeting in Canada as advisors to the Chinese delegation. The Dangerous Goods Office also maintained regular work contacts with other civil aviation authorities in Australia, Canada, the United Kingdom, the United States of America and the Mainland. Locally, the Dangerous Goods Office continued to promote the safe transport of dangerous goods by air through education and publicity.

A number of incidents that occurred during the year were related to undeclared or damaged dangerous goods. One such incident involved an explosion of a compressed gas cylinder at an overseas air cargo warehouse, which resulted in minor injury of one personnel. The Dangerous Goods Office launched investigations into these incidents with an aim to prevent recurrence of similar incidents. Useful findings from these investigations were disseminated to the local air cargo industry and other aviation authorities for experience sharing.

年內，發生了數宗未申報危險品或危險品損毀的事故，其中包括一宗壓縮氣瓶在外地空運貨站發生爆炸引至一名工作人員受輕傷。危險品事務組對這些事故均作出調查並致力防止類似事故再發生，並將調查結果向本地空運業界和其他航空當局發布以作參考。

航空保安

加強保安措施

因應液體、凝膠和噴霧類物品製成的爆炸品對航空界構成的威脅，國際民用航空組織於二零零六年十二月一日發出指引，要求所有旅客隨身攜帶之液體、凝膠和噴霧類物品必須盛載於不超過100毫升的容器內，並所有容器均應儲存於一個容量不超過一公升，可重複密封的透明塑膠袋內。本處於二零零七年三月二十一日在香港國際機場實施該項加強保安措施。年內，本部繼續密切監察措施的實施情況，並與機管局聯繫，商討優化措施及方便旅客的方法。

對香港國際機場營運者的保安監察

本部透過審計及檢查，確保機管局及其他在香港國際機場的營運者，包括租戶禁區營運人，航空公司及航膳營運人，符合香港航空保安計劃的要求。

年內，本部根據航空保安條例批准了五個指定禁區。這些禁區是為配合商用航空中心第二個飛機庫及DHL中亞區樞紐中心擴建部份的啟用，及因應機場客運大樓，香港空運貨站及亞洲空運中心運作改動而需更改禁區的範圍。本部人員於指定禁區生效前均詳細檢查，確保營運者有足夠保安措施。

航空保安訓練計劃

國際民用航空組織《附件十七》推出的一項新標準，要求締約國為所有參與或負責實施航空保安計劃內措施的人員制訂及實施一個培訓計劃，目的是確保所有人員接受適當的訓練及採用統一水準的保安措施。年內，為符合該標準，經諮詢業界後，本處制訂了一個航空保安培訓計劃。此計劃在二零零七年底獲航空保安委員會批准，並在二零零八年二月向業界發布，本部人員持續監察業界執行該計劃的情況。

AVIATION SECURITY

Enhanced Security Measures

In recognition of the threat to aviation posed by liquid, aerosol and gel based explosives, ICAO issued guidelines on December 1, 2006 which require that all liquids, aerosols and gels in cabin baggage must be placed in containers with a capacity not greater than 100 millilitres, and that all containers must be put inside a re-sealable plastic bag with maximum capacity of one litre. CAD implemented this enhanced security measure at the HKIA on March 21, 2007. During the year, the Division continued to closely monitor the implementation of the measure and liaise with the AAHK on ways to improve the implementation and facilitate the passengers.

Security Oversight of Operators at HKIA

Through audits and inspections, the Division ensured that AAHK and the operators at the HKIA, including the tenant restricted area operators and aircraft operators, complied with the requirements in the Hong Kong Aviation Security Programme.

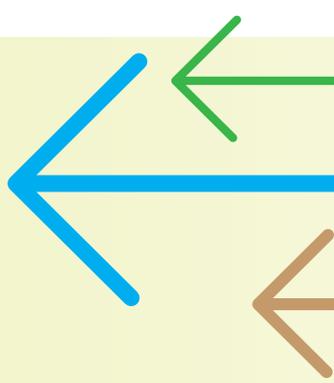
During the reporting period, the Division approved five designations of the restricted area under the Aviation Security Ordinance. The designations were made to cater for the commissioning of the second hangar of the Business Aviation Centre (BAC), extension of the DHL Central Asia Hub and changes in restricted areas in the Passenger Terminal Building, Hact1 and Asia Airfreight Terminal due to operational requirements. Officers of the Division conducted inspections to ensure the operators provided sufficient security measures to protect the restricted areas before the designations took effect.

Civil Aviation Security Training Programme

ICAO introduced a new standard in Annex 17 which requires each Contracting State to develop and implement a training programme for personnel of all entities involved with or responsible for the implementation of various aspects of the civil aviation security programme. The objective of the training programme is to ensure suitably trained personnel can apply a standardised level of preventive aviation security measures. During the year, CAD developed a Civil Aviation Security Training Programme after consultation with the industry. The programme was endorsed by the Aviation Security Committee in end 2007 and promulgated to the industry in February 2008. The Division has been monitoring the industry's compliance with the requirements in the Programme.

Unruly Passengers

The Aviation Security (Amendment) Ordinance was enacted in 2005 to impose criminal sanctions against unruly or disruptive behaviour offences committed on board civil aircraft and extend Hong Kong's jurisdiction over unruly or disruptive behaviour offences committed outside Hong Kong. During the year there were nine cases of successful prosecution against such offences under the Ordinance.



難受管束乘客

香港於二零零五年制訂航空保安〔修訂〕條例，就在民航飛機上難受管束或擾亂秩序行為施加刑事制裁，及擴大香港的司法管轄範圍。年內，於該修訂條例下有九宗成功檢控個案。

空運貨物保安

為符合國際民用航空組織的空運貨物保安標準，香港自二零零零年三月開始實施一套管制代理人制度。該制度要求在民航處登記為管制代理人的貨運代理，需要為空運貨物提供保安管制措施及檢查指定類別的貨物。年內，本部繼續透過檢查，確保管制代理人符合制度的要求。至二零零八年三月三十一日止，共有1 321貨運代理登記為管制代理人。

國際民用航空組織普遍保安審計計劃

國際民用航空組織於二零零二年成立普遍保安審計計劃，該計劃的目的是透過向締約國進行定期的審計，評定國際民用航空組織航空保安標準的實施情況，以促進全球航空保安。

國際民用航空組織鑑於香港國際機場處理極大量乘客及貨物，及香港在國際航空界的重要性，在二零零八年一月十四日至二十三日在香港進行了保安審計。本部為配合這次審計，協調機管局、機場保安公司、警務處及其他在機場營運的機構，使審計順利進行。國際民用航空組織的報告認為香港具有極高航空保安水平及擁有一個完善的航空保安系統，民航處並有一隊高度專業，及與機管局、執法機關、航空公司及其他機構有良好工作關係的隊伍。

亞洲國際航空展覽會暨論壇

第十四屆亞洲國際航空展覽會暨論壇於二零零七年九月三日至六日在香港舉行。該盛事的焦點是在機場禁區內展覽的一架A380空中巴士。本部與籌辦人、機管局和商用航空中心，制訂一套符合保安要求的進出管制安排，方便11 000訪客經商用航空中心進入機場禁區的展覽場。

Air Cargo Security

To comply with the cargo security standards, Hong Kong has implemented the Regulated Agent Regime (RAR) since March 2000. The RAR requires that a cargo agent that is registered as a Regulated Agent with the Department to provide security control measures on consignments of air cargo and apply screening on prescribed sources of air cargo. During the year, the Division continued to monitor the compliance of the Regulated Agents with the requirements of the RAR through inspections. As of March 31, 2008, there were 1 321 Regulated Agents registered with the Department.

ICAO Universal Security Audit Programme

The Universal Security Audit Programme (USAP) was established by ICAO in 2002 with the objective of promoting global aviation security through the auditing of States on a regular basis to determine the status of implementation of ICAO Standards in aviation security. In recognition of the significant volume of passenger and cargo traffic through HKIA and the importance of Hong Kong in international civil aviation, ICAO carried out a security audit on Hong Kong from January 14 to 23, 2008. The Division coordinated with AAHK, Aviation Security Company Ltd., Hong Kong Police Force and other operators at the HKIA to facilitate the conduct of the audit. The audit report concluded that Hong Kong was found to have a high standard of aviation security, and a well-developed aviation security system supported by a team of highly qualified staff within the CAD who maintained a good working relationship with the various stakeholders at the HKIA including the AAHK, the law enforcement agencies, aircraft operators and other entities.

Asian Aerospace International Expo and Congress

The 14th Asian Aerospace International Expo and Congress was held for the first time in Hong Kong successfully on September 3-6, 2007. The highlight of the event was the static display of an A380 aircraft in the airport restricted area. The Division worked with the organiser, AAHK and BAC to develop access control arrangements which were in compliance with the security requirements to facilitate the 11 000 visitors to get access to the display area through BAC.



第十四屆亞洲國際航空展覽會其中一個展覽攤位。

An exhibition booth of the 14th Asian Aerospace International Expo.

二零零八年奧運馬術比賽

本部參與民政事務局及馬術公司所設立的不同委員會和工作小組，提供意見，以制訂方便處理參與二零零七年八月在香港舉行的「好運北京—香港回歸十周年盃馬術比賽」，及在二零零八年奧運及傷殘奧運馬術比賽的人員及馬匹進出香港國際機場的安排。

簡化手續

透過參與機場簡化手續委員會，本部監察國際民用航空公約《附件九〔簡化手續〕》內的標準及建議措施在香港國際機場的實施情況。年內，本部發出了3 065張空勤人員證書與本地航空公司的空勤人員。

本處於二零零七年八月三十至三十一日，在香港國際金融中心二期為國際民用航空組織主辦該組織的「預防傳染病經航空交通散播合作計劃」的第一次主督委員會會議。一連兩日的會議為航空專家及醫療專家提供一個平台，交流彼此預防傳染病經航空交通散播指引時的經驗，並探討有效的預防措施。會議共有六十位來自二十五個機構的代表出席，當中包括民航管理局、國際民用航空組織、世界衛生組織、國際航空運輸協會及國際機場協會。



國際民用航空組織「預防傳染病經航空交通散播合作計劃」第一次主督委員會會議。

First Steering Committee Meeting of the ICAO Cooperative Arrangement for Preventing the Spread of Communicable Diseases.



參加馬術賽的馬匹抵達香港國際機場後被帶上運輸車輛，前往沙田賽地的新馬廄。
International horses arrive at Hong Kong International Airport before being shipped to the new stables in the Sha Tin venue.

2008 Olympic Equestrian Events

The Division participated in the various Committees and Working Groups established by the Home Affairs Bureau and the Equestrian Company and provided advice to develop arrangements to facilitate the handling of the participants and competition horses to the “Good Luck Beijing - HKSAR 10th Anniversary Cup Eventing Competition” held in August 2007 and the Olympic and Paralympic Equestrian Events in 2008 through the HKIA.

Facilitation

The Division monitored the implementation of the Standards and Recommended Practices of the ICAO Annex 9 on Facilitation at the HKIA through the participation in the Airport Facilitation Committee. The Division issued 3 065 Crew Member Certificates to the crew members of local aircraft operators during the year.

CAD hosted the First Steering Committee Meeting of the ICAO Cooperative Arrangement for Preventing the Spread of Communicable Diseases on August 30 and 31, 2007 at Two International Finance Centre. The two-day meeting provided a forum for aviation and medical experts to share experience in the implementation of the ICAO guidelines for preventing the spread of communicable disease through air travel and identify effective preventive measures. The meeting was attended by about 60 delegates from 25 organisations, including civil aviation administrations, ICAO, World Health Organization, International Air Transport Association and Airports Council International.