

# 大事紀要

## CALENDAR OF EVENTS

### 2008

二零零八年四月一日 *April 1, 2008*

航空交通工程及標準部成立。

The Air Traffic Engineering and Standards Division was established.

香港機場航班協調辦公室成立。

The Hong Kong Schedule Coordination Office was established.

二零零八年四月二十日 *April 20, 2008*

民航處的航空交通管制人員刷新香港國際機場航機升降架次的紀錄，處理了共971架次航機升降，令受熱帶氣旋浣熊所影響的航空交通得到疏導。

Air traffic control staff of the Civil Aviation Department handled a record high of 971 movements at Hong Kong International Airport to ease air traffic stranded by Tropical Cyclone Neoguri.



二零零八年四月三十日 *April 30, 2008*

民航處發出危險品豁免與中國國際航空公司，以便載運奧運火炬進出及飛越香港。

An exemption was granted for the Olympic Game torch to be carried onboard flights operated by Air China to, from or over Hong Kong from the general dangerous goods requirements.

二零零八年六月五日 *June 5, 2008*

飛前放行指示數據鏈路服務提升為雙向傳輸。

The new two-way Pre-Departure Clearance datalink service was launched.

二零零八年六月二十三日 *June 23, 2008*

鑑於甘泉香港航空有限公司已進行清盤，民航處撤銷該公所持有的航空運輸企業經營許可證。

CAD revoked the Air Operator's Certificate held by Oasis Hong Kong Airlines Limited which had gone into liquidation.

二零零八年七月二日 *July 2, 2008*

L642及M771航路實施縮小縱向間隔標準。

Application of Reduced Longitudinal Separation Standard on Airways L642 and M771.

**二零零八年七月六日 July 6, 2008**

民航處接任為香港國際機場的航班協調員。

CAD took over the role of Schedule Coordinator for the Hong Kong International Airport.

**二零零八年七月十四至十六日 July 14-16, 2008**

民航處主辦國際民航組織安全監督審計有關籌備、執行與報告的區域研討會。

CAD hosted the Regional Seminar on the Preparation, Conduct and Reporting of an ICAO Safety Oversight Audit.



**二零零八年七月二十六至九月十四日 July 26 - September 14, 2008**

民航處在沙田和雙魚河奧運及殘障奧運馬術比賽場地，及奧運選手村實施禁飛區。

CAD imposed restricted flying zones at the competition venues for the Olympic and Paralympic Equestrian Events at Shatin and Beas River and Olympic Village.

**二零零八年八月二十九日 August 29, 2008**

民航處與新加坡民航局在新加坡簽訂了航空器維修技術安排諒解備忘錄。

The CAD and the Civil Aviation Authority of Singapore signed a Memorandum of Understanding on "Technical Arrangement on Aviation Maintenance" in Singapore.



**二零零八年九月二十六日 September 26, 2008**

實施修訂的平行跑道運作程序，務求在抵港航機需求遠高於跑道容量時，盡量提高香港國際機場的抵港航機容量。

Revised parallel runway operating procedure was introduced to maximise the arrival capacity at Hong Kong International Airport when demand significantly exceeds the arrival runway capacity.

**二零零八年十月十日 October 10, 2008**

批出高容效航空交通服務訊息處理系統合約。

The contract for a high capacity ATS Message Handling System was awarded.



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二零零八年十月二十八至三十日 *October 28-30, 2008*

搜索及救援研討會及演習。

Search and Rescue Seminar and Exercise.



二零零八年十月 *October 2008*

香港國際機場雙跑道運作容量由每小時55班增至56班。

The declared runway capacity for dual runway operations increased from 55 to 56 movements per hour.

二零零八年十一月三日 *November 3, 2008*

民航處要求機場管理局實施一項新保安措施，在離境旅客進入離境檢查大堂的機場禁區前，核實旅客登機證及旅遊證件。

CAD required AAHK to implement an enhanced security measure whereby AAHK verified the boarding passes of passengers against their travel documents before they entered the restricted area.

二零零八年十一月二十一日 *November 21, 2008*

指定《危險品(航空托運)(安全)規例》訂明的貨運代理人最新培訓要求在二零零九年七月一日生效的公告刊憲。

The gazette notice was published for the commencement of a training regulation for forwarders under the Dangerous Goods (Consignment by Air) (Safety) Regulations on 1 July 2009.



二零零八年十二月一日 *December 1, 2008*

啟用新的航空交通管制雷達模擬系統，供人員培訓之用。

The new ATC Radar Simulator was commissioned and used for air traffic controller training.

二零零八年十二月三十日 *December 30, 2008*

珠三角空中交通管理規劃與實施專題工作組第五次會議在深圳舉行。

The 5th meeting of the “PRD Air Traffic Management Planning and Implementation Supervisory Group” was held in Shenzhen.

## 2009

二零零九年一月十三日 *January 13, 2009*

完成為期六個月的改進型地面活動引導和控制系統運作評估。

The 6-month operational evaluation of Advanced Surface Movement Guidance and Control System (A-SMGCS) was completed.

二零零九年二月二十六日至三月六日 *February 26 - March 6, 2009*

國際民航組織在香港進行全球安全監察審查。

ICAO conducted an audit in Hong Kong under the Universal Safety Oversight Audit Programme.



二零零九年三月十二日 *March 12, 2009*

重置東面扇區的空中等候區，藉此提高著陸率。

The eastern airborne holding pattern was relocated to maximise the landing rate.

二零零九年三月 *March 2009*

香港國際機場雙跑道運作容量由每小時56班增至57班。

The declared runway capacity for dual runway operations increased from 56 to 57 movements per hour.

