



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，香港機場管理局（機管局）獲授權營運香港國際機場。本部也負責促進直升機場的發展，監察直升機場的運作安全和保安水平，制定和執行飛機噪音消減措施，並肩負協調機場簡化手續的任務。

The Airport Standards Division (APSD) 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. Airport Authority Hong Kong (AAHK) is authorised to operate Hong Kong International Airport (HKIA) through a licensing mechanism administered by the division. The division also facilitates the development of heliports, monitors the safety and security of heliport operations, develops and implements noise mitigating measures 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》的規定。

為確保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127次巡查，範圍包括飛行區內的臨時和定期日常維修工程、飛行區路面狀況、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、機場救援和滅火服務、由機管局和地勤服務公司為飛機提供的地面支援服務，以及飛行區擴建項目。本部也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，以確保機管局有效地監督各機場特許經營公司的安全表現，以及確定相關各方已採取適當改善措施，防止同類事故重演。

AIRPORT SAFETY

Aerodrome Licensing

APSD continued to exercise safety oversight on the performance of AAHK to ensure compliance with requirements stipulated in the Aerodrome Licensing Requirements Document.

To ensure HKIA's continued compliance with the aerodrome licensing requirements, the division carried out 14 audits and 127 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, aircraft ground operations provided by AAHK and its ground handling agents as well as airfield expansion projects. The division also participated in the airfield franchisee audits carried out by AAHK and monitored AAHK's investigation of aircraft ground incidents to ensure that effective oversight is exercised by AAHK on franchisees' safety performance and appropriate remedial measures had been taken by relevant parties to prevent recurrence.



機管局按照國際民航組織的要求，在新停機坪上設置停機位標誌。
Aircraft stand marking in compliance with ICAO requirement provided by AAHK on the new parking apron.

為防止航機受鳥擊影響，機管局購置遠距離揚聲裝置驅趕雀鳥。
A long range acoustic device for bird deterrence procured by AAHK to prevent bird strike.



年內，機管局推行和延續了數項飛行區大型維修計劃，其中包括於二零一二年九月展開的主要滑行道刨鋪工程，整項工程預計在二零一四年五月完成。此外，機管局於二零一三年第二季開始更換北跑道航空地面燈的110件主要電子配件，工程預計於二零一四年年底完成。為了盡量減少施工對機場運作的影響，本部與機管局保持密切聯絡，監察工程進度，並且不時巡查。

機管局於年內也展開多項改善工程，以應付新需求和進一步提升機場運作的安全和效率。其中一項工程旨在提升機場處理空中巴士A380型飛機的能力。機管局為一個廊前客運停機位進行改建工程，更換現有兩條登機橋的其中一條，以連接A380型飛機的上層客艙。此外，還展開了兩項滑行道及滑行徑改善工程，方便A380型飛機在南面客運停機坪運作。各項新設施定於二零一四年五月啟用。本部曾數度聯同機管局實地巡查，審核各項設施的性能水平是否合乎要求。本部會繼續監察機場的各項改善工程，確保新設施完全符合機場發牌規定。

Several large-scale airfield maintenance projects were undertaken by AAHK during the year. One such project involved a programme of pavement resurfacing of major taxiways. Commenced in September 2012, the whole programme was scheduled for completion in May 2014. AAHK also started to replace 110 major electronic devices for the aerodrome ground lighting serving the North Runway. The works commenced in the second quarter of 2013 and would be completed by the end of 2014. To ensure that disruptions to normal airport operations were kept to the minimum while these works were on-going, the division liaised closely with AAHK to monitor the progress and conducted inspections from time to time on these works.

A number of enhancement projects were also launched by AAHK during the year to meet new demand and to further enhance the safety and efficiency of airport operations. One such project was to further enhance the efficiency in handling A380 aircraft at HKIA. Modification works were carried out at a frontal passenger aircraft parking stand to replace one of the two existing airbridges for connection to the upper deck of A380 aircraft. Two additional enhancement works on taxiways and taxilanes were also carried out to facilitate A380 aircraft operations in the South Passenger Apron. The division had conducted several joint inspections with AAHK to assess the conformity of the new facilities which were scheduled for operation in May 2014. The division will continue to monitor various upgrading works in HKIA to ensure that these new facilities will fully comply with the licensing requirements.



興建中的中場客運廊。
The Midfield Passenger
Concourse under construction.



為應付航班增長，機管局於機場中場範圍和西面停機坪展開了大型發展計劃。該發展計劃包括興建一座客運廊、20個廊前停機位、16個遠方停機位和12個臨時停機位。整項計劃於二零一一年展開，預計於二零一五年年底或之前竣工。年內已完成或啟用的部分包括：

- (一) 滑行道H及J與滑行徑T南端的連接工程；
- (二) 滑行道N的改道工程；以及
- (三) 西面停機坪的七個遠方停機位和12個臨時停機位。

本部在這些新設施啟用前實地巡查，審核是否符合機場發牌規定，以及是否已經制定相關運作程序。另一方面，多個相關項目已陸續展開，計有機場中場新客運廊的建築工程、登機橋安裝工程、停機坪道面及設施興建工程、旅客捷運系統（即無人駕駛列車）延展工程，以及連接貨運停機坪和西面停機坪的西面飛行區隧道入口開挖工程。本部會繼續密切監察整項計劃的進度，務使機場在提升處理客貨運能力之餘，也可維持飛行區的運作高度安全。

為確保機場運作安全順暢，本部聯同航空交通管理部和航空交通工程及標準部，參與機管局主持的委員會或工作小組，就機場各項基建發展計劃（包括中場範圍第二期及餘下用地的發展）和《香港國際機場2030規劃大綱》提供意見。本部也就機管局推行的新操作程序和使用的新設備提供意見，以提升機場的安全水平和運作效率。

To cater for traffic growth, AAHK had embarked on a large-scale development project at the midfield and the western apron. The project comprised the construction of a concourse, 20 frontal parking stands, 16 remote parking stands and 12 temporary parking stands. Commenced in 2011, the entire project was targeted to complete by the end of 2015. Parts of the project completed during the year included:

- (i) the tie-ins between Taxiways H and J and the southern section of Taxilane T;
- (ii) the re-alignment of Taxiway N; and
- (iii) the construction of seven remote parking stands and 12 temporary parking stands in the western apron.

APSD had inspected these new facilities to ensure that they were built in compliance with the aerodrome licensing requirements and all procedures were in place before they were put into use. On-going projects included the construction of Midfield Passenger Concourse; the installation of airbridges; the construction of apron pavement and facilities; the extension of Automated People Mover; and the construction of the entrance of Western Airfield Tunnel for linking the Cargo Apron and Western Apron. The division will continue to closely monitor the progress of the whole project to facilitate the enhancement in the airport handling capability while maintaining a high level of airfield operational safety.

To ensure safe and smooth airport operations, APSD in collaboration with the Air Traffic Management Division and the Air Traffic Engineering and Standards Division participated in various committees or working groups convened by AAHK to provide inputs and comments on airport infrastructural development (including the development of the Midfield Phase Two and the Midfield remaining area) and HKIA Master Plan 2030 study. The division also provided inputs to new operating procedures and new equipment introduced by AAHK in order to enhance airport safety and operations.



在新設施啟用前，機場安全標準部人員進行實地考察以確保有關設施符合發牌標準。

Before the commissioning of new facilities, APSD officers conduct on-site inspections to ensure compliance with licensing requirements.

因應國際民航組織就成立跑道安全小組的最新指引，機管局聯同機場同業，擴大了現有的「飛行區營運及安全特別工作組」的工作範圍，以便該工作組履行跑道安全小組的職能。民航處多個分部都委派了代表加入跑道安全小組，協力提升跑道安全。

With reference to the latest guidelines issued by International Civil Aviation Organization (ICAO) on the establishment of Runway Safety Team (RST), AAHK in conjunction with the relevant parties in the airport community enhanced the role of the existing Airfield Operations and Safety Working Group so as to deliver the functions of the RST. Representatives from different divisions of CAD also participated as RST members so that collaborative efforts can be made to further improve runway safety.

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，機管局於年內舉行多次緊急應變演習。本部一直積極參與籌劃，並定期視察這些演習，其中一次是於二零一三年十一月二十七日舉行的年度大型飛機意外救援演習。是次演習模擬抵港客機於機場降落時碰撞著陸，導致左邊的主起落架損毀和一號引擎起火。左邊機身因撞擊而破裂，令載有醫療用放射性物質的空運貨物損毀。不同應變單位，包括機管局、政府相關部門和航空公司均參與演習，以測試各單位處理涉及洩漏放射性物質的飛機事故的緊急程序是否奏效，特別是消除放射性物質污染的程序，以及拯救已受或懷疑受放射性物質污染的乘客和機組人員的救援安排。從籌備至完成演習，本部一直監察各階段的進展，並提出意見和建議，讓機管局和相關應變單位進一步改善緊急程序和提高應變能力。

For the purpose of testing the emergency response procedures and enhancing the coordination between the aerodrome operator and relevant responding parties in dealing with aircraft accidents, AAHK conducted a number of drills and exercises throughout the year. APSD actively participated in the planning meetings and conducted regular inspections on these drills and exercises. One of them was the full-scale annual aircraft crash exercise conducted on 27 November 2013. The exercise simulated an arrival flight experiencing hard landing, with its portside main landing gear collapsed and No. 1 engine catching fire. A crack on the portside fuselage was resulted, damaging the cargo hold which housed medical-use radioactive material. Different responding parties, including AAHK, relevant government departments and the participating airline, took part in the exercise to test the emergency procedures and responses in dealing with an aircraft accident involving radioactive material leakage, in particular the radioactive decontamination process and rescue arrangement of persons on board who are radioactively contaminated or suspected to be radioactively contaminated. The division oversaw the preparation and operation of the exercise starting from planning until completion and provided comments and recommendations for AAHK and relevant responding parties to further enhance their emergency procedures and responses.

《國際民用航空公約》(《國際民航公約》)新增的附件19所載的安全管理國際標準和建議措施，於二零一三年十一月生效。機場的運作環境瞬息萬變，加上機場不時採用新設備和運作程序，本部促請機管局相應加強安全評估的工作。此外，本部也提醒機管局評估飛行區擴建工程對飛行區運作安全的影響。對於航空安全，機管局也需要提高機場同業的整體認識和警覺，並加強該局各部門的內部溝通。

The new Annex 19 to the Convention on International Civil Aviation containing the international standards and recommended practices of Safety Management became effective in November 2013. AAHK was urged to enhance the safety assessment associated with the airport's changing operational environment and introduction of new equipment and operational procedures; review the impact on airfield operational safety arising from the airfield expansion projects at the airport; and improve the overall awareness on aviation safety among the whole airport community and internal communication within AAHK.

安全監督

直升機場的運作和發展

機場安全標準部繼續監察直升機場的運作安全，並就規劃和設計區內直升機場，以及發展跨境直升機場，提供意見。

年內，發展局展開「飛躍啟德」城市規劃及設計概念國際比賽。「飛躍啟德」的範圍包括擬預留用作跨境直升機場的啟德發展區跑道末端。本部聯同相關政府部門組成技術評估委員會，評估參賽作品是否達到比賽文件所訂的技術要求。

SAFETY REGULATION

Heliport Operations and Development

APSD continued to monitor the safety of heliport operations and to provide advice on the planning and design of the domestic heliports as well as on the development of cross-boundary heliports.

During the year, the Development Bureau launched the Kai Tak Fantasy (KTF) International Ideas Competition on Urban Planning and Design. KTF comprises, inter alia, the Kai Tak Runway Tip in the Kai Tak Development, which is intended to be reserved for the development of a cross-boundary heliport. The division in collaboration with the relevant government departments formed a Technical Committee to assess whether the entries fulfilled the technical requirements set out in the competition document.

香港接線工程開展前，機場安全標準部人員審查承建商的應急預案示範，以確保香港接線在跑道封閉期間所進行的工程不會對跑道重開造成影響。

APSD officers inspecting the demonstration of the emergency and contingency plans by the contractor of the Hong Kong Link Road prior to the commencement of the works in order to ensure that the works to be conducted during the runway closure period will not affect the re-opening of the runway.



管制障礙物

本部審核了多項建築和發展計劃及可行性研究，並提供意見，確保各個項目均符合機場高度限制和其他航空安全規定。年內，經本部審核的大型項目和研究，在機場範圍以外的有港珠澳大橋工程的香港口岸和香港接線、屯門至赤鱗角連接路、東涌餘下的發展計劃、維多利亞港以外填海和發展岩洞計劃、欣澳填海的規劃及工程研究，以及中部水域人工島策略性研究。在機場範圍內的大型項目，則包括機場中場範圍發展計劃、西面停機坪發展計劃，以及擴建機場成為三跑道系統的工程項目。在機管局籌劃擴建機場成為三跑道系統的工程項目方面，本部就擴建機場後的機場高度限制和相關的海上限制區，積極提供意見，以確保新航道安全。

港珠澳大橋香港口岸的填海工程於機場東北對開水域進行，承建商會調派大量工作船建造人工島，以便在該島上興建相關的基礎設施。由於這項重要工程的填海位置靠近機場，並在兩條跑道的航道之下，為了確保飛機的安全和避免機場運作受到建築工程干擾，本部主動要求港珠澳大橋香港口岸的項目顧問和承建商使用船舶高度監測系統。該系統全日24小時運作，監測在機場附近填海位置工作的機械/船隻的最高高度，以監督承建商遵守機場高度限制的規定。這項安排對本部考慮是否臨時批准高身船隻豁免遵守機場高度限制的申請，尤其重要。本部也密切監察承建商在遵守機場高度限制方面的表現，並視乎需要要求承建商採取改善措施。

此外，港珠澳大橋香港接線的兩項工程，大部分於機場島以南和以東對開水域進行，部分更位於機場南跑道的航道之下。為了確保項目顧問和承建商在設計工程細節和考慮建造方法（包括選擇機器設備）時，全面符合機場高度限制的規定，本部多次參與相關會議、工作坊、示範和演練，並不時提供意見。本部也要求其中一項工程使用類似上文所述的船舶高度監測系統。

Control of Obstructions

APSD 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 HKIA assessed during the year included the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR), the Tuen Mun-Chek Lap Kok Link, the Remaining Development in Tung Chung, the Reclamation outside Victoria Harbour and Rock Cavern Development, the Planning and Engineering Study on Sunny Bay Reclamation and the Strategic Studies for Artificial Islands in the Central Waters. The major projects within HKIA assessed included HKIA's Midfield development project, the Western Apron development project and the Expansion of HKIA into a three-runway system project. Regarding the Expansion of HKIA into a three-runway system project planned by AAHK, the division provided advice on AHR requirements and the associated Marine Exclusion Zones (MEZs) for an expanded airport system in order to ensure aviation safety of the new flight paths.

As the reclamation works at the waters off the northeast of HKIA for the HKBCF proceeded, a large number of working vessels would be deployed by contractors to construct an artificial island on which infrastructures would be built. The HKBCF reclamation site was in close proximity to HKIA under the flight paths of the two-runway airport. To ensure aircraft safety and avoid any disruption to airport operations due to construction works of this strategic project, APSD took a proactive approach to require the project consultant and contractor to commission a vessel height monitoring system. It was designed to operate 24/7 for monitoring the highest altitude of machineries/vessels working at the reclamation site near HKIA and enhancing their compliance with the AHR requirements. This arrangement was particularly important for the division's consideration of applications for AHR exemption involving high aircraft vessels. The performance of the contractor in complying with the AHR requirements was also closely monitored by staff of the division who would require remedial actions from the contractor as and when necessary.

Regarding the two HKLR projects associated with the Hong Kong-Zhuhai-Macao Bridge, the majority of their works area was around the waters south and east of the Airport Island and some were also under the flight paths of the South Runway of HKIA. The division participated in various meetings, workshops, demonstrations and drills, and offered advice from time to time to ensure that the project consultant and contractor, when designing the project details and determining the construction methods including the choice of construction plants, would fully comply with the AHR requirements. A similar vessel height monitoring system was also commissioned in one of these projects.

年內，本部共批准130宗臨時豁免遵守機場高度限制的申請，以方便在香港境內進行某些建築工程，以及方便在機場島附近的海事運作，當中100宗涉及港珠澳大橋香港口岸和香港接線的工程。

本部得到海事處通力協助，繼續盡力防止船隻駛進機場島附近的海上限制區，以免航機和無線電導航儀器運作受到干擾。年內，海事處針對非法闖入限制區的事件，共提出九次檢控。

禁止使用會危害飛機航行的燈光

為確保航空安全不受威脅，本部繼續監察各類激光、探射燈和煙花表演，如「幻彩詠香江」燈光匯演、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。

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，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。

This year, the division issued 130 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the Airport Island of which 100 were issued to facilitate the works of the Hong Kong-Zhuhai-Macao Bridge HKBCF and HKLR projects.

With the assistance of the Marine Department, APSD 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, nine prosecutions against illegal entry into the MEZs were instituted by the Marine Department.

Prohibition of Lights Endangering Aircraft Operation

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

General Aviation Activities

APSD 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.

運載危險品

機場安全標準部轄下危險品事務組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。年內，危險品事務組共處理了三宗新的危險品許可證申請及34宗許可證續期申請。截至二零一四年三月底，共有84家航空公司獲准運載危險品進出或飛越香港。此外，危險品事務組批准了33家機構為航空公司、空運貨站、貨運代理人及付運人開辦危險品訓練課程。該組又定期和突擊巡查航空公司、培訓機構、空運貨站、貨運代理人及付運人，監察他們有否遵從關於危險品的安全規定。

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空運危險品的安全規定。年內，危險品事務組重新設計了設於機場客運大樓的四個危險物品展示亭，更新了展示的危險物品資訊，並印製新設計的《飛機乘客行李須知》單張，以加深飛機乘客對攜帶危險品乘坐飛機的認識。

法例

為使本地兩套規管空運危險品的法例與國際民航組織最新的《危險物品安全航空運輸技術細則》的規定一致，相關的修例工作於年內繼續進行。

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of APSD regulates the transport of dangerous goods by air in accordance with ICAO and local legal requirements. 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. This year, three new and 34 renewal applications for dangerous goods permissions were processed. At the end of March 2014, 84 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong. In addition, the Office approved 33 organisations for conducting dangerous goods training programmes for airlines, air cargo terminals, freight forwarders and shippers. Regular and ad-hoc inspections were conducted by the office to monitor the compliance of the airlines, training institutions, air cargo terminals, freight forwarders and shippers.

Promulgation of Safety Requirements

The Dangerous Goods Office continued to promulgate the safety requirements on air transport of dangerous goods through education and publicity. During the year, the Dangerous Goods Office re-designed the four dangerous goods display booths at the passenger terminals of HKIA, updated the dangerous goods information displayed and published an information sheet "Packing Tips for Air Passengers" to enhance air travellers' awareness of the carriage of dangerous goods by air.

Legislation

To align the two sets of local legislation with the latest requirements of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, the related legislative amendment process continued in the year.



有關攜帶危險品的飛機乘客行李須知單張和重新設計的危險品展示亭。

Leaflet on Packing Tips for Air Passenger in respect of the carriage of dangerous goods and the newly designed dangerous goods display booth.

參與國際活動

為掌握空運危險品的最新國際要求，危險品事務組參加了國際民航組織於二零一三年四月舉行的危險品專家組工作小組會議，以及同年十月舉行的危險品專家組會議。

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，並向香港空運業界和外國航空當局發布具有參考價值的調查結果。

飛機噪音管理

民航處一向關注飛機噪音對居民的影響，並實施了一系列根據國際民航組織指引訂立的噪音消減措施。年內，本部繼續使用以電腦操作的飛機噪音及航迹監察系統，監察噪音消減措施的實施情況和各地區的飛機噪音水平。該系統由16個室外噪音監察站和一台中央電腦伺服器組成。電腦會把雷達提供的飛行資料，與噪音監察站記錄的飛機噪音數據連繫起來。

年內，本部共處理了231宗飛機噪音投訴。為加強社區對各項噪音消減措施的了解，本部多次派員出席由立法會、區議會和地區居民團體所舉辦的會議。

為進一步減低飛機噪音對社區的影響，民航處由二零一四年三月三十日起，不再容許航空公司編排僅僅符合《國際民航公約》附件16第一卷第二部分第三章所載的噪音標準的飛機，於晚上十一時至早上七時在香港升降。

Participation in International Activities

To keep abreast of the development of international requirements on air transport of dangerous goods, the Dangerous Goods Office attended the ICAO Dangerous Goods Panel Working Group Meeting and the ICAO Dangerous Goods Panel Meeting in April 2013 and October 2013 respectively.

Dangerous Goods Incidents

The incidents which occurred in the year were mainly related to undeclared dangerous goods. The Dangerous Goods Office conducted investigations into all these incidents with an aim to prevent recurrence. Useful findings were disseminated to the air cargo industry in Hong Kong and foreign aviation authorities.

AIRCRAFT NOISE MANAGEMENT

CAD is conscious of the impact of aircraft noise on the community and has implemented a series of noise mitigating measures in accordance with the guidelines of ICAO. During the year, the division monitored the implementation of the noise mitigating measures and aircraft noise situation in various districts using a computer-based Aircraft Noise and Flight Track Monitoring System. The system comprises 16 outdoor noise monitoring terminals and a central computer server which correlates the flight data provided by radars and the noise recorded by the noise monitoring terminals.

During the year, the division handled 231 aircraft noise complaints. For the purpose of enhancing the understanding of the noise mitigating measures, representatives of the division attended various meetings organised by the Legislative Council, District Councils and local residential organisations.

To further alleviate the impact of aircraft noise on the local communities, commencing 30 March 2014, CAD ceased to allow aircraft operators to schedule flights which will be flown by aircraft whose noise levels marginally meet the noise standards stipulated in Volume I, Part II, Chapter 3 of Annex 16 to the Convention on International Civil Aviation for operation in Hong Kong between 11 pm and 7 am.

用作進行短期飛機噪音量度的流動噪音監察儀器。
Ad-hoc aircraft noise measurements using portable monitoring equipment.





航空保安

對機場各個營運者的保安監察

機場安全標準部通過審計和檢查，確保機管局和機場的各個營運者，包括租戶禁區營運者、航空公司，以及航機膳食和物品供應商，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》處理了三宗指定禁區的個案，其中一宗是把新落成的國泰航空貨運站內某些範圍指定為租戶禁區，另外兩宗則涉及重新劃定機場員工驗查通道。在執行這些改動前，本部人員到了現場實地巡查，確保有足夠的保安措施，適切管制進入禁區的人士。

空運貨物保安

根據管制代理人制度，每一名向民航處登記成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，並檢查指定來源的貨物。本部繼續監察已登記的管制代理人，確保他們遵守管制代理人制度的規定。

為遵行由國際民航組織頒布於二零一三年七月十五日起生效的新保安標準，民航處擴大了管制代理人制度的適用範圍。在諮詢空運業界代表團體之後，本處制定了新的空運貨物保安規定文件，把管制代理人制度的適用範圍擴展至以全貨運航機運載的貨物，以符合國際民航組織的新規定。

為不斷改善管制代理人制度，本部與空運業界的代表組成工作小組，定期舉行會議，研究措施以持續加強空運貨物的保安。

截至二零一四年三月三十一日，本處的登記冊上共有1 396名管制代理人。

AVIATION SECURITY

Security Oversight of Operators at HKIA

APSD ensured that AAHK and the operators at 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 three designations of restricted areas under the Aviation Security Ordinance. One of the designations was to demarcate certain areas within the new Cathay Pacific Cargo Terminal as tenant restricted areas. The other two designations were made for the reconfigurations of the Staff Screening Channels at HKIA. 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

Under the Regulated Agent Regime (RAR), a cargo agent registered as a Regulated Agent (RA) with CAD is required to provide security control measures on consignments of air cargo and apply screening on prescribed sources of air cargo. APSD continued to monitor the compliance of the RAs with the requirements of the RAR.

The application of the RAR was enhanced to comply with ICAO's new standards which became effective from 15 July 2013. After consulting the air cargo industry representative bodies, CAD developed new air cargo security requirement documents and extended the application of the RAR to cargo carried onboard all-cargo aircraft to ensure adherence to the new ICAO requirements.

With a view to continually enhancing the RAR, the division set up a working group which comprises representatives of the air cargo industry. The working group meets regularly to identify measures for continually enhancing the aviation security of the supply chain.

As at 31 March 2014, there were 1 396 RAs registered with CAD.

難受管束人士的行為

為針對民航機上難受管束和擾亂秩序人士的行為，香港制定了《航空保安(修訂)條例》，對這類罪行施加制裁。年內，根據該條例檢控成功的個案共有六宗。

簡化手續

機場安全標準部藉參與機場簡化手續委員會，監察《國際民航公約》附件9所訂的標準和建議措施在機場實施的情況。年內，本部向香港登記航空公司的機組人員發出了1 902張新空勤人員證書。

Unruly Behaviour

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

Facilitation

Through the participation in the Airport Facilitation Committee, APSD monitored the implementation of the Standards and Recommended Practices of ICAO Annex 9 at HKIA. During the year, 1 902 new Crew Member Certificates were issued to the crew members of Hong Kong registered aircraft operators.



機場安全標準部人員巡查機場租戶禁區。
APSD officers inspecting the Tenant Restricted Area at HKIA.

國際事務

國際民航組織亞太地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地區互助航空保安計劃。設立計劃的目的，是協助參與計劃的成員遵行《國際民航公約》附件9和附件17所訂的航空保安標準和建議措施，並提高航空保安能力。

二零一三年九月十一日至十三日，民航處聯同亞太地區互助航空保安計劃在香港主辦了「教員資格認證計劃工作坊」。來自七個締約國或特別行政區的約20名航空保安專家，共同擬定了國家航空保安教員資格認證制度的指引文件。

INTERNATIONAL ACTIVITIES

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

Since 2004, Hong Kong has joined the CASP-AP established by ICAO. It 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.

In partnership with CASP-AP, CAD hosted the Instructor Certification Development Workshop in Hong Kong from 11 to 13 September 2013. Some 20 aviation security experts from seven contracting states or special administrative region participated in the Workshop to develop guidance materials for a national aviation security instructor certification system.

國際民航組織航空保安專家組會議

機場安全標準部於二零一四年三月派員以中國代表團成員身分，參與在加拿大蒙特利爾舉行的國際民航組織航空保安專家組會議。該會議的目標是制定國際標準和建議措施，以保護民用航空免受非法干擾行為侵襲，以及識別和研究民用航空所面對的新威脅。

ICAO Aviation Security Panel (AVSECP) Meeting

APSD participated, as members of the Chinese delegation, in the ICAO AVSECP Meeting held in Montreal, Canada in March 2014. The objectives of the AVSECP are to develop standards and recommended practices for the purpose of safeguarding civil aviation against acts of unlawful interference, and identify and examine new and emerging threats against civil aviation.

機場安全標準部舉辦國際民航組織亞洲太平洋區互助航空保安計劃教員資格認證計劃工作坊。

APSD organised the ICAO Cooperative Aviation Security Programme - Asia Pacific (CASP-AP) Instructor Certification Development Workshop.



澳門氹仔碼頭的香港國際機場預辦登機服務設施，是機場安全標準部的巡查範圍之一。
The HKIA up-stream check-in facilities at the Macao Taipa Ferry Pier is one of APSD's inspection areas.



國際民航組織國際航空法會議

為更有效應付在飛機上的難受管束行為，國際民航組織決定草擬補充議定書，以修訂在一九六三年訂立的《東京公約》，使之與時並進。本部聯同航班事務部和律政司的同事，以中國代表團成員身分，參加國際民航組織於二零一四年三月二十六日至四月四日在加拿大蒙特利爾舉行的國際航空法會議，審議議定書的草案條文。

ICAO International Conference on Air Law

To modernise the Tokyo Convention of 1963 for the purpose of dealing more effectively with unruly behaviours committed on board aircraft, it was considered by ICAO that an amendment to the Convention should be made through a supplementary protocol. Colleagues from APSD and ASD together with the Department of Justice participated, as members of the Chinese delegation, in the International Conference on Air Law convened by ICAO in Montreal from 26 March to 4 April 2014 to consider the draft text of the protocol.