

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.



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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128次巡查，範圍包括機場限制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，機管局繼續在飛行區進行大型維修計劃，包括以混凝土取代路磚，重鋪北客運廊及西北客運廊廊前停機位的路面，以及以瀝青取代路磚，重鋪這些停機位後方道路的路面。停機位後方道路的路面重鋪工程，於二零一四年七月展開，並已於二零一五年十二月完成。廊前停機位的路面重鋪工程於二零一五年二月展開，整項計劃預計於二零一八年五月完成。此外，機管局於年內檢查了飛行區內的引導標誌，並決定於二零一六年第三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。

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 128 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 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.

Ongoing large-scale airfield maintenance projects undertaken by AAHK during the year 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, replacement works at the back-of-stand roads were completed in December 2015. Replacement works of block pavement at the parking stands commenced in February 2015. The whole project was scheduled for completion by May 2018. In addition, AAHK had conducted a review of the Movement Area Guidance Signs and decided to replace all the existing fluorescent tube lighting boxes with LED lighting boxes in phases from the third quarter of 2016 to the fourth quarter of 2018.

首班以空中巴士A350型客機運作的商業航班於二零一六年三月飛抵香港國際機場。

The first commercial flight operated by Airbus A350 aircraft landed at HKIA in March 2016.



為應付航班持續增長，機管局繼續積極確保機場中場範圍發展計劃如期進行。中場範圍第一期發展計劃所興建的一座客運廊和20個停機位，已於二零一五年十二月啟用。在該20個停機位當中，19個為廊前停機位，而其中兩個更可容納基準代字為F的飛機。在新設施啟用前，本部已確定這些設施符合機場牌照發牌規定，以及機管局已制定所有相關程序。

至於可為機場提供更多遠方停機位的中場範圍第二期發展計劃及中場餘下範圍發展計劃，預計分別於二零一八年和二零二一年完成。本部會繼續密切監察中場範圍各項發展，務使機場在提升處理客貨運能力之餘，飛行區的運作亦得以維持在高度安全的水平。

空中巴士A350型客機於二零一四年七月到訪香港國際機場作航線驗證後，首班以該型號客機運作的商業航班於二零一六年三月飛抵香港國際機場。本部已檢視該航班抵港後的運作，以確保機場和地勤服務器材可為該型號客機提供安全的地勤服務。

To cater for the continuous traffic growth, AAHK continued to ensure that the development of the Midfield Area of HKIA proceeded as scheduled. During the year, a concourse and 20 parking stands under Midfield Development Phase One were commissioned in December 2015. Among the 20 parking stands, 19 of them are frontal stands with two capable of accommodating Code F aircraft. Prior to the commissioning, APSD had ensured that the new facilities were in compliance with the aerodrome licensing requirements and that AAHK had developed all the relevant procedures.

As regards Midfield Development Phase Two and Midfield Remaining Area which will provide additional remote parking stands, the development projects are planned for completion by 2018 and 2021 respectively. The division will continue to closely monitor the progress of the development to facilitate the enhancement of the airport's handling capability while maintaining a high level of airfield operational safety.

Subsequent to the Airbus A350 route proving flight to HKIA in July 2014, the first commercial flight operated by this aircraft type landed at HKIA in March 2016. The division conducted inspection on its arrival operations in order to ensure the safe provision of ground handling services by the airport and ground servicing equipment.

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，其中一次是於二零一五年十二月十一日舉行的年度大型飛機意外救援演習。是次演習模擬一架抵港的空中巴士A320型客機於降落後滑出北跑道，在改變方向後跌落海面，因而在機場海上救援西局進行海上救援。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和應變能力。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，記錄範圍涵蓋所有新發展計劃的設計、建築及運作階段。

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 11 December 2015. The exercise simulated a sea rescue operation at the West Sea Rescue Berth for an arrival Airbus A320 aircraft which overshot the North Runway and veered onto the sea. 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 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.

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導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、港珠澳大橋香港口岸上蓋發展、屯門至赤鱸角連接路、東涌餘下的發展計劃、欣澳填海的研究，以及東涌新市鎮擴展研究。在機場範圍內的大型項目，則包括中場範圍第一期、中場範圍第二期及中場餘下範圍的發展計劃。此外，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。

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 Topside Development of the HKBCF, the Tuen Mun-Chek Lap Kok Link, the Remaining Development in Tung Chung, the Sunny Bay Reclamation and the Tung Chung New Town Extension. The major projects within HKIA assessed included HKIA's Midfield Development Phase One, Midfield Development Phase Two and Midfield Remaining Area development projects. In addition, 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.



機場中場範圍第一期發展計劃的設施於二零一五年十二月落成啟用。
The facilities of Midfield Development Phase One of HKIA were commissioned in December 2015.

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

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 round the clock 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 air draft

由於香港口岸人工島上的屯門至赤鱗角連接路一北面連接路海底隧道段的部分施工位置，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人工島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 Northern Connection Sub-sea Tunnel Section on the artificial island of HKBCF is under the flight paths of the South Runway of HKIA, a vessel/machinery height monitoring system was 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.



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。在機場周邊的其他主要項目和工程，亦須採用該類高度監測系統。

年內，本部共批准了85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54宗涉及港珠澳大橋香港口岸和香港接線的工程，八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，共提出了五次檢控。

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、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。

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.

This year, the division issued 85 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the Airport Island, of which 54 were issued to facilitate the works of the Hong Kong-Zhuhai-Macao Bridge HKBCF and HKLR projects and eight 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, five 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, 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.

運載危險品

機場安全標準部的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。危險品事務組設立了一套危險品許可證制度，航空公司若能符合所有相關的安全規定，可獲發運載危險品進出或飛越香港的許可證。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37宗許可證續期申請。於二零一六年三月底，共有90家航空公司獲發許可證。此外，危險品事務組批准了34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。該組人員又定期和突擊巡查航空公司、空運貨站、貨運代理人、付運人和培訓機構，確保他們遵從空運危險品的安全規定。

發布安全規定

為加強業界及公眾對空運危險品的安全規定的認識，危險品事務組繼續透過多個途徑宣傳安全規定。除派發單張和海報外，該組並會解答業界對空運危險品的安全規定的查詢。年內，該組發出六份危險品通告，向空運業界發布空運危險品的安全規定，其中包括空運鋰電池的新要求。

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《危險品安全空運技術指令》的規定一致，危險品事務組於年內繼續進行相關的修例工作。

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of APSD regulates the transport of dangerous goods by air based on the International Civil Aviation Organization (ICAO) and local legal requirements. The Dangerous Goods Office has established a dangerous goods permission system whereby airlines which satisfy all pertinent safety requirements will be granted a permission to carry dangerous goods to, from or over Hong Kong. During the year, four new and 37 renewal applications for dangerous goods permissions were processed. At the end of March 2016, 90 airlines have been granted permissions. The Office also approved 34 organisations for conducting dangerous goods training programmes for airlines, air cargo terminals, freight forwarders and shippers. Officers from the Dangerous Goods Office conducted regular and ad-hoc inspections of the airlines, air cargo terminals, freight forwarders, shippers and training organisations to ensure their compliance with the safety requirements on air transport of dangerous goods.

Promulgation of Safety Requirements

To enhance the awareness of the industry and the public of the safety requirements on air transport of dangerous goods, the Dangerous Goods Office continued to promulgate the safety requirements through various means. The Office continued to distribute leaflets and posters, and responded to enquiries from the industry about the safety requirements on air transport of dangerous goods. During the year, the Dangerous Goods Office issued six advisory circulars to the air cargo industry concerning the safety requirements on air transport of dangerous goods including the new requirements for shipping lithium batteries.

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 Dangerous Goods Office continued to take forward the related legislative amendment process during the year.

危險品事故

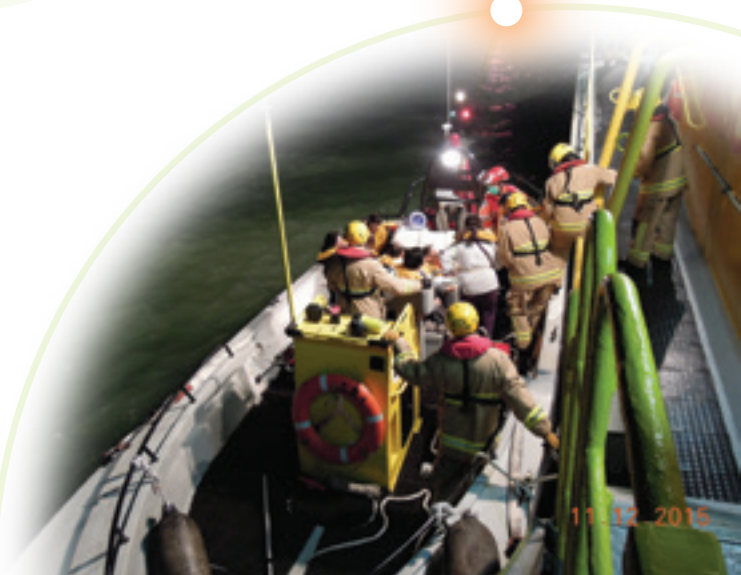
年內發生的危險品事故，主要涉及未經申報的危險品。為防止類似事件重演，危險品事務組調查所有事故，並向香港空運業界及其他航空當局發布具有參考價值的危險品事故資訊。

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 for the purpose of preventing recurrence. In this connection, useful incident information was disseminated to the air cargo industry in Hong Kong and other aviation authorities.



年度大型飛機意外救援演習於二零一五年十二月十一日舉行。
A full-scale annual aircraft crash exercise was conducted on 11 December 2015.



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422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，本部多次派員出席立法會、區議會和地區居民團體的會議。

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》處理了三宗禁區的指定個案，其中包括把香港商用航空中心有限公司新擴建的停機坪，由機場禁區改定為租戶禁區，以及重新劃定香港空運貨站有限公司和亞洲空運中心有限公司的租戶禁區範圍，以配合相關的運作規定。在這些禁區改動生效前，本部人員均已作出實地巡查，確保有足夠的禁區保安通行管制措施。

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 422 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 Legislative Council, District Councils, and local residential organisations.

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 proposals of restricted area designation under the Aviation Security Ordinance. The designation proposals involved were to convert the newly expanded apron of Hong Kong Business Aviation Centre Limited from airport restricted area into tenant restricted area, and to re-designate the tenant restricted area of the Hong Kong Air Cargo Terminals Limited and the Asia Airfreight Terminal Company Limited 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.

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。截至二零一六年三月三十一日，本處的登記冊上共有1 427名管制代理人。本部繼續透過定期檢查，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。

此外，本部與政府相關部門合作，繼續研究優化管制代理人制度的方案，並於二零一五年年底諮詢了空運業界代表團體。優化方案會在制訂執行細節後正式實施。

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. As at 31 March 2016, there were 1 427 RAs registered with CAD. APSD continued to monitor the compliance of the RAs with the requirements of the RAR through regular inspections.

Moreover, the division, in collaboration with relevant government departments, continued to study measures for further enhancement of the RAR. The air cargo industry representative bodies were consulted on the enhancement proposals at the end of 2015 and implementation details of the proposals will be developed before formal launching.

機場安全標準部人員巡查空運貨物的檢查設施。
APSD officers inspect air cargo screening facilities.



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》，對干犯罪行的人士施加懲罰。年內，根據該條例成功檢控的個案共有兩宗。

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。此外，本部按《國際民航公約》附件9的規定，為香港註冊的航空公司的機組人員發出空勤人員證書，以便他們執行飛行職務。鑑於空勤人員證書的有效期即將屆滿，以及為符合國際民航組織的新要求，本部推出可供機器閱讀的新空勤人員證書，並於年內的證書更換工作中發出共17 826張新的空勤人員證書。

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 two 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. Besides, to facilitate crew members of Hong Kong registered aircraft operators to discharge their flight duties, APSD issued Crew Member Certificates (CMC) in accordance with ICAO Annex 9. Due to the expiry of the CMC and new ICAO requirement, APSD developed new CMC with machine readable capability and issued 17 826 new CMC in its replacement exercise during the year.

機場安全標準部人員實地巡查機場中場範圍第一期發展計劃的設施，確保新設施符合機場牌照發牌規定。

An APSD officer inspects the facilities of Midfield Development Phase One of HKIA to ensure that the new facilities were in compliance with the aerodrome licensing requirements.





機場安全標準部人員巡查機場禁區周邊的保安設施。
APSD officers inspect the physical security at the perimeter of the restricted area of HKIA.

國際事務

機場安全標準部繼續與海外航空當局溝通，就最佳的保安措施分享資訊，以提升香港航空保安的水平，並參與國際會議及計劃，以密切留意保安措施的最新發展。

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，並繼續參與該計劃的工作。該計劃旨在協助亞太地區的成員遵行《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。

國際民航組織航空保安專家組會議

機場安全標準部一直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。該專家組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行為干擾，以及識別和研究民用航空所面對的新威脅。

INTERNATIONAL ACTIVITIES

APSD continued to communicate with overseas aviation authorities to share information on best practices of security measures for enhancing the aviation security in Hong Kong, and participate in international meetings and programmes for monitoring the development of aviation security measures.

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 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.

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.