



HONG KONG
CIVIL AVIATION DEPARTMENT

Flight information display board showing various flight details.

PWC Pilot
Engineered for aviation



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、障礙物管制和空運危險品的工作。根據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運作安全及保安水平，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 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.

機場安全標準 Airport Standards

機場安全

簽發機場牌照

機場安全標準部繼續執行對機管局的安全監督，以確保該局的表現符合《機場牌照發牌規定文件》內的規定。本部並根據國際民航組織的最新要求，於年內兩次修訂該規定文件。

為確保香港國際機場持續符合機場牌照發牌規定，本部在年內進行14次審計和136次巡察，範圍包括飛行區內的臨時及定期日常維修工程、道面狀況、目視助航設備、其他飛機運作所需設施、安全管理系統的實施、緊急應變計劃、機場救援及滅火服務，以及由機管局與地勤服務公司為飛機提供的地面支援服務。本部亦參與機管局對機場特許經營公司進行的審計，並監察機管局對飛機地面事故的調查工作，確保相關各方採取適當改善措施，以防止同類事故再發生。

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 regularly updated by the Division to incorporate the latest ICAO requirements and two amendments were made during the year for such purpose.

To ensure the HKIA's continued compliance with the aerodrome licensing requirements, the Division carried out 14 audits and 136 inspections during the year covering both ad hoc and scheduled airside routine maintenance works, condition of airfield pavements, visual aids, and other facilities required for aircraft operations, implementation of Safety Management System (SMS), emergency planning, airport rescue and fire fighting services, as well as aircraft ground operations provided by the AAHK and relevant ground handling agents. The Division also participated in the airfield franchisee audits carried out by the AAHK and exercised oversight on the investigation of aircraft ground incidents conducted by the AAHK to ensure that appropriate remedial measures had been taken by relevant parties to prevent recurrence.

機場安全標準部人員監察機場的新消防車實地測試。
APSD officers monitor the on-site test of a new fire engine of the Airport.



此外，本部密切監察機管局進行的大型維修計劃，以確保香港國際機場持續符合發牌規定。年內進行的維修計劃包括二零一零年九月完成的四條主要滑行道刨鋪工程，以及預計於二零一一年六月竣工的北跑道刨鋪工程。為了盡量減少機場運作在施工期間所受到的影響，本部與機管局保持密切聯絡以了解工程進度，並且不時巡查上述刨鋪工程。

機管局於年內展開多項改善工程，以應付新需求及/或進一步提升機場運作的安全及效率。工程之一是在一個廊前客運停機位加建一條登機橋，以便連接空中巴士A380型飛機的上層客艙。新設施於二零一零年七月啟用後，成為香港國際機場首個配備三條登機橋供乘客上落A380型飛機的停機位。為確保停機位安全運作，本部除了監察機管局為該三條登機橋制訂的操作程序外，亦監察該局如何發布該套程序讓登機橋操作員遵守。

另一項新的改善工程是南跑道的引出滑行道重新命名工程。經本處各部與機管局及相關單位周詳規劃和徹底討論後，工程於二零一一年三月起分階段展開，預計於二零一二年四月完成。由於工程複雜，本部密切監察其進度以確保各階段工程平穩過渡，順利推行。

二零一零年七月，E15號停機位的登機橋改善工程竣工，登機橋可直接連接A380型飛機上層客艙。

With the completion of airbridge enhancement works at stand E15 in July 2010, the upper deck of A380 aircraft can now be directly served by an airbridge.



Besides, the Division also closely monitored the large-scale maintenance projects undertaken by the AAHK to ensure the continued compliance by the HKIA with the licensing requirements. Such projects included the pavement resurfacing project for four major taxiways which was completed in September 2010 and the North Runway resurfacing works scheduled to be completed in June 2011. To ensure that disruptions to normal airport operations were kept to the minimum while these works were going on, this Division liaised closely with the AAHK to keep track of the progress and conducted inspections from time to time on these resurfacing works.

Several enhancement projects were launched by the AAHK during the year to meet new demand and/or to further enhance the safety and efficiency of airport operations. One such project was the installation of an additional airbridge at a frontal passenger aircraft parking stand for serving the upper deck of Airbus A380 aircraft. The new facility was commissioned in July 2010 and became the first parking stand at the HKIA equipped with three airbridges to facilitate passenger embarkation/disembarkation to/from A380 aircraft. To ensure the safe operation of the parking bay under the new setting, the Division oversaw the AAHK in the development of a dedicated procedure for the 3-airbridge operation and the promulgation of such procedure to the airbridge operators for compliance.

Another new enhancement project was the renaming of some exit taxiways associated with the South Runway. Such works commenced in March 2011 after careful planning and thorough discussions among the various Divisions, AAHK and other relevant stakeholders. The project involved several phases of works and scheduled to be completed in April 2012. In view of the complexity of these works, the Division closely monitored the progress to ensure a smooth transition and successful implementation of the project.



機場安全標準 Airport Standards

除新項目外，本部繼續監察香港國際機場其他已展開並進行中的改善工程，當中包括南跑道及相關滑行道飛行區地面燈號系統改善工程。這項工程於二零零九年三月展開，二零一零年八月完成。本部除於工程策劃和施工期間向機管局提供意見外，在改善工程完成後，亦通過與機管局的協調會議和定期巡察，監察新設施的性能及狀態，以確保新設備完全符合機場牌照發牌規定。

另一項目是機管局為提升機場運作安全及效率而進行的飛行區地面燈號系統採用發光二極管燈可行性研究。該項目於二零一零年五月在選定滑行道使用發光二極管燈，展開為期一年的測試，並預計於二零一一年四月結束。測試期間，本部一直監察詳情並向機管局提供意見。

至於機場的未來發展，本部聯同航空交通管理部參與機管局主持的委員會或工作小組，就機場中場範圍基建的未來發展、擬建的西面新停機坪，以及《香港國際機場2030規劃大綱》研究提出意見，以確保這些項目完成後，飛行區運作繼續保持安全順暢。本部亦就機管局改善香港國際機場飛行區安全的新措施，例如統一機場禁區道路地面標記，以及於機場行車道與飛機滑行道交界處設置警示燈，提出意見。

The Division also exercised oversight on other ongoing enhancement projects at the HKIA. One such project was enhancement works on the Airfield Ground Lighting (AGL) System for the South Runway and the associated taxiways. This project commenced in March 2009 and was completed in August 2010. Apart from providing comments to the AAHK during the planning and construction stages of the project, this Division also monitored the performance and condition of the new facilities after their completion through coordination meetings with the AAHK as well as through regular inspections to ensure that these new facilities fully comply with the licensing requirements.

Another ongoing enhancement project at the HKIA was the initiative by the AAHK to explore the feasibility of introducing LED lights to the AGL System with an aim to further improve the safety and efficiency of airport operations. A one-year feasibility study of applying such lights to selected taxiways had been conducted by the AAHK since May 2010 and the study is scheduled to be completed in April 2011. The Division had been monitoring the feasibility study and provided feedback to the AAHK during the period of the study.

To ensure safe and smooth aircraft operations for the future airport operations, the Division in collaboration with the Air Traffic Management Division participated in various committees or working groups convened by the AAHK to provide inputs and comments on the future airfield infrastructure development at the mid-field area, the proposed New West Apron and the Airport Master Plan 2030 study. The Division also provided comments to the AAHK on their new initiatives to improve airfield safety such as standardization of airside road ground markings and provision of vehicle warning lights at vehicular crossings of taxiways/taxilanes at the HKIA.



機場安全標準部人員正量度滑行道中線與相鄰停機坪邊線的距離。
APSD officers are measuring the distance between the taxiway centreline and its adjacent parking stand boundary.

為測試緊急應變程序，以及加強機場營運者與相關應變單位處理飛機意外的協調能力，機場和直升機場營運者於年內進行多次演習。二零一零年十一月十日午夜，上環空中快線直升機場舉行了緊急應變演習。演習模擬直升機於停機坪粗猛着陸後機上多名乘客受傷的飛機意外。本部除了觀察模擬演習外，亦參與直升機場營運者演習後的檢討會議，交流日常運作經驗及從演習中汲取的經驗。本部又提出意見及建議，讓直升機場營運者及相關應變單位跟進。

年內，機管局根據本部訂定的發牌規定，於香港國際機場舉行多次類似演習。由於機場的通用航空營運不斷增加，二零一零年九月三日，機管局在機場的商用航空中心，進行通用航空飛機意外救援演習。另外，在同年十一月十九日，機管局一如往年舉行年度大型飛機意外救援演習。是次演習在南跑道近K4滑行道進行，模擬飛機與跑道上的車輛相撞，以測試機管局與應變單位的協調。參與這兩項演習的應變單位包括相關政府部門和航空公司。本部全程監察該兩項演習從籌備至完成各階段，並提出意見及建議，讓機管局及相關應變單位跟進。

For the purpose of testing the emergency response procedures and enhancing the coordination between the aerodrome operators and the relevant responding parties in dealing with aircraft accidents, a number of drills and exercises were conducted by both the airport and heliport operators throughout the year. One such exercise was a heliport emergency drill conducted at midnight on November 10, 2010 at the Sky Shuttle Heliport located at Sheung Wan, Hong Kong. The exercise simulated an aircraft accident during which a helicopter encountered a heavy landing onto the helipad with passengers injured in the cabin. The Division observed the exercise and participated in the review meeting convened by the heliport operator after the exercise to share the operational experience and lessons learnt from the exercise. The Division also provided comments and recommendations for follow up by the heliport operator and the relevant responding parties.

Similar drills and exercises were conducted at the HKIA throughout the year in accordance with the licensing requirements stipulated by the Division. In light of the increase in general aviation operations at the airport, the AAHK conducted a general aviation aircraft crash exercise at the Business Aviation Centre at the HKIA on September 3, 2010. Furthermore, as in previous years, the AAHK conducted an annual full-scale aircraft crash exercise, this time on the South Runway near Taxiway K4 on November 19, 2010, to test the coordination between the AAHK and the responding parties in dealing with a simulated collision between an aircraft and a vehicle on the runway. Different responding parties including relevant government departments and airlines took part in these two exercises. This Division oversaw the preparation and conduct of both exercises starting from their planning until their completion and provided comments and recommendations for follow up by the AAHK and the relevant responding parties.

本部同事在通用航空飛機意外救援演習期間監察家屬接待中心的運作。

A divisional colleague monitors the operation of the Family Reception Centre during the crash exercise of general aviation aircraft.





二零一零年十一月舉行直升機場緊急演習。
A heliport emergency drill was conducted in November 2010.



機場安全標準部人員檢測繫留氣球的運作場地，確保其符合安全標準。
An APSD officer inspects a captive balloon site so as to confirm the set-up is up to safety standards.

安全監督

SAFETY REGULATION

直升機場的運作及發展

Heliport Operations and Development

機場安全標準部繼續監察直升機場的運作安全，並就規劃和設計香港會議展覽中心擬建的區內直升機場，以及發展跨境直升機場，提供意見。

The Division continued to monitor the safety of heliport operations and to provide advice on the planning and design of the proposed domestic heliport at the Hong Kong Convention and Exhibition Centre as well as on the development of cross-boundary heliports.

管制障礙物

Control of Obstructions

本部審核多項建築和發展計劃及可行性研究，並提供意見，確保各項目符合機場高度限制及其他航空安全的要求。年內，經本部審核的主要項目，在香港國際機場範圍以外的有港珠澳大橋香港口岸、港珠澳大橋香港接線、位於果洲群島海面及南丫島以西海面的風力發電場，以及廣深港高速鐵路。在香港國際機場範圍內的主要項目則包括國泰航空空運貨站、商用航空中心飛機維修庫擴建部分及一號客運大樓東大堂擴建部分。

The Division assessed and provided advice on various building and development projects and feasibility studies to ensure their compliance with the Airport Height Restrictions (AHR) and other applicable aviation safety requirements. The major projects and studies outside the HKIA assessed during the year included the Hong Kong-Zhuhai-Macao Bridge – Boundary Crossing Facilities, the Hong Kong-Zhuhai-Macao Bridge – Hong Kong Link Road, the wind farms at the Ninepins and the waters west of Lamma Island and the Guangzhou-Shenzhen-Hong Kong Express Rail Link. The major projects within the HKIA assessed included the Cathay Pacific Cargo Terminal, the Business Aviation Centre maintenance hangar expansion and the Passenger Terminal One East Hall expansion.

本部建議就數碼地面電視計劃設於青山、飛鵝山及南丫島的數碼電視發射站，永久豁免機場高度限制。發展局局長其後根據這項建議，於二零一一年一月十五日批出永久豁免。

Following the Division's recommendation for the issue of permanent exemptions from the Airport Height Restrictions (AHR) for the new transmitter stations at Castle Peak, Kowloon Peak and the Lamma Island under the Digital Terrestrial Television Project, the Secretary for Development granted the concerned exemptions on January 15, 2011.

為確保航空安全不受危害，本部繼續監察各激光、探射燈及煙花表演，如「幻彩詠香江」燈光匯演、國慶及農曆新年煙花匯演等，以及大廈外牆的燈光，尤其是有照明的廣告招牌，並提供意見。

年內，本部共批准93宗機場高度限制臨時豁免的申請，以方便建築工程進行，以及在機場島附近的海事運作。

本部得到海事處通力協助，繼續防止船隻駛進機場島附近的海上限制區，以免影響航機及無線電導航儀器的運作。年內，海事處共提出兩宗非法闖入限制區的檢控。

To ensure that aviation safety would not be compromised, the Division continued to monitor and provided advice on the use of laser, search lights and fireworks displays at different shows such as the "Symphony of Lights" show, and the National Day and New Year Fireworks Displays, and other lighting displays at building façades, especially illuminated advertisement signs.

This year, the Division issued 93 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.



本處人員在元朗大棠的模型飛機飛行場地，視察重量超過7公斤但不超過20公斤的模型飛機的飛行運作。
CAD officers conduct an inspection on the flying operation of model aircraft weighing more than 7 kg and up to 20 kg in the model aircraft flying site at Tai Tong, Yuen Long.

一般飛行活動

本部繼續規管飛行康樂活動，包括滑翔傘、氣球、風箏、模型飛機等活動，確保這些活動在符合飛行安全法例的情況下進行，並且不會影響民航飛機的運作。

經詳細評估和實地視察後，本部於二零一零年十月續發為期三年的豁免予香港機械模型會，容許該會在元朗大棠的模型飛機飛行場地，放飛重量超過7公斤但不超過20公斤的模型飛機。

General Aviation Activities

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

After a detailed assessment and site inspection by the Division, the exemption granted to the Hong Kong Model Engineering Club 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 was renewed for another three years in October 2010.

機場安全標準 Airport Standards

近年，航空科技不斷發展，無人駕駛飛機(無人機)系統在民航應用方面，例如空中監察、高空攝影及搜索拯救，不斷增加。二零一零年十二月，本處在轄下網頁發布了無人機系統的安全操作規定及限制，以及網上申請表和相關指引，供擬在本港操作無人機系統的人士遵守。

飛行禁區

本處根據《飛航(飛行禁制)令》訂立飛行禁區，避免香港迪士尼樂園受到滋擾。本處在年內批出一次豁免，讓必須在飛行禁區內進行的直升機空中吊運工程得以進行。

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和本地法例的規定，監管空運危險品。航空公司必須符合該組訂定的安全標準，才會獲發許可證，運載危險品進出或飛越香港。此外，該組定期和突擊巡查空運貨站、貨運代理人及付運人，藉此持續監察托運危險品的安全水平。年內，本處共處理三宗簽發空運危險品許可證申請及38宗許可證續期申請。截至二零一一年三月底，共有77家航空公司獲准運載危險品進出或飛越香港。

With the advent of aviation technology in recent years, there are a growing number of civilian applications of unmanned aircraft systems (UAS) e.g. aerial surveillance, photography and search and rescue. Guidelines on the requirements and restrictions on safe operation of UAS, and an online application form and associated guidelines were published in CAD webpage in December 2010 for the public to follow should they wish to operate UAS in Hong Kong.

Flight Prohibition Area

A Flight Prohibition Area has been established under the Air Navigation (Flight Prohibition) Order for the purpose of avoiding disturbance to the Hong Kong Disneyland. One exemption was granted during the year to facilitate essential helicopter aerial lifting works to/from the area.

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of the Division continued to enforce the ICAO and local legal requirements on the safe transport of dangerous goods by air. Through a dangerous goods permission system, airlines must satisfy all pertinent safety requirements before they are permitted to carry dangerous goods to, from or over Hong Kong. In addition, the Dangerous Goods Office has been monitoring 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, 3 new and 38 renewal applications for dangerous goods permissions were processed. At the end of March 2011, a total of 77 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong.



危險品事務組人員於機場檢視危險品資訊展示區。
An officer of Dangerous Goods Office checks the dangerous goods information display area in the airport.



安全空運鋰電池的新宣傳單張。
The new leaflet promoting the Safe Transport of Lithium Batteries by Air.

發布安全規定

危險品事務組繼續利用教育和宣傳活動發布安全規定，提高安全空運危險品的意識。年內，本處共發出四份危險品通告，提供在貨物和乘客行李中運載危險品的指引，及有關空運業人員的危險品訓練規定。二零一一年三月，危險品事務組舉辦經驗交流會，與航空公司、貨運站營運商及貨運代理公司的代表，檢視一些空運危險品事故和討論預防措施。另外，為了宣傳安全運載鋰電池，本處在年內設計了一份資料單張。

法例

二零一零年十一月，國際民航組織頒布多項安全空運危險品的最新規定。為使本地法例與國際民航組織的最新規定一致，危險品事務組開始進行修例工作，包括諮詢業界的意見。諮詢工作已於二零一一年年初完成。

與國際民航組織和外地航空當局聯繫

為掌握危險品規定的最新發展，危險品事務組定期派員參加國際會議和工作坊。年內，該組人員以中國代表團顧問身分，於二零一零年十一月，到阿布扎比參加國際民航組織危險品專家組工作組會議。此外，危險品事務組與英國、美國、澳洲、加拿大的民航當局定期聯絡，交流經驗和資訊。二零一零年八月，該組人員參加中國民用航空局舉辦的研討會，交流本處特別批准空運時使用壓縮氧氣維持水生動物生命的經驗，以及討論規管危險品托運人的事宜。

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, four Dangerous Goods Advisory Circulars had been issued on topics related to the carriage of dangerous goods in cargo, passenger baggage, as well as on the dangerous goods training requirements for air cargo personnel. In March 2011, the Dangerous Goods Office held an experience sharing session with representatives from airlines, cargo terminal operators and freight forwarders to review some dangerous goods occurrences and discuss preventive measures. To promote the safe transport of lithium batteries, an information leaflet was prepared for publication.

Legislation

The ICAO promulgated various new provisions on the safe transport of dangerous goods by air in November 2010. To align our legislation with the latest requirements of ICAO, the Dangerous Goods Office had initiated a legislative amendment exercise. Consultation with the industry was completed in early 2011 as part of the exercise.

Liaison with ICAO and Overseas Authorities

The Dangerous Goods Office regularly participated in dangerous goods conferences and workshops to keep track of the international developments. During the year, staff of the Dangerous Goods Office joined the Chinese Delegation, in the capacity of advisors, to attend the ICAO's Dangerous Goods Panel Working Group Meeting held in Abu Dhabi in November 2010. The Dangerous Goods Office also maintained regular contacts with other civil aviation authorities in Australia, Canada, United Kingdom and United States of America for experience and information sharing. In August 2010, the Dangerous Goods Office participated in a seminar conducted by the Civil Aviation Administration of China to share our experience in handling applications for special approval for utilizing compressed oxygen to provide life support for aquatic animals during air transport and to discuss issues on the regulation of dangerous goods consignors.

機場安全標準 Airport Standards



本處人員以中國代表團顧問身分，到阿布扎比參加國際民航組織危險品專家組工作組會議。

A CAD Officer attends an ICAO Dangerous Goods Panel Working Group Meeting in Abu Dhabi in the capacity of advisor to the Chinese delegation.

危險品事故

年內發生的危險品事故，主要涉及未經申報的危險品。為免類似事件重演，危險品事務組調查所有事故，並向本地航空貨運公司和外國航空當局發布有用的調查結果。

Dangerous Goods Incidents

The incidents occurred during the year were mainly related to undeclared dangerous goods. The Dangerous Goods Office launched investigations into all these incidents with an aim to prevent recurrence. Useful findings were disseminated to local air cargo operators and foreign aviation authorities.

航空保安

加強保安措施

自二零零九年十二月二十五日，西北航空公司編號253由阿姆斯特丹飛往底特律的航機發生企圖恐怖襲擊事件後，美國國土安全部隨即加強飛往美國客機的保安檢查。為配合美國要求，民航處和航空公司繼續執行相應措施，加強航空公司在香港國際機場對飛往美國航機的保安檢查。

AVIATION SECURITY

Enhanced Security Measures

Since the attempted terrorist attack on the Northwest Airlines flight 253 from Amsterdam to Detroit on December 25, 2009, the US Department of Homeland Security initiated enhanced security measures on all passenger flights bound for destinations in the United States. In connection with this, CAD continued to work with aircraft operators to facilitate their implementation of enhanced security measures for all passenger flights bound for the United States at the HKIA.

因應中國民用航空局的要求，二零一零年五月至十月上海世界博覽會舉行期間，本部聯絡相關各方，加強香港飛往內地航機的保安措施，尤其是飛往上海的航機。

During the Shanghai World Expo period from May 2010 to October 2010, in response to a request from the Civil Aviation Administration of China (CAAC), the Division liaised with relevant parties to enhance security measures for flights to the Mainland China, especially for those bound for Shanghai.

二零一零年十月，英國和杜拜機場先後發現從也門空運往芝加哥的打印機碳粉盒暗藏爆炸裝置，本部遂與相關各方協調，自二零一零年年底起推行額外預防措施，保障空運貨物的安全。

Since the discovery of explosive devices hidden inside printer toner cartridges at the UK and Dubai airports in freight consignments from Yemen to Chicago in October 2010, the Division coordinated with relevant parties to implement additional precautionary security measures to safeguard air cargo security in end 2010.



本處人員監察香港國際機場行李處理系統的保安安排。

A divisional officer monitors the security arrangement of HKIA's Baggage Handling System.

對香港國際機場營運者的保安監察

通過審計和檢查，機場安全標準部確保機管局及香港國際機場營運者，包括租戶禁區營運者、航空公司和航機膳食及物品供應商，符合香港航空保安計劃的規定。

年內，本部根據《航空保安條例》處理三宗禁區指定個案，以配合一號客運大樓禁區內寄艙行李篩查室、海天客運碼頭和香港空運貨站有限公司速遞中心的重新配置工程。本部人員在禁區指定生效前實地視察，確保進出禁區有足夠的保障措施的管制。

空運貨物保安

自二零零零年三月起，香港實行管制代理人制度，以符合國際民航組織的空運貨物保安標準。根據這制度，每一個向民航處登記為管制代理人的貨運代理，必須為空運貨物實施保安管制措施，並檢查指定類別的貨物。機場安全標準部持續檢查已登記的管制代理人，確保他們遵守規定。截至二零一一年三月三十一日，本處登記冊上共有1 403名管制代理人。為完善管制代理人制度，本部與空運業界組成工作小組，研究措施加強供應鏈的保安。

難受管束乘客

為針對民航機上難受管束或擾亂秩序的乘客的行為，香港在二零零五年制訂《航空保安(修訂)條例》，對上述行為施加刑事制裁。年內，根據該條例檢控成功的個案有一宗。

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 supplies and stores operators, complied with the requirements in the Hong Kong Aviation Security Programme through audits and inspections.

During the year, the Division processed three designations of restricted area under the Aviation Security Ordinance. These designations were made to cater for the reconfigurations of Hold Baggage Screening Room located within the airport restricted area of Passenger Terminal 1, SkyPier and Hactl Express 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. As of March 31, 2011, there were 1 403 Regulated Agents registered with the Department. With a view to enhancing the RAR, the Division set up a working group which comprised representatives of the air cargo industry to identify measures for securing the supply chain.

Unruly Passengers

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

機場安全標準 Airport Standards

簡化手續

機場安全標準部參與機場簡化手續委員會，監察《國際民用航空公約》附件9(簡化手續)所訂的標準和建議措施在香港國際機場實施的情況。年內，本部向香港登記航空公司的機組人員發出2 527張新空勤人員證書和續發12 171張空勤人員證書。

國際事務

國際民航組織亞洲太平洋區 互助航空保安計劃

香港自二零零四年起參加國際民航組織亞洲太平洋區互助航空保安計劃。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9和附件17所訂的航空保安標準和建議措施，並加強他們的航空保安能力。二零一零年四月，本部派員出席在印尼峇里舉行的保安計劃第七次主導委員會會議，並代表上屆主席香港民航處處長移交主席一職予印尼民航處處長。

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. During the reporting period, 2 527 new Crew Member Certificates (CMCs) and 12 171 renewed CMCs were issued to the crew members of Hong Kong registered aircraft operators.

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 the 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. The Division attended the Seventh Steering Committee Meeting of the Programme held in Bali, Indonesia in April 2010, and on behalf of the Director-General of Civil Aviation, handed over the Chairmanship of the last Steering Committee Meeting to the Director-General of Civil Aviation of Indonesia.



民航事務主任在香港國際機場監察航空公司為乘客辦理登機手續。
An operations officer monitors airline's passenger check-in procedure at HKIA.



民航事務主任在香港國際機場登機閘口監察航空公司的保安安排。
An operations officer monitors the security arrangement of airlines at HKIA's departure gate.

亞太經濟合作組織

機場安全標準部自二零零零年起，經常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。成立航空保安小組的目的，是提高各成員國和地區的航空保安水平。年內，本部繼續協助航空保安小組制訂航空保安指引。

亞太區航空保安監管機構主管會議

二零一零年四月，本部參加由新加坡主辦的亞太區航空保安監管機構主管第一次會議。是次會議得到國際民航組織和亞太區各地代表大力支持，各地代表交流了航空保安經驗和最佳實務作業，並就加強國際間的協作交換意見。會議讓亞太區的航空保安專家聚首一堂，相互交流最新的航空保安經驗和意見，深具成效，因此本部會參加下一次的會議。

2010年《北京公約》和2010年《北京議定書》

二零一零年八月三十日至九月十日，本部人員聯同保安局和律政司代表，參加國際民航組織在北京舉行的航空保安外交會議。會議通過《制止與國際民用航空有關的非法行為的公約》(簡稱2010年《北京公約》)及《制止非法劫持航空器公約的補充議定書》(簡稱2010年《北京議定書》)。兩條條約的內容，包括把使用民用航空器作為武器、使用危險物料攻擊航空器或其他地面目標，以及非法運載生物、化學和核武器列為罪行。條約具體訂明，任何人指揮和組織屬條約所訂罪行亦要負上刑事責任。此外，條約亦訂明，若威脅實施條約所訂罪行而情況顯示威脅可信時，亦會引致刑事責任。

Asia Pacific Economic Cooperation (APEC)

Since 2000, the Division has frequently represented Hong Kong, China to participate in the Aviation Security Sub-Group (ASG) of the APEC Transportation Working Group (TWG) which was established with the objective of enhancing the security standards of member economies. The Division continued to provide support to the ASG in the development of guidelines in aviation security.

Asia Pacific Heads of Aviation Security Regulators Meeting

The Division attended the First Asia Pacific Heads of Aviation Security Regulators Meeting hosted by Singapore in April 2010. The meeting was well supported by ICAO and delegates in the Asia Pacific Region. Delegates shared their experience and best practices, and exchanged views on enhancing international collaboration on aviation security issues in the meeting. The Division considered the meeting a useful forum to gather aviation security experts in the Asia Pacific Region together for experience sharing and exchange of views on current aviation security related issues, and will continue to attend the next Asia Pacific Heads of Aviation Security Regulators Meeting.

2010 Beijing Convention and 2010 Beijing Protocol

From August 30 to September 10, 2010, officers from the Division together with representatives from Security Bureau and Department of Justice attended the ICAO Diplomatic Conference on Aviation Security in Beijing. The Conference adopted the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (2010 Beijing Convention) and the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (2010 Beijing Protocol). The two treaties criminalise, inter alia, the act of using civil aircraft as a weapon, and of using dangerous materials to attack aircraft or other targets on the ground and the unlawful transport of biological, chemical and nuclear weapons. Criminal liability of directors and organisers of an offence under the treaties is specifically covered. Making a threat to commit an offence under the treaties may also trigger criminal liability, when the circumstances indicate that the threat is credible.