





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。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. 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

簽發機場牌照

香港機場管理局(機管局)獲民航處簽發機場牌照，營運香港國際機場。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129次巡查，範圍包括飛行區內的臨時和定期維修工程、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。

年內，機管局推行和延續了數項飛行區大型維修計劃，其中於二零一二年九月展開的主要滑行道刨鋪工程，已在二零一四年七月順利完成。北跑道航空地面燈的110件主要電子配件的更換工程，亦於二零一四年十二月完成。其餘進行中的工程計劃，包括以混凝土取代路磚，重鋪北客運廊及西北客運廊前停機位的路面，以及以瀝青取代路磚，重鋪這些停機位後方道路的路面。工程於二零一四年七月展開，預計在二零一五年十二月完成。此外，機管局於年內檢查了飛行區內的所有引導標誌燈

AIRPORT SAFETY

Aerodrome Licensing

Airport Authority Hong Kong (AAHK) is granted an aerodrome licence by the CAD to operate Hong Kong International Airport (HKIA). 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 129 inspections during the year covering both ad-hoc and scheduled airside 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 was exercised by AAHK on franchisees' safety performance and appropriate remedial measures had been taken by relevant parties to prevent recurrence.

Several large-scale airfield maintenance projects were undertaken by AAHK during the year. Commenced in September 2012, the pavement resurfacing of major taxiways was completed smoothly in July 2014. The replacement of 110 major electronic devices for the aerodrome ground lighting serving the North Runway was also completed in December 2014. Other ongoing projects included the replacement of block pavement with concrete and asphalt at the parking stands and the back-of-stand roads respectively in the North and Northwest Concourse. Commenced in July 2014, the replacement works were scheduled for completion in December 2015. In addition, AAHK had conducted a review of the Movement Area Guidance Signs and decided

箱，並落實於二零一五年第四季至二零一八年第四季期間，分階段把現有的熒光燈管燈箱更換為發光二極管燈箱。

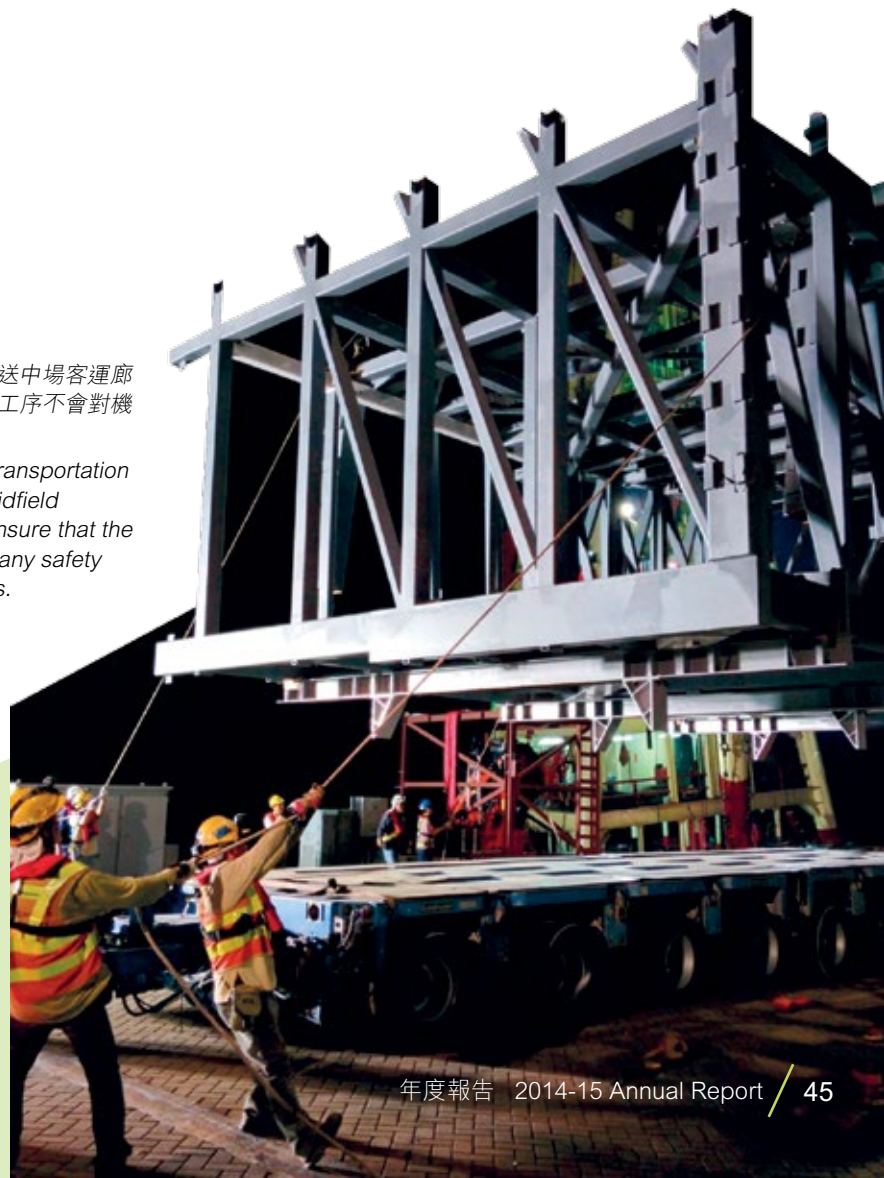
機管局於年內也展開了多項改善工程，以應付新需求和進一步提升機場運作的安全和效率。其中一項工程旨在提升機場處理基準代字為F的飛機的能力。機管局改建了維修停機坪，以便為波音B747-8型飛機提供維修服務。此外，機管局又展開了滑行道H(於滑行道N與V之間的道段)的道肩擴闊工程，為基準代字為F的飛機提供更多滑行道。本部會繼續監察機場的各項改善工程，確保新設施完全符合機場發牌規定。

to replace all the existing fluorescent tubes lighting boxes with LED lighting boxes in phases from the fourth quarter of 2015 to the fourth quarter of 2018.

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 Code F aircraft at HKIA. Modification works were carried out at the maintenance apron to accommodate the maintenance services of Boeing B747-8 aircraft. Taxiway shoulder widening works also commenced during the year at Taxiway H (the section between Taxiways N and V) to provide more taxiing route for Code F aircraft. The division will continue to monitor various upgrading works in HKIA to ensure that these new facilities fully comply with the aerodrome licensing requirements.

機場安全標準部人員監察運送中場客運廊新登機橋的過程，確保運送工序不會對機場運作衍生安全風險。

APSD officers inspect the transportation of new airbridges for the Midfield Passenger Concourse to ensure that the process would not impose any safety hazard to airport operations.





年度大型飛機意外救援演習於二零一四年十二月五日舉行。
A full-scale annual aircraft crash exercise was conducted on 5 December 2014.



為應付航班增長，機管局於機場中場範圍和西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。年內，西停機坪的發展工程順利完成，當中的遠方停機位和臨時停機位已相繼落成啟用。中場客運廊的建築工程預計於二零一五年年底或之前竣工。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。本部會繼續密切監察中場客運廊建築工程的進度，務使機場在提升處理客貨運能力之餘，飛行區的高度安全運作亦得以維持。

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服務部，參與機管局主持的委員會和工作小組，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。

為測試緊急應變程序，以及加強機場營運者與各個相關應變單位在處理飛機意外時的協調能力，機管局於年內舉行了多次緊急應變演習。本部一直積極參與籌劃，並定期視察這些演習，其中一次是於二零一四年十二月五日舉行的年度大型飛機意外救援演習。是次演習模擬

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. During the year, the Western Apron development project was completed smoothly with all the remote parking stands and temporary parking stands commissioned for operations. The Midfield Passenger Concourse was targeted for completion by the end of 2015. APSD had inspected these new facilities to ensure that they were in compliance with the aerodrome licensing requirements and all procedures were in place before they were put into use. The division will continue to closely monitor the progress of the Midfield Passenger Concourse to facilitate the enhancement in the airport's 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 Services Division participated in various committees and 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.

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

一架抵港的空中巴士A330型客機於降落後滑行至X455停機位途中，在滑行道N與一輛工程車相撞。是次演習特別選擇在西停機坪進行，目的是使應變單位熟習機場內的新設施，尤其是各個X停機位及西面飛行區隧道的環境。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，以測試各單位處理飛機事故的緊急程序是否奏效。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。

《國際民用航空公約》(《國際民航公約》)附件19所載的安全管理國際標準和建議措施，已於二零一三年十一月生效。年內，本部繼續監察機管局，確保安全管理規定得以遵行。在此方面，本部對機管局為新發展計劃而設立的風險評估持續記錄系統，尤為重視。該記錄系統用作記錄因新發展計劃引致運作環境轉變而衍生的風險。記錄範圍涵蓋新發展計劃的設計、建築及運作階段。

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 5 December 2014. The exercise simulated an arrival Airbus A330 aircraft colliding with a service truck while taxiing on Taxiway N to Stand X455. The crash site was particularly chosen to allow responding parties to familiarise themselves with the newly commissioned facilities in the Western Apron, especially the X-stands and the Western Vehicular Tunnel. 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. The division oversaw the preparation and operation of the exercise from planning until completion and provided comments and recommendations for AAHK and relevant responding parties to further enhance their emergency procedures and responses.

The Annex 19 to the Convention on International Civil Aviation containing the international standards and recommended practices of Safety Management became effective in November 2013. During the year, the division continued to monitor AAHK's compliance with the safety management requirements. The division had targeted its specific attention to the efforts of AAHK in setting up ongoing risk assessment register for new development projects to record any risk arising from the changes to existing operational environment. The register would cover the design, construction and operational phases of all the new development projects.

機場安全標準部人員實地巡查，確保新設施完全符合機場發牌規定。

APSD officers conduct inspection to ensure that new facilities fully complied with the aerodrome licensing requirements.



由於屯門至赤鱸角連接路—南面連接路高架道路段的部分施工位置，位於機場南跑道的航道之下，其承建商為工作船隻/ 機械安裝了船舶/ 機械高度監測系統，以保障機場運作不受影響。機場安全標準部人員在船隻上視察該監測系統的實地測試情況。

As part of the works area of the Tuen Mun-Chek Lap Kok Link Southern Connection Viaduct Section is under the flight paths of the South Runway of HKIA, a vessel/machinery height monitoring system is commissioned by the contractor for the vessels/machinery to ensure that airport operations would not be affected by the works. APSD officers inspect the site trial of the monitoring system.



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。

管制障礙物

民航處制定機場高度限制，以保障飛機航道及無線電航儀器不受障礙物影響。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、屯門至赤鱸角連接路、東涌餘下的發展計劃，以及欣澳填海的規劃及工程研究。在機場範圍內的大型項目，

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.

Control of Obstructions

Airport Height Restrictions (AHR) are established to protect aircraft flight paths and radio navigational aids. APSD assessed and provided advice on various building and development projects and feasibility studies to ensure their compliance with 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, and the Planning and Engineering Study on Sunny Bay Reclamation. The major projects within HKIA

則包括機場中場範圍發展計劃、西停機坪發展計劃，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，承建商必須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/機械高度監測系統。該系統全日24小時運作，監測在機場附近填海位置工作的船隻/機械的最高高度，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。其他在香港國際機場周邊的主要工程，亦須為其船隻/機械安裝類似的高度監測系統。

assessed included HKIA's Midfield development project, the Western Apron development project and the expansion of HKIA into a three-runway system. Regarding the project to expand HKIA into a three-runway system 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 were 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/machinery height monitoring system. It was designed to operate 24/7 for monitoring the highest altitude of vessels/machinery working at the reclamation site near HKIA and enhancing the contractor's 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. Such monitoring systems are also required for other major projects and works around HKIA.

年內，本部共批准了110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建築工程及機場島附近的海事運作，當中60宗涉及港珠澳大橋香港口岸和香港接線的工程，12宗涉及機場中場範圍及西停機坪的發展計劃，12宗涉及擴建機場成為三跑道系統的前期研究工作。

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，共提出了七次檢控。

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。

This year, the division issued 110 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the Airport Island, of which 60 were issued to facilitate the works of the Hong Kong-Zhuhai-Macao Bridge HKBCF and HKLR projects, 12 for the Midfield and the Western Apron development projects, and 12 for the preliminary assessment of the expansion of HKIA into a three-runway system.

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, seven 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.



本部安排有意參與「幻彩詠香江」的建築物進行燈光測試。

Light testing is arranged for building owners who wish to join “A Symphony of Lights” show.

一般飛行活動

本部繼續規管康樂飛行活動，包括滑翔傘、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。

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用航空組織(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四宗新的危險品許可證申請及48宗許可證續期申請。截至二零一五年三月底，共有90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26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，監察他們有否遵從空運危險品的安全規定。

General Aviation Activities

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

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of APSD regulates the transport of dangerous goods by air in accordance with the International Civil Aviation Organization (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, four new and 48 renewal applications for dangerous goods permissions were processed. At the end of March 2015, 90 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong. In addition, the Office approved 26 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 with the safety requirements on air transport of dangerous goods.

機場安全標準部人員巡查空運危險品的運作情況。

APSD officer inspects the operations associated with the transport of dangerous goods by air.



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，該組曾向貨運業界簡報最新的空運危險品規定，並繼續通過派發單張和海報，以及不時發放訊息，提醒空運業界遵從空運危險品的安全規定。

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。

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二零一四年十月舉行的危險品專家組工作小組會議。

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，以及其他航空當局發布具有參考價值的危險品事故資訊。

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 briefed the air cargo industry on the new dangerous goods requirements. The Office also continued to distribute leaflets and posters, and to disseminate information from time to time to remind the air cargo industry of the safety requirements on air transport of dangerous goods.

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.

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 in October 2014.

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 incident information was disseminated to the air cargo industry in Hong Kong and other aviation authorities.





飛機噪音管理

民航處一向關注飛機噪音對居民的影響，並根據國際民航組織的指引，實施了一系列噪音消減措施。本部使用飛機噪音及航迹監察系統，監察各項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個戶外噪音監察站和一台中央電腦伺服器組成。電腦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222宗飛機噪音投訴。為加深社區對各項噪音消減措施和噪音監察工作的認識，本部多次派員出席區議會的會議，並會見地區居民和團體。

為進一步減低飛機噪音對社區的影響，民航處自二零一四年三月底起，不再容許航空公司編排僅符合《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，於晚上十一時至翌日早上七時在香港升降，並於同年十月底把這項措施延長至全日生效。

AIRCRAFT NOISE MANAGEMENT

CAD is conscious of the impact of aircraft noise on the community and has implemented a series of noise mitigating measures based on the guidelines of ICAO. The division monitored the implementation of various noise mitigating measures and the aircraft noise situations in various districts through the 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 data recorded by the noise monitoring terminals.

During the year, the division handled 222 aircraft noise complaints. With a view to enhancing the understanding of the noise mitigating measures and the noise monitoring work, representatives of the division attended various meetings organised by the District Councils, and met with local residents and organisations.

To further alleviate the impact of aircraft noise on the local communities, from the end of March 2014, CAD ceased to allow aircraft operators to schedule 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 in Hong Kong between 11 pm and 7 am the following day. From the end of October 2014, the above measure was extended to take effect for the whole day.



香港國際機場的自助登機行李寄艙服務櫃台試行運作。

Trial operation of the Self Check-in Bag Drop Counters at Hong Kong International Airport.

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，其中一宗是把中國飛機服務有限公司新擴建的停機坪指定為租戶禁區，另外兩宗則涉及重新劃定香港空運貨站有限公司速遞中心和機場南面貨物安全檢查區的範圍，以符合相關的運作規定。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。

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 the newly expanded apron of China Aircraft Services Limited as a tenant restricted area. The other two designations were for the reconfigurations of the Express Centre of Hong Kong Air Cargo Terminals Limited and the South Goods Screening Area at the HKIA for meeting their respective operational requirements. 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.

機場安全標準部人員對航空公司進行航空保安審計。

APSD officer conducts an Airline Security Audit



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，均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各項規定。

為遵行由國際民航組織頒布的新保安標準，民航處自二零一三年七月起把空運貨物保安規定的適用範圍，擴大至包括以全貨運航機運載的貨物。本部藉定期檢查，持續監察管制代理人的工作及水平。

為不斷改善管制代理人制度，本部繼續與業界商討進一步加強管制代理人制度的運作。為此，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。

截至二零一五年三月三十一日，本處的登記冊上共有1 438名管制代理人。

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四宗。

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 RAR was enhanced in July 2013 to comply with ICAO's new standards which extended the application of supply chain security requirement to cargo carried onboard all-cargo aircraft. Continuous monitoring of Regulated Agents' operations and standards were effected through regular inspections.

The division continued to work with the industry to further enhance the operation of the RAR. A working group was set up for this purpose, 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 2015, there were 1 438 RAs registered with CAD.

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 four cases of successful prosecution under the Ordinance.



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2 186張新的空勤人員證書。

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，並繼續參與該計劃第三階段的工作。該計劃旨在協助參與的成員遵行《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，以及提高航空保安能力。

區域航空保安協調論壇

香港於二零一四年十一月二十至二十一日，在民航處總部大樓舉辦了第二屆亞太地區區域航空保安協調論壇，參加者來自19個國家/政

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, 2 186 new Crew Member Certificates were issued to the crew members of Hong Kong registered aircraft operators.

INTERNATIONAL ACTIVITIES

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

Hong Kong has joined the CASP-AP established by ICAO since 2004 and has continued to participate in Phase III of the programme. The programme 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.

Regional Aviation Security Coordination Forum

Hong Kong hosted the Second Meeting of the Regional Aviation Security Coordination Forum – Asia and Pacific Region at the CAD Headquarters on 20-21 November 2014. About 60 participants from 19 States/Administrations and 4 international organisations and industry partners including ICAO attended





府、四個國際組織和業界伙伴(包括國際民航組織)，共約60人。與會者討論了新近出現的問題對亞太地區的影響，大家以合作、協調和統一的方針加強全球航空保安。

國際民航組織航空保安專家組會議

機場安全標準部每年均派員以中國代表團成員身分，參與每年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。該會議專家組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。

the Forum, which provided a platform to discuss and address the regional implications of emerging issues and develop a cooperative, coordinated and unified approach to strengthen aviation security globally.

ICAO Aviation Security Panel (AVSECP) Meeting

APSD has been participating, as part of the Chinese delegation, in the ICAO AVSECP Meeting held annually in Montreal, Canada. 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 to identify and examine new and emerging threats against civil aviation.



香港於二零一四年十一月二十至二十一日，在民航處總部大樓舉辦第二屆亞太地區區域航空保安協調論壇。

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