

# 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機制，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 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.



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# 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》的規定。

為確保香港國際機場持續符合機場牌照發牌規定，本部在年內進行了14次審計和128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、飛機運作所需的其他設施、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，以防同類事故重演。

為提升機場的安全水平，機管局於年內成立「機場安全特別小組」。小組舉辦各式各樣的活動，例如人為因素培訓課程，以及與各機構合辦安全培訓課程及安全意識活動。本部密切監督該小組的工作，並就如何提升相關活動的成效，提出建議。

## 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.

To ensure the HKIA's continued compliance with the aerodrome licensing requirements, the Division carried out 14 audits and 128 inspections during the year covering both ad hoc and scheduled airside routine maintenance works, conditions of airfield pavements, visual aids, other facilities required for aircraft operations, implementation of the Safety Management System, 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.

An Airfield Safety Taskforce was established by the AAHK during the year to enhance the safety level of the HKIA. Various programmes such as human factors training, joint safety training and safety awareness campaign were launched by the Taskforce. The Division closely monitored the work of the Taskforce and provided recommendations to improve the effectiveness of the programmes.



最新的波音747-8F型貨機於二零一一年十月首次降落香港國際機場。  
October 2011 marked the first occasion that the new B747-8F landed at the HKIA.

年內，機管局推行數項大型維修計劃。其中，北跑道刨鋪工程於二零一一年一月展開，於同年六月竣工，而第二期的主要滑行道刨鋪工程於二零一一年十一月展開，預計在二零一二年六月完成。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，監察工程進度，並且不時巡查上述刨鋪工程。

機管局於年內亦展開多項改善工程，以應付新需求及/或進一步提升機場運作的安全及效率。其中一項工程旨在提升香港國際機場處理A380型飛機的能力。機管局為一個廊前客運停機位進行改善工程，提升飛機目視停靠引導系統並加長登機橋，以便A380型飛機靠泊。改善工程已於二零一一年五月竣工。在該停機位重新投入服務前，本部聯同機管局實地檢查，以審核各項設施的性能水平。此外，機管局於二零一二年一月在另一個A380廊前客運停機位開展加建第三條登機橋的前期預備工作，預計整項改建工程將於二零一二年年底完成。機管局亦計劃為現時設有兩條登機橋的另一個廊前客運停機位，改建其中一條登機橋，以便直接與A380型飛機上層客艙接合，從而增設一個A380型飛機的廊前客運停機位。這項改建工程預計在二零一三年年中完成。本部將持續監察上述改善工程，以確保新設施完全符合機場發牌規定。

年內進行的另一項改善工程是改建四個貨機停機位，以供B747-8F型貨機停泊。本部仔細審批機管局提交的改建工程建議書，並實地監察施工情況。這些經改建的停機位於二零一二年一月中啟用後，本部實地巡查B747-8F型貨機的停泊與地面服務流程，確保運作安全。

Several large-scale airfield maintenance projects were undertaken by the AAHK during the year. The North Runway resurfacing works commenced in January 2011 and was completed in June 2011. The second phase of the major taxiway resurfacing programme commenced in November 2011 and was scheduled for completion in June 2012. To ensure that disruptions to normal airport operations were kept to the minimum while these works were going on, the Division liaised closely with the AAHK to monitor the progress and conducted inspections from time to time on these resurfacing works.

A number of enhancement projects were also 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 to further enhance the efficiency in handling A380 aircraft at the HKIA. Improvement works were carried out at one of the A380 frontal passenger stands to upgrade the aircraft parking aid system and airbridge extension. Such improvement works were completed in May 2011 and the Division conducted a joint inspection with the AAHK to check the performance of the facilities before putting the parking bay into operation. Besides, the preliminary works for the installation of a third airbridge at another A380 frontal passenger stand had also commenced in January 2012 and the target completion date was late 2012. The AAHK also planned to provide one more A380 frontal passenger stand by reconfiguring one of the two existing airbridges at the stand so that it could dock directly to the upper deck of A380. The target completion of this project was mid-2013. The Division will continue to monitor the upgrading works to ensure that these new facilities will fully comply with the licensing requirements.

Another enhancement project carried out during the year was the modification of four cargo stands for the parking of B747-8F aircraft. The Division carefully vetted the modification proposal submitted by the AAHK and monitored the actual modification works. Upon the commissioning of these modified stands in mid-January 2012, the Division conducted inspections on the parking and servicing of B747-8F aircraft at these bays to ensure safe operation.

二零一一年十月，香港國際機場特別舉行儀式，歡迎全球商用首航的波音787型飛機。  
A ceremony was held in October 2011 at the HKIA to welcome the world's first B787 commercial flight.



N66停機位的飛機目視停靠引導系統已經提升，並包含A380型飛機的靠泊資料。  
The Aircraft Parking Aid system at Bay N66 is upgraded to incorporate A380 aircraft's docking information.



除此之外，本部亦積極參與南跑道引出滑行道重新命名的工程。經本部與持份者周詳規劃和深入討論後，工程於二零一一年三月起分七個階段展開。由於工程複雜，本部密切監察改建工程的進度，以確保各階段工程平穩過渡，順利推行。該項工程預計於二零一二年四月完成。

機管局在選定滑行道試用發光二極管燈作為地面燈號系統的一年期可行性研究，已於二零一一年四月完成。至於旨在探測壞燈的功能測試亦已於二零一二年三月底完成，測試結果理想。本部一直密切監察可行性研究的進展，不時向機管局提供意見及建議。

為確保機場運作安全順暢，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，就機場中場範圍發展計劃、西停機坪發展計劃，以及《香港國際機場2030規劃大綱》提供意見。隨着機場中場範圍發展計劃於二零一一年年底展開，本部密切監察該計劃的前期工程，確保機場安全運作，不受影響。

The Division was also actively involved in the South Runway exit taxiways renaming project. Such works commenced in March 2011 after careful planning and thorough discussions among various stakeholders. The project was carried out in seven phases. In view of the complexity of these works, the Division closely monitored the progress of the modification work to ensure a smooth transition and successful implementation. The whole project was scheduled for completion in April 2012.

The one-year feasibility study on the use of LED lights for selected taxiways conducted by the AAHK was completed in April 2011. Trials to test the lamp failure detection functionality were conducted at the end of March 2012 and the result was satisfactory. The Division closely monitored the progress of the feasibility study and provided comments and recommendations to the AAHK during the period.

To ensure safe and smooth 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 Midfield development project, the West Apron development project and the HKIA Master Plan 2030 study. The Midfield development project commenced construction at the end of 2011 and the Division closely monitored the advance works of the project to ensure that safety of airfield operations would not be compromised.



在本年度的飛機事故演習中，各參與單位於消防指揮船上操練直升機救援程序，以及把生還者送上岸上接受診治。

Helicopter winching drill on the deck of a Fire Command Boat, and transport of survivors ashore for medical treatment during this year's Annual Crash Exercise.



為測試緊急應變程序，以及加強機場各個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了多次演習，包括於二零一一年十一月十六日午夜，在上環空中快線直升機場舉行緊急應變演習。該演習模擬直升機起飛後不久引擎出現故障，必須在西面直升機坪緊急降落，過程中有乘客受傷。本部參與演習前的預備會議及實地視察，並觀察整個緊急演習，其後提出了多項意見及建議，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緊急應變演習。本部一直參與籌劃，並定期視察這些演習。其中一次是在二零一一年十一月二十四日舉行的年度大型飛機意外救援演習。是次演習模擬多個危機狀況，包括飛機於北跑道以東海面墜毀，引擎跌落在停機坪上，引致陸上工作人員受傷，並造成陸地交通中斷。不同應變單位，包括機管局、相關政府部門和航空公司參與演習，以測試緊急程序和應變能力，包括在海上救援時從機內疏散乘客和機組人員，以及處理臨時交通改道安排。從籌備至完成演習，本部監察各階段的運作，並提出意見及建議，讓機管局及相關應變單位跟進，以進一步改善緊急程序和應變能力。

香港國際機場的中場範圍發展計劃現已展開。圖為機管局於一條滑行道上進行滑行道接駁前期工程。  
The HKIA's Midfield development has now commenced. Picture shows taxiway tie-in works on one of the taxiways.

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 16, 2011 at the Sky Shuttle Heliport located in Sheung Wan. The exercise simulated an aircraft accident during which a helicopter encountered engine failure soon after take-off and needed to conduct emergency landing on the western helipad which resulted in passenger injury in the cabin. The Division participated in the preparation meetings and site visits and observed the exercise. The Division also provided comments and recommendations for follow-up by the heliport operator and relevant responding parties after the completion of the emergency exercise.

Similar drills and exercises were conducted at the HKIA by the AAHK throughout the year in accordance with the licensing requirements stipulated by the Division. The Division participated in the planning and conducted regular inspections on these drills and exercises. One of them was the full-scale annual aircraft crash exercise conducted on November 24, 2011. The exercise simulated multiple scenarios including the ditching of an aircraft at the sea area east of the North Runway and one of its engines was detached, causing ground injury at a parking stand and land traffic disruption. Different responding parties, including the AAHK, relevant government departments and the participating airline, took part in the exercise to test the emergency procedures and responses in evacuating passengers and the crew from the aircraft ditched into the sea and handling ad hoc traffic diversion arrangement. The Division oversaw the preparation and operation of the exercise starting from planning until completion and provided comments and recommendations for the AAHK and relevant responding parties to further enhance their emergency procedures and responses.



機場安全標準部人員巡察停機坪照明燈維修工作。  
APSD officers inspect high mast lights maintenance works at the apron.

## 安全監督

### 直升機場的運作及發展

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。

### 管制障礙物

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和研究，在香港國際機場範圍以外的有港珠澳大橋香港口岸的填海工程、港珠澳大橋香港接線、廣深港高速鐵路、位於青衣島西南面的十號貨櫃碼頭、屯門赤蠟角接線，以及東涌餘下發展計劃。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、香港國際機場中場範圍發展計劃及西停機坪發展計劃。在機管局擬備《香港國際機場2030規劃大綱》時，本部亦就擴建機場後的機場高度限制及相關海上限制區積極提供意見，以確保航道安全。

為確保航空安全不受危害，本部繼續監察各類激光、探射燈及煙花表演，如「幻彩詠香江」燈光匯演、國慶及新年煙花匯演等，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。

## SAFETY REGULATION

### *Heliprot Operations and Development*

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.

### *Control of Obstructions*

The Division assessed and provided advice on various building and development projects and feasibility studies to ensure their compliance with 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 Reclamation Works, the Hong Kong-Zhuhai-Macao Bridge – Hong Kong Link Road, the Guangzhou-Shenzhen-Hong Kong Express Rail Link, Container Terminal 10 at Southwest Tsing Yi, the Tuen Mun-Chek Lap Kok Link and the Remaining Development in Tung Chung. The major projects within the HKIA assessed included the Cathay Pacific Cargo Terminal, the HKIA's Midfield development project and the West Apron development project. Besides, when the HKIA Master Plan 2030 was being prepared by the AAHK, the Division provided advice on AHR and the associated Marine Exclusion Zones (MEZs) for an expanded airport system in order to ensure aviation safety along the flight paths.

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

在環球貿易廣場加入「幻彩詠香江」的表演前，本處視察其激光測試情況。  
Prior to joining the “Symphony of Lights” show, the CAD inspects the laser testing at the International Commerce Centre.

年內，本部共批准了61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。至於港珠澳大橋香港口岸的填海工程，自二零一二年年初，共批准了五宗機場高度限制臨時豁免的申請。

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，以免干擾航機及無線電導航儀器運作。年內，海事處針對非法闖入限制區，共提出六次檢控。

#### 一般飛行活動

本部繼續規管康樂飛行活動，包括滑翔傘、氣球、風箏、模型飛機、無人駕駛飛機系統等活動，確保這些活動在符合飛行安全規例的情況下進行，而且不會影響民航飛機的運作。

經本部詳細評估和實地視察，本處於二零一一年十二月簽發豁免書予香港航空青年團，容許該團在將軍澳堆填區第二/三期，放飛重量界乎7至20公斤的模型飛機。



香港航空青年團獲得本處審核和同意，在將軍澳設立場地，放飛重量介乎7至20公斤的模型飛機。

A flying site assessed by the CAD and operated by the Hong Kong Air Cadet Corps in Tseung Kwan O for flying model aircraft weighing between 7 kg and 20 kg.

This year, the Division issued 61 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the airport island. For the Hong Kong-Zhuhai-Macao Bridge – Boundary Crossing Facilities Reclamation Works, five temporary AHR exemptions were issued to facilitate the works since the beginning of 2012.

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

#### General Aviation Activities

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

After conducting detailed assessment and site inspection, an exemption was granted to the Hong Kong Air Cadet Corps in December 2011 for the flying of model aircraft weighing between 7kg and 20kg in the Tseung Kwan O Stage II/III Landfill.



本部同事巡察載人氣球的安全裝置。  
A divisional colleague conducting a site inspection of a passenger balloon.



### 運載危險物品

機場安全標準部轄下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。危險品事務組訂立了危險品許可證制度，航空公司必須符合相關的安全規定，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，藉此持續監察託運危險品的安全水平。年內，危險品事務訂共處理四宗簽發空運危險品許可證申請及36宗許可證續期申請。截至二零一二年三月底，共有73家航空公司獲准運載危險品進出或飛越香港。

#### 發布安全規定

危險品事務組繼續通過教育和宣傳活動發布安全規定，提高空運危險品的安全意識。年內，危險品事務組設計了全新的危險品認知海報並派發予航空公司、開辦危險品培訓課程的機構、貨運站營運者及貨運物流代理商，以加強業界人士對隱藏危險品的認識。

#### 法例

為使本地兩套相關法例與國際民航組織最新的安全空運危險品規定一致，年內展開了修例工作。經修訂的法例在二零一二年一月一日生效。

#### 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，於二零一一年四月到美國參加國際民航組織危險品專家組工作組會議，同年十月又到加拿大參加危險品專家組會議。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。

### CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of the Division continued to enforce ICAO and local legal requirements on the safe transport of dangerous goods by air. Through a dangerous goods permission system established by the Dangerous Goods Office, airlines must satisfy all pertinent safety requirements before they are permitted to carry dangerous goods to, from or over Hong Kong. In addition, the 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, four new and 36 renewal applications for dangerous goods permissions were processed. At the end of March 2012, a total of 73 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong.

#### 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, a new dangerous goods awareness poster was produced and distributed to airlines, dangerous goods training organisations, cargo terminal operators and freight forwarders to strengthen industry awareness on hidden dangerous goods.

#### Legislation

During the year, an amendment exercise was conducted to align the two sets of local legislation with the latest requirements of the ICAO for the safe transport of dangerous goods by air. The amendments came into effect on January 1, 2012.

#### Liaison with ICAO and Overseas Authorities

The Dangerous Goods Office regularly participates in dangerous goods conferences and workshops to keep track of 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 the United States of America (USA) in April 2011 and the Dangerous Goods Panel meeting held in Canada in October 2011. The Dangerous Goods Office also maintained regular contacts with other civil aviation authorities in the United Kingdom, USA, Australia and Canada for experience and information sharing.



新設計的危險品認知宣傳海報。  
The new dangerous goods awareness poster.

### 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，並向在香港營運的航空公司和外國航空當局發布有用的調查結果。

## 航空保安

### 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的各個營運者，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》處理五宗禁區指定個案，其中一宗是把海天客運碼頭內某些地方劃為機場禁區。其餘四宗個案配合亞洲空運中心有限公司、香港空運貨站有限公司和地勤設備工程有限公司的租戶禁區重新配置工程。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管制措施保障。

### 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，以遵行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。本部持續檢查已登記的管制代理人，確保他們遵守規定。截至二零一二年三月三十一日，本處登記冊上共有1 346名管制代理人。為不斷優化管制代理人制度，本部與空運業界的代表組成工作小組，繼續研究措施以加強供應鏈的保安。

### 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 aircraft operators in Hong Kong and foreign aviation authorities.

## AVIATION SECURITY

### Security Oversight of Operators at the HKIA

The Division ensured that the AAHK and the operators at the HKIA, including 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 report period, the Division processed five designations of restricted areas under the Aviation Security Ordinance. One of the designations was to demarcate certain areas within the SkyPier as airport restricted area. The other four designations were made for the reconfigurations at tenant restricted areas of Asia Airfreight Terminal Company Limited, Hong Kong Air Cargo Terminals Limited, and Ground Support Engineering Limited. Officers of the Division conducted inspections prior to the commencement 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 (RA) 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 RAs with the requirements of the RAR through inspections. As at March 31, 2012, there were 1 346 RAs registered with the Department. With a view to continually enhancing the RAR, the Division set up a working group which comprises representatives of the air cargo industry to identify measures for securing the supply chain.



### 難受管束人士的行為

為針對民航機上難受管束或擾亂秩序的人士的行為，香港於二零零五年制定《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共有九宗。

### 簡化手續

機場安全標準部藉着參與機場簡化手續委員會，監察國際民航組織附件9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2 240張新空勤人員證書和續發45張空勤人員證書。

### 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，美國隨即加強飛往美國客機的保安檢查。為配合美國的要求，本部和航空公司繼續保持聯繫，加強所有飛往美國客機的保安措施。

二零一零年十月，位於英國和阿拉伯聯合酋長國的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。其後，本部繼續與相關各方協調，加強保安措施，保障空運貨物安全。

### Unruly Behaviour

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

### 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 at the HKIA. During the year, 2 240 new Crew Member Certificates (CMCs) and 45 renewed CMCs were issued to the crew members of Hong Kong registered aircraft operators.

### Enhanced Security Measures

After the attempted terrorist attack on the Northwest Airlines flight 253 from Amsterdam to Detroit on December 25, 2009, USA initiated enhanced security measures on all passenger flights bound for destinations in USA. To comply with USA's requirements, the Division continued to communicate with the aircraft operators to facilitate their implementation of enhanced security measures for all passenger flights bound for USA.

After the discovery of explosive devices hidden inside printer toner cartridges at the airports in the United Kingdom and the United Arab Emirates within freight consignments from Yemen to Chicago in October 2010, the Division continued to coordinate with relevant parties on the implementation of additional security measures to safeguard air cargo security.



二零一二年一月，國際民航組織就推行《國際民航組織航空保安宣言》，召開航空保安地區會議，審視國際民航組織大會第37屆會議之後的現行航空保安活動和日後的相關活動。  
In January 2012, the ICAO convened a Regional Aviation Security Conference on the Implementation of the ICAO Declaration on Aviation Security to review present and planned aviation security activities since the conclusion of the 37th Session of the ICAO Assembly.

## 國際事務

### *國際民航組織亞太區互助航空保安計劃*

由二零零四年起，中國香港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，是協助參與計劃的成員遵行國際民航組織附件9和附件17所訂的航空保安標準和建議措施，並加強航空保安能力。二零一一年六月，機場安全標準部派員出席在印度新德里舉行的保安計劃第八次主導委員會會議。

### *國際民航組織航空保安地區會議*

二零一二年一月，國際民航組織在馬來西亞吉隆坡召開航空保安地區會議，以推行《國際民航組織航空保安宣言》。本部派員出席會議，向與會人士闡述香港落實《航空保安宣言》的工作進展。會議最後通過聯合聲明，重申各締約國承諾履行《航空保安宣言》。

### *亞太區經濟合作組織（亞太經合組織）*

自二零零零年起，機場安全標準部不時代表中國香港，參與亞太經合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。本部繼續協助航空保安小組制訂航空保安指引。

## INTERNATIONAL ACTIVITIES

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

Since 2004, Hong Kong, China has joined the CASP-AP established by the ICAO. The ICAO CASP-AP aims at assisting states and administrations in the Asia Pacific region to comply with the standards and recommended practices for aviation security in ICAO Annexes 9 and 17, and to enhance their competence in aviation security. The Division attended the Eighth Steering Committee Meeting of the Programme held in New Delhi, India in June 2011.

### *ICAO Regional Aviation Security Conference*

The ICAO convened a Regional Aviation Security Conference in Kuala Lumpur, Malaysia in January 2012 to promote the implementation of the ICAO Declaration on Aviation Security. The Division attended the conference and presented to the participating delegates on the progress of the work undertaken by Hong Kong in implementing the Declaration on Aviation Security. At the end of the conference, a Joint Statement was adopted to reaffirm the contracting states' commitments in fulfilling the Declaration.

### *Asia-Pacific Economic Cooperation (APEC)*

Since 2000, from time to time 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. The Division continued to provide support to the ASG in the development of guidelines in aviation security.