

# 機場安全標準

## AIRPORT STANDARDS

機場安全標準部負責監管機場安全、航空保安、障礙物管制及空運危險品的工作。透過一個由本部執行的發牌程序，香港機場管理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.



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香港國際機場。  
Hong Kong International Airport.

### 機場安全

#### 簽發機場牌照

本部繼續執行對機場管理局的安全監督，以確保該局的表現符合《機場牌照發牌規定文件》的規定。本部根據國際民航組織的最新要求定期更新此規定，並在年內對該規定文件作了三次主要修改。為確保香港國際機場持續符合機場牌照發牌規定，本部經常巡察及審計機場地面狀況，目視助航設備，飛行區內飛機運作所需設施，及機場管理局與地勤服務公司為飛機提供的地勤運作。本部亦派員巡察機場飛行區內的臨時及定期維修工程，並監察飛行區內的改善及擴建工程項目，包括從規劃、設計直至工程完成的各個階段。

機場管理局在年度內進行了一系列的維修及提升工程，以加強機場運作的安全和效率。其中，南跑道刨鋪工程在二零零七年九月展開，至二零零八年四月完工。此外，機場管理局在維修停機坪加建一條滑行徑及兩個機位的工

### 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. The document was updated by the Division periodically to incorporate the latest International Civil Aviation Organization (ICAO) requirements and three amendments were made during the year for such purpose. To ensure the HKIA's continued compliance with these 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.

Upgrading works were undertaken by the AAHK to enhance the safety and efficiency of airport operations. The South Runway

程，於二零零七年中展開，至二零零八年十月完工。本部於審批該設施期間，與機場管理局覆核飛機在牽引車曳行下的安全運作，並與機場管理局緊密聯繫以確保新設施符合所有的安全規定。

為減少降落飛機佔用跑道時間，機場管理局於南跑道增建兩條快速出口滑行道，工程在二零零六年十二月至二零零八年七月進行。新的快速出口滑行道，完全符合國際民航組織對“Code F”類別飛機的操作要求。本部與機場管理局緊密合作，分階段把現時與南跑道相連的一些快速滑行道的編碼重新安排，確保加入這兩條新滑行道後，整體滑行道系統可順暢地運作。

其他在機場飛行區南面的主要發展是商用航空中心的停機坪擴建工程。此工程在二零零七年十一月展開，它包括新增可供國際民航組織“Code C”類別的飛機使用的停機位和有關的停機坪照明系統，及伸延停機坪內Z3滑行道，以便“Code C”類別的飛機在停機坪擴建後運作更暢順，有關工程已在二零零八年十二月完成。此外，本部和機場管理局緊密地與商用航空中心協調，更新該中心的運作程序，以配合其停機坪擴建後可供“Code A”及“Code B”類別的小型飛機直接從停機位滑行道滑行的運作。



檢視停機坪擴建後的地面標誌。  
*Inspection of the markings on the apron extension.*

was resurfaced between September 2007 and April 2008 while the Maintenance Apron was expanded by the addition of a new taxilane and two maintenance aircraft parking stands. Regarding the latter project, the expansion works commenced in mid 2007 and was completed in October 2008. The Division reviewed with the AAHK the safe operations of aircraft under tractor towing during the licensing phase and worked closely with AAHK to ensure that all safety requirements were met.

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 completed in July 2008. These two new taxiways are compatible with ICAO Code F aircraft operation. During the transition and integration process, the Division worked closely with the AAHK in revising in phases the numbering of other adjacent taxiways associated with the South Runway for the smooth incorporation of these new taxiways into the system.

A major airport development on the south side of the airfield was the Business Aviation Centre (BAC) apron expansion. The expansion works included the provision of additional parking stands of up to the ICAO Code C standard, the associated high mast lightings, and extension of the taxilane Z3 designed to accommodate Code C aircraft to facilitate the circulation of ground movement of aircraft within the expanded apron. The expansion works commenced in November 2007 and was completed in December 2008. The Division worked closely with AAHK in their coordination with BAC in amending the Standard Operating Procedures for the BAC aprons. The expanded facilities allowed for direct taxi-out operations from designated stands for Code A and Code B aircraft.

On the eastern side of the airfield, the most important development was the new North Satellite Concourse. Construction works for the new Concourse, which involved the conversion of six remote stands that could accommodate up to B747 aircraft into a passenger terminal with 10 frontal aircraft stands for medium to small sized aircraft served by airbridges, was commenced in March 2007. Four of these 10 stands had already been approved to commence operation as remote stands without airbridges and refuelling facilities from March 2009 while the project was scheduled for

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在飛行區東面最重要的發展是興建新的北衛星客運廊。該項工程在二零零七年三月展開，它將六個大型的B747飛機停機位改建成一個遠端客運樓及十個接連飛機橋的中小型飛機停機位。此十個新停機位之中，其中四個(不包括機橋及加油設備)已於二零零九年三月完成並獲本部批准投入運作，而整體工程預計在二零零九年十二月完成。本部持續對工程緊密監察，除確保工程在進行時對機場運作的影響減至最低外，亦確保新設施在完工後完全符合機場牌照規定。

年內，機場管理局繼續改善飛行區地面燈號系統的工程。機場管理局根據早前的地面燈號系統研究報告，於二零零九年三月開始更換所有南跑道及相關滑行道之恆流調光器。本部於工程招標至施工各個階段與機場管理局進行多次會議，商議有關的進展和程序，確保該工程順利進行。

為提升南跑道航行燈號的專用監控網絡系統達至與北跑道相關系統一樣的高水平，本部與航空交通部嚴謹審閱由機場管理局提交於二零零九年三月施工的改善工程建議書。隨後機場管理局修改施工建議，並於二零零九年三月二十五日完成工程。本部往後仍密切監察新網絡系統的表現。

在機場的未來發展方面，本部聯同航空交通管理部參與了機場管理局主持的研討會及委員會，向機場管理局就機場中場發展、第三條跑道及二零三零年機場規劃大綱的研究等提出意見，以確保這些項目完成後，飛行區的運作繼續保持暢順。本部亦對機場管理局一些改善飛行區運作的新措施，如在停機位後方道路新增的道路及標示等，提出意見。

年內，本部對機場管理局進行了十四次審計及執行了一百三十一次巡察，範圍包括飛行區運作、機場改善工程、飛行區維修運作、機場員工的培訓、安全管理體系的實施及救援服務等。為確保香港國際機場在各層面運作皆符合機場牌照既定要求，本部參與了機場管理局對機場特許經營公司所作出的審計。本部亦監察機場管理局對飛機地面事

overall completion by December 2009. The Division will continue to closely monitor this project until its full commissioning to ensure that disruptions to normal airport operations during these works are kept to a minimum and, the new facility will be completed with full compliance to the licensing requirements.

Enhancement works on the Airfield Ground Lighting (AGL) System continued during the year. Based on the consultancy study on the AGL System, AAHK commenced replacement of the Constant Current Regulators (CCRs) for the South Runway and associated taxiways from March 2009. To monitor the smooth change over of the facilities, the Division participated in the coordination committee between CAD and AAHK and coordination meetings were held to discuss the progress and procedure for the CCRs replacement from the tender stage to the implementation stage.

For the purpose of upgrading the South Runway Dedicated Network (DN) to the same high standard as the North Runway DN, the Division together with Air Traffic Management Division (ATMD) critically evaluated the proposal from AAHK for the upgrading work in March 2009. Subsequently AAHK revised their method statement and finally completed the work on March 25, 2009. The Division closely monitored the performance of the new DN thereafter.

To facilitate close coordination with aviation industry stakeholders in the airport community and to ensure smooth aircraft operation for the future airport developments, the Division in collaboration with ATMD participated in various forum or committees convened by AAHK to provide comments on the future airfield infrastructure development at the mid-field area, the potential third runway for HKIA and the Airport Master Plan 2030 study. The Division also provided comments to the AAHK on their new initiatives to improve airfield operations such as the new ground markings on vehicular routes along the back-of-stand roads and the associated access roads.

During the year, the Division carried out 14 audits and 131 inspections covering AAHK's airfield operations, enhancement works related to aircraft operations, airside maintenance activities, staff training, implementation of Safety Management System (SMS), emergency planning 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

故的調查工作，確保有關公司採取適當改善措施防止同類事故再發生。就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，並繼續監察及提升安全管理體系的執行。

二零零八年的飛機意外救援演習於同年的十二月十二日在香港國際機場西面進行。是次演習測試了各參與單位在同一時間使用不同模式交通工具，包括直升機，救援船及救護車等運送受傷機員與乘客的協調工作。

incidents conducted by the AAHK to ensure that appropriate remedial measures were taken to prevent recurrence. As part of the effort in monitoring the continuous implementation of the SMS at the HKIA, the Division continued to review the Acceptable Level of Safety with relevant parties and will continue to monitor the implementation and enhancement of the airport-wide SMS.

The annual aircraft crash exercise for 2008 was conducted on December 12, 2008 at the western airfield of the HKIA. The exercise tested the coordination of participating agencies in evacuating injured passengers and crew in multi-modal transport mode including helicopters, rescue boats and ambulances.



飛機意外救援演習的分流站。  
*The triage point of the crash exercise.*

為預備國際民航組織根據普遍安全監督審計計劃對香港民航處進行的審核，本部於二零零八年七月十四至十六日，籌組了一次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，共有超過一百二十人出席。

To facilitate the Department in preparing for the ICAO audit on Hong Kong under the Universal Safety Oversight Audit Programme (USOAP), the Division organised a Regional Seminar on the Preparation, Conduct and Reporting of an ICAO Safety Oversight Audit on July 14-16, 2008 which was attended by over 120 participants.

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## 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。

## 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.



機場安全標準部繼續監察供本地航班使用的直升機場的運作安全。  
The Division continued to monitor the safety of domestic heliport operations.

### 管制障礙物

本部審核各建築和發展計劃及可行性研究並提供意見，確保項目符合機場高度限制及航空安全要求。經審核的主要項目包括港珠澳大橋香港口岸、港珠澳大橋香港接線、數碼地面電視計劃、屯門至赤鱸角連接路、青衣至大嶼山連接路、位於果洲群島海面及南丫島以西海面的風力發電場、十號貨櫃碼頭發展計劃及廣深港高速鐵路等。而在香港國際機場內的主要項目包括DHL中亞區樞紐中心擴

### Control of Obstructions

The Division assessed and provided inputs to various building and development projects and feasibility studies, etc. to ensure compliance with the Airport Height Restrictions (AHR) and other applicable aviation safety requirements. The major projects and studies outside the HKIA included the Hong Kong-Zhuhai-Macao Bridge – Boundary Crossing Facilities, Hong Kong-Zhuhai-Macao Bridge – Hong Kong Link Road, the Digital Terrestrial Television Project, the Tuen Mun-Chek Lap Kok Link, the Tsing Yi-Lantau Link,

建、香港飛機工程有限公司機庫擴建、中國飛機服務有限公司機庫車間、北衛星客運廊、天際萬豪酒店及國泰空運貨站等。

為確保航空安全不受影響，本部亦繼續監察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，國慶及新年煙花匯演，以及大廈外牆的燈光，尤其有照明的廣告招牌。

本部於年內共批准八十二宗機場高度限制臨時豁免的申請，以方便有關建築工程進行及在機場附近航行船隻之運作。

在海事處通力協助下，本部防止船隻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，海事處共提出了十一宗非法闖入限制區的檢控。

### 一般飛行活動

本部繼續規管一般飛行活動，包括滑翔傘、氣球、風箏及模型飛機等活動，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。

一名涉及一宗發生於二零零八年一月之模型直升機意外的人士，於二零零九年二月五日被裁定觸犯《一九九五年飛航(香港)令》第四十八條，判處罰款五千元。其後，本處於二零零九年三月印製了一份名為「無線電控制模型飛機」的飛行安全指引，提醒模型飛機操作者要注意安全，包括如何選擇飛行地點及禁止放飛模型飛機地點等。本部分發這些安全指引至各區民政事務處、警署、及模型飛機飛行會，以供再發放予有興趣人士及一般市民。

the wind farms at Ninepins and waters west of Lamma Island, the Container Terminal 10 Development Project and the Guangzhou-Shenzhen-Hong Kong Express Rail Link. Major projects within the HKIA included the DHL Central Asia Hub expansion, the Hong Kong Aircraft Engineering Company Limited (HAECO) hangar expansion, the China Aircraft Services Ltd hangar-workshop, the North Satellite Concourse, the SkyCity Marriott Hotel and the Cathay Pacific Cargo Terminal.

To ensure that aviation safety would not be compromised, the Division also continued to monitor the use of lasers, search lights and fireworks displays at shows of different scales and at different venues, including new scenarios for the “Symphony of Lights” show, National Day and New Year Fireworks Displays and other lighting displays at building façades, especially illuminated advertisement signs.

During the year, the Division issued 82 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, 11 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, balloon flights, kite flying and model aircraft flying to ensure that these activities were conducted in compliance with applicable aviation safety regulations and that civil aircraft operations were not affected.

A person involved in a model helicopter accident in January 2008 was convicted of contravening Article 48 of Air Navigation (Hong Kong) Order 1995 and was sentenced to a fine of \$5,000 on February 5, 2009. Subsequently, CAD produced a “Safety in Radio-controlled Model Aircraft Flying” leaflet in March 2009 to remind model aircraft flyers of the importance of flying model aircraft safely, including tips on choice of flying sites and places where



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## 飛行禁區

為免香港迪士尼樂園受到飛機噪音及視覺滋擾，民航處根據《飛航(飛行禁制)令》訂立及實施飛行禁區。年內，本處共批出九宗豁免，讓必須於飛行禁區內進行的飛行活動，包括放飛可載人繫留氣球的慈善活動，以及直升機空中拍攝及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。航空公司必須符合該組訂定的安全標準，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、貨運代理人及付運人，監察托運危險品的安全水平。年內，共有七間和五十間航空公司分別獲批新的空運危險品許可證和續期，至二零零九年三月底，共有六十一間航空公司獲准運載危險品進出或飛越香港。

## 發佈安全要求

危險品事務組繼續透過教育和宣傳活動發佈安全要求，提高安全空運危險品的意識。年內共發出安全資料十一份，舉行十場簡報會和研討會。

民航處與航空公司、香港貨運物流業協會有限公司和香港付貨人委員會於二零零八年十二月十二日合辦研討會，發佈托運鋰電池的最新規定，共有超過二百人出席。



民航處人員介紹托運鋰電池的最新規定。  
A CAD officer giving a presentation on the new ICAO lithium battery requirements.

model aircraft flying are forbidden. The leaflets were distributed to District Offices, police stations and model aircraft flying clubs for further dissemination to interested parties and the general public.



無線電控制模型飛機的飛行安全指引單張。  
Safety in Radio-controlled Model Aircraft Flying leaflet.

## 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, nine exemptions were granted to facilitate essential flying activities within the Prohibition Area such as passenger-carrying captive balloon flights for charity and helicopter flights for aerial filming and photography as well 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 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, seven new and 50 renewal applications for dangerous goods permissions were processed. At the end of March 2009, 61 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong.

## 法例

國際民航組織於二零零九年一月更新有關危險品的規定。為使本地兩套相關法例與最新的國際標準一致，危險品事務組展開修訂法例程序，其中諮詢工作在年內完成。

危險品事務組於二零零八年十一月，為指定《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展開刊憲程序。年內，危險品事務組積極發佈規管資訊，利便業界遵從要求，包括向貨運代理人發出五次備忘函件、在二零零八年七月批核首套自學課程，以及審批十三間培訓機構的培訓課程。

## 協助業界運載危險物品

為配合政府在二零零八年五月的四川地震賑災行動，危險品事務組聯絡航空公司和空運貨站，加快付運緊急救援物資，並協助政府各部門根據規定的安全標準重新包裝部分救援物資。

危險品事務組應香港鐘表業總會(總會)的要求，與總會和航空公司在二零零八年九月十日舉行會議。是次會議不但促進航空業與鐘表業的合作，更方便各方討論如何提高空運鐘表的安全和效率。

## 與國際民航組織和外地航空當局聯繫

為瞭解危險品空運要求的最新發展，危險品事務組定期派員參加國際會議和工作坊，並與澳洲、加拿大、英國、美國及內地的民航局保持緊密聯絡。該組人員於二零零八年十一月以中國代表顧問身分到荷蘭參加國際民航組織危險品專家小組會議。

## Promulgation of Safety Requirements

The Dangerous Goods Office continued to promulgate safety requirements and promote the safe transport of dangerous goods by air through education and publicity. During the year, 11 pieces of safety information were issued and 10 briefings and seminars were given.

To promulgate the new requirements for lithium batteries, CAD co-hosted a seminar with the airlines, Hongkong Association of Freight Forwarding and Logistics Ltd. (HAFFA) and Hong Kong Shippers' Council. The seminar was held on December 12, 2008 and attended by over 200 participants.

## Legislation

The ICAO dangerous goods requirements were last updated in January 2009. To align the two sets of local legislations with the latest international standards, the Dangerous Goods Office had embarked on a legislative amendment exercise. A consultation exercise was completed during the year as part of this legislative amendment exercise.

To bring the new training requirements for freight forwarders under the Dangerous Goods (Consignment by Air) (Safety) Regulations into effect on July 1, 2009, the Dangerous Goods Office instigated the gazettal procedures in November 2008. During the year, the Office assumed an active role in promulgating regulatory information and facilitating compliance. The work completed included the issuance of five rounds of reminders to forwarder companies, the approval of the first self-study package in July 2008, and the vetting of training programmes of 13 training institutes.

## Facilitation to industry in the carriage of dangerous goods

To support the Government's Sichuan earthquake relief operations in May 2008, the Dangerous Goods Office liaised with airlines and air cargo terminals to expedite the emergency relief shipments and assisted various Government Departments to repack certain relief materials according to the required safety standards.

On request of the Federation of Hong Kong Watch Trades and Industries (FHKWTI), the Dangerous Goods Office arranged

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### 危險品事故

年內發生的危險品事故，有數宗涉及未經申報的危險品或危險品損毀。為免類似事件重演，危險品事務組對所有事故報告作出分析，並將有用的調查結果向本地空運業和其他航空當局發佈。此外，該組就一宗涉及航空托運未經申報化學品的事務提出檢控，一名托運人在二零零八年九月被定罪。

### 航空保安

#### 加強香港國際機場保安措施

為了配合各航空公司在香港國際機場推行自助及網上預辦登機手續，並保持機場禁區保安的完整性，自二零零八年十一月三日起，所有離境旅客進入機場禁區前，需要提交其登機證及旅行證件，以便核實他們的身分。民航處監察實行的情況，並與機場管理局和它的保安服務供應商緊密聯繫，確保有足夠設施及人手實行措施。

#### 對香港國際機場營運者的保安監察

透過審計及檢查，本部確保機場管理局及其他在香港國際機場的營運者，包括租戶禁區營運者，航空公司及航膳公司，符合香港航空保安計劃的規定。



一號客運大樓  
Terminal 1

a meeting between the FHKWTI and the airlines on September 10, 2008. The meeting facilitated the cooperation between the aviation industries and the watch industries and the discussion on enhancing safety and efficiency in respect of shipping watches by air.

#### Liaison with ICAO and Overseas Authorities

To keep track of the international developments, the Dangerous Goods Office regularly participated in dangerous goods conferences and workshops. In November 2008, staff of the Dangerous Goods Office attended an ICAO Dangerous Goods Panel Working Group Meeting in Netherlands as advisors to China. The Office also maintained regular contacts with other civil aviation authorities in Australia, Canada, United Kingdom, United States of America and the Mainland.

#### Dangerous Goods Incidents

Most of the incidents that occurred this year were related to undeclared or damaged dangerous goods. All incident reports were analysed with an aim to preventing recurrence of similar incidents. Useful findings were disseminated to local air cargo industry and other aviation authorities. An incident involving the offering of undeclared chemicals for air carriage was recommended for legal action and a consignor was subsequently convicted in September 2008.

### AVIATION SECURITY

#### Enhanced Security Measures at HKIA

With a view to facilitate the implementation of self service and on-line check-in services for passengers by airlines at Hong Kong International Airport and at the same time maintaining security integrity of the airport security restricted area, with effect from November 3, 2008, all departing passengers are required to present their boarding passes and travel documents at the entry to the airport restricted area for identity verification. The Division monitored the implementation and worked with AAHK and its security service provider to ensure that the required facilities and personnel were available for implementation.

年內，本部根據航空保安條例審批了十二次禁區指定。這些禁區指定主要配合一號客運大樓離境檢查大堂的重新配置工程，飛行區擴建，延伸機場旅客捷運系統至預計於二零零九年底啟用的海天碼頭，新貨運站的興建及商務機中心停機坪的擴展。本部的人員在禁區生效前均作詳細檢查，確保營運人有足夠管制出入措施保護禁區。

### 空運貨物保安

自二零零零年三月，香港實行一套管制代理人制度，以符合國際民航組織的空運貨物保安標準。在此制度下，每一個向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。本部持續檢查登記的管制代理人，確保他們遵守規定。管制代理人數目不斷增長，至二零零九年三月三十一日止，共有1 422管制代理人在本處登記冊內。

為完善管制代理人制度，本部與空運貨物業界組成工作小組，研究措施加強供應鏈的保安。

### 難受管束乘客

為針對在民航機上難受管束或擾亂秩序的乘客的行為，香港於二零零五年制訂航空保安〔修訂〕條例，為該等行為施加刑事制裁。在報告年內，於該修訂條例下有十一宗成功檢控個案。

### 二零零八年奧運馬術比賽及殘障奧運馬術比賽

本部積極參與民政事務局及馬術公司設立的不同委員會及工作小組，提供意見，以制訂措施方便參賽隊伍及馬匹進出香港國際機場及確保他們的安全。本部並與其他政府部門、機場管理局及馬術公司合作，制訂一個民航處馬術比賽應變計劃，應付因應馬術比賽可能發生的突發事件。

### Security Oversight of Operators at HKIA

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

During the year, the Division approved 12 designations of the restricted area under the Aviation Security Ordinance. The designations were made to accommodate the reconfiguration of the Departure Immigration Halls at Terminal 1, expansion of the airside area, extension of the Automated People Mover to the Skypiers which is scheduled to be in operation in end 2009, construction of the new cargo terminal and expansion of the apron of the Business Aviation Centre. Officers of the Division conducted inspections prior to the commencement of the operations of the designations to ensure that sufficient protection was provided for controlling access to the restricted areas.

### Air Cargo Security

Hong Kong has implemented a Regulated Agent Regime (RAR) since March 2000 to comply with the ICAO cargo security standards. Under the RAR, a cargo agent registered as a Regulated Agent with the Department is required to provide security control measures on consignments of air cargo and apply screening on prescribed sources of air cargo. The Division continued to monitor the compliance of the Regulated Agents with the requirements of the RAR through inspections. The number of Regulated Agents has grown steadily, and as of March 31, 2009, there were 1 422 Regulated Agents registered with the Department.

With a view to enhancing the RAR, the Division set up a working group which comprised representatives from the air cargo industry to identify measures for securing the supply chain.

### Unruly Passengers

To fight against the unruly or disruptive behaviour committed on board civil aircraft by passengers, the Aviation Security (Amendment) Ordinance was enacted in 2005 to impose penalties on such offences. During the reporting period, there were 11 cases of successful prosecutions under the Ordinance.

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運載奧運火炬的專機獲民航處發出危險品豁免進出及飛越香港。

*An exemption was granted for the Olympic Game torch to be carried onboard a special charter flight to, from or over Hong Kong from the general dangerous goods requirements.*

為確保馬術比賽的參賽隊伍及馬匹的安全，並使比賽不受干擾，民航處於二零零八年七月二十六日至九月十四日期間，在沙田和雙魚河比賽場地，及奧運選手村實施禁飛區。本部人員於比賽期間密切監察香港國際機場和禁飛區的運作情況。

### 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。本部因應國際民航組織一項對《附件九》的修訂向有關政府部門、機場管理局及航空公司諮詢。

於本報告年內，本部發出了2 593張空勤人員證書予香港登記的航空公司的機組人員。

### 2008 Olympic and Paralympic Equestrian Events

Through active participation as members in various Committees and Working Groups established by the Home Affairs Bureau and the Equestrian Company for the Olympic and Paralympic Equestrian Events held in Hong Kong in August and September 2008, the Division provided advice to them in developing arrangements to facilitate the handling of the athletes, participants and competition horses and ensure their safety and security in passing through the HKIA. In collaboration with other Government Departments, AAHK and the Equestrian Company, a CAD Departmental Contingency Plan specifically for the Equestrian Events was developed to deal with contingencies that might arise and affect the handling of the participants and competition horses.

To ensure the safety and security of the participants, horses and spectators, and to minimise interruptions to the competitions, the Department imposed restricted flying zones at the competition venues at Shatin and Beas River and the Olympic Village from July 26 to September 14, 2008. Officers of the Division monitored the operations at the HKIA and the restricted flying zones during Events periods.

### Facilitation

Through the participation in the Airport Facilitation Committee, the Division monitored the implementation of the Standards and Recommended Practices of the ICAO Annex 9 on Facilitation at the HKIA. The Division conducted a consultation with the relevant Government Departments, AAHK and the airlines on an amendment to the Annex 9 proposed by ICAO.

During the reporting period, 2 593 Crew Member Certificates were issued to the crew members of Hong Kong registered aircraft operators.

## 國際事務

### 國際民航組織亞洲太平洋區互助航空保安計劃

香港自二零零四年參加國際民航組織亞洲太平洋區互助航空保安計劃。該計劃成立的目的是協助參與計劃成員符合國際民用航空公約《附件十七》及《附件九》內的航空保安標準及建議措施，並加強他們的航空保安能力。本部於二零零八年六月派出兩名人員往斐濟參加該計劃之第五次主導委員會會議。

### 亞太經濟合作組織

本部自二零零零年代表“中國香港”參與亞太經濟合作組織運輸工作組航空保安小組，並於二零零五年起年擔任該組主席。本部的兩名人員於二零零八年五月出席在菲律賓馬尼拉舉行的會議，並將任滿的主席位置移交澳洲。

## INTERNATIONAL ACTIVITIES

### ICAO Cooperative Aviation Security Programme – Asia Pacific (CASP-AP)

Since 2004, Hong Kong has joined the ICAO CASP-AP which was established by ICAO. The ICAO CASP-AP aims at assisting states and administrations in the Asia Pacific Region to comply with the ICAO standards and recommended practices for aviation security in Annexes 9 and 17, and enhance their aviation security capabilities. Two officers from the Division attended the Fifth Steering Committee Meeting of the Programme in Fiji in June 2008.

### Asia Pacific Economic Cooperation (APEC)

Since 2000, the Division has represented Hong Kong, China to participate in the Aviation Security Sub-Group (ASG) of the APEC Transportation Working Group which was established with the objective of enhancing the security standards of member economies. Hong Kong, China acted as the Chair of the ASG since 2005. Two officers attended an ASG meeting in Manila, Philippines in April 2008 at which Hong Kong, China handed the Chair of ASG to Australia after completion of its term.