

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，評核及跟進香港國際機場三跑道系統擴建工程的相關發展項目，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, assesses and monitors the development of Hong Kong International Airport (HKIA) expansion including the 3-Runway System (3RS), 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131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。

機管局繼續在飛行區以混凝土和瀝青取代路磚，重鋪北客運廊及西北客運廊的停機位。整項重鋪工程計劃預計於二零一八年五月完成。至於為飛行區內的引導標誌，更換燈箱的計劃，機管局需更多時間測試擬採用的發光二極管燈箱，並決定延至二零一九年才完成把現有的熒光燈管燈箱更換為發光二極管燈箱的工作。

AIRPORT SAFETY

Aerodrome Licensing

Airport Authority Hong Kong (AAHK) is granted an aerodrome licence by CAD to operate HKIA. APSD continued to exercise safety oversight on the performance of AAHK to ensure its compliance with the 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 131 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.

AAHK continued the works to replace the block pavement with concrete and asphalt at the parking stands in the North and Northwest Concourse. The whole project was scheduled for completion by May 2018. Regarding the replacement of the fluorescent lighting boxes of the Movement Area Guidance Signs, due to the extension of the trial period of the substitute LED lighting boxes, AAHK re-scheduled the completion of the replacement works to 2019.



此外，機管局在飛行區展開了多項工程，以進一步提升機場運作的安全及效率。工程之一是刨鋪北跑道，而另一工程是向南延長N滑行道以連接J滑行道。這二項工程分別預計於二零一七年十月及同年九月完成。另一方面，隨着在香港國際機場升降的波音B747-8F型貨機數目顯著增加，機管局在貨運停機坪進行一項工程，改建六個貨機停機位，供波音B747-8F型貨機停泊。這項改建工程預計在二零一八年年初完成。本部會持續監察上述各項工程，確保飛行區安全運作，不受影響。

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。機管局於二零一六年開展中場範圍第二期工程，預計於二零一七年第二季起分階段啟用。第二期發展計劃將提供一條滑行道及十個遠方停機位，當中有三個更可容納基準代字為F的飛機。

為應付商務飛機對停機位的殷切需求，機管局將N滑行道已停用的部分改為臨時停機區，並可容納20架灣流G650型或其他較小型的飛機。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。

In addition, AAHK launched a number of airfield projects during the year to further raise the safety and efficiency of airport operations. The major projects included the resurfacing of the North Runway and the south extension of Taxiway N to connect to Taxiway J. These two projects would be completed in October and September 2017 respectively. Besides, in view of the increasing number of Boeing B747-8F freighters operating at HKIA, AAHK embarked on a project to modify six parking stands at Cargo Apron to accommodate these aircraft. The modification works would be completed in early 2018. The division will continue to monitor these works to ensure that the safety of the airfield operations would not be compromised.

To cater for the continuous traffic growth, AAHK continued to ensure that the development of the Midfield Area of HKIA proceeded as scheduled. Launched in 2016, Midfield Development Phase Two was scheduled for commissioning in phases starting from the second quarter of 2017. Phase Two will provide a new taxiway and 10 additional remote parking stands, including three being capable of accommodating Code F aircraft.

To meet the increasing demand of business jet parking, AAHK converted the decommissioned portion of Taxiway N into a new temporary parking area, with an addition of 20 parking positions available for aircraft up to the dimensions of Gulfstream G650. Prior to commissioning, APSD had ensured that the new facilities were in compliance with the aerodrome licensing requirements and that AAHK had established all the relevant procedures.

臨時停機區於二零一六年十一月啓用，可供20架灣流G650型或其他較小型的飛機停泊。

Temporary parking area was commissioned in November 2016, accommodating the parking of 20 aircraft up to the dimensions of Gulfstream G650.



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，其中一次是於二零一六年十月十九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A330型客機，在降落後未能在中場客運大樓停機位的指定位置停下，撞上登機橋，引致航機起火。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。

機場安全標準部繼續監察機管局，確保其安全管理的工作遵行國際民用航空組織(國際民航組織)的標準和建議措施。年內，機管局設立了一個風險評估持續記錄系統，記錄飛行區內因新程序和發展計劃引致運作環境轉變而衍生的風險。本部不時就記錄提出意見，讓機管局跟進。

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 annual full-scale aircraft crash exercise conducted on 19 October 2016. The exercise simulated a rescue operation for an arrival Airbus A330 aircraft which failed to stop at its designated position and crashed into the airbridge of a parking stand at the Midfield Concourse and caught fire. 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.

APSD continued to monitor AAHK's aerodrome safety management activities to ensure compliance with the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs). During the year, AAHK set up an ongoing risk assessment register for new airfield procedures and development projects to record any risk arising from the changes to existing operational environment. The division provided feedback on the maintenance of the register for follow up actions by AAHK.

年度大型飛機意外救援演習於二零一六年十月十九日舉行。

A full-scale annual aircraft crash exercise was conducted on 19 October 2016.



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、屯門至赤鱲角連接路，以及東涌新市鎮擴展研究。在機場範圍內的大型項目，則包括中場餘下範圍的發展計劃、機場北商業區發展計劃，以及擴建機場成為三跑道系統的填海工程。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。

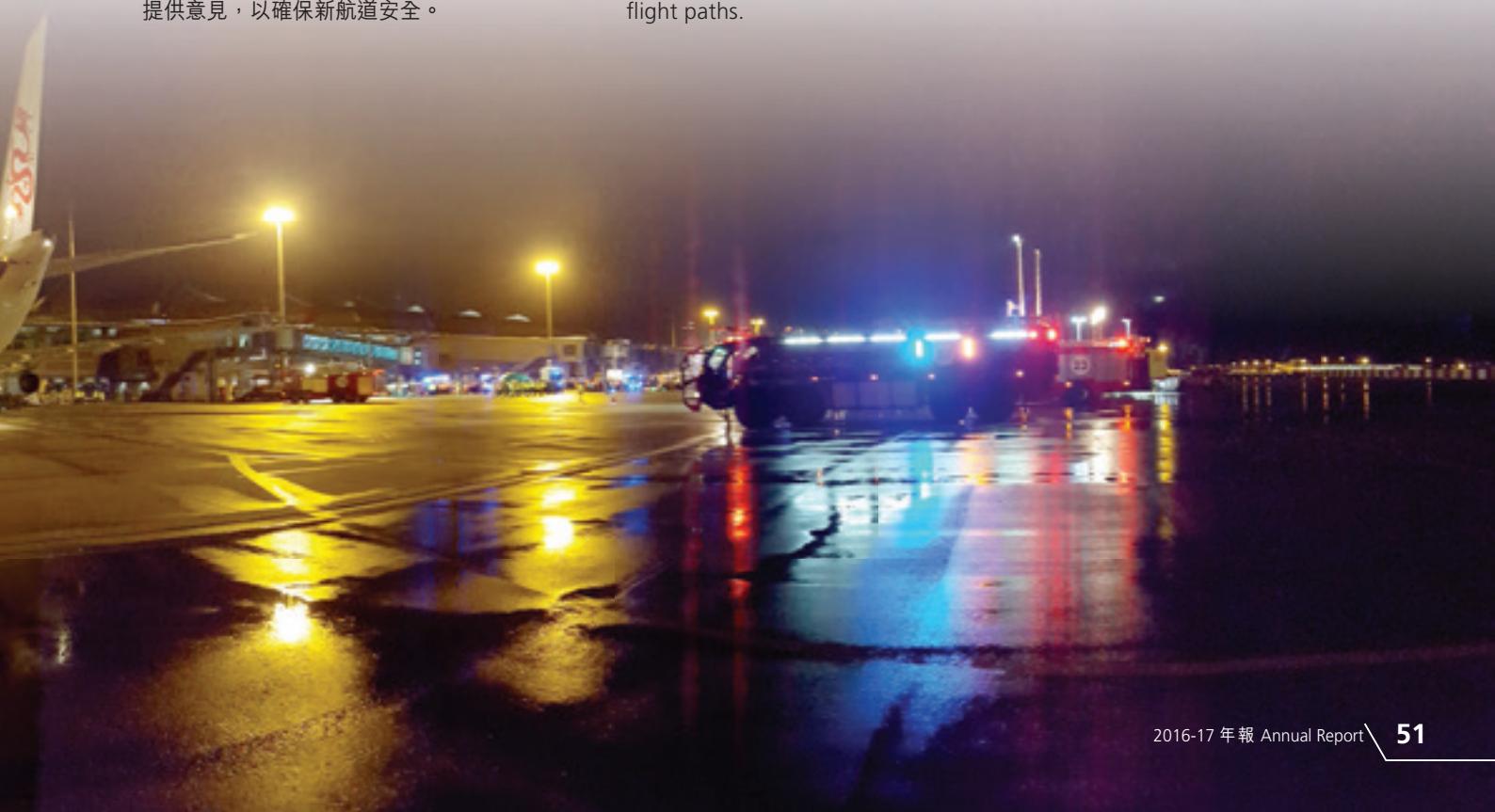
SAFETY REGULATION

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 (TM-CLKL) and the Tung Chung New Town Extension. The major projects within HKIA assessed included HKIA's Midfield Remaining Area Development, North Commercial District Development and Reclamation for the Expansion of HKIA into a 3RS. In addition, regarding the project to expand HKIA into a 3RS 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.



港珠澳大橋香港口岸、香港接線和屯門至赤鱲角連接路的填海及建築工程在二零一六年繼續進行，擴建機場成為三跑道系統的填海工程於二零一六年八月開展，承建商必須於機場周邊水域調派大量工作船。由於這些重要工程的工地位靠近機場，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，本部主動要求這些工程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及工地位置工作的船隻/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。本部亦會不時與相關工程的項目顧問和承建商會面，就建築工程(包括工程期間所需要使用的建築工具)提供意見，以確保承建商遵守機場高度限制的規定。

As the reclamation works and construction works at the waters around HKIA for the HKBCF, the HKLR and TM-CLKL proceeded in 2016, and the reclamation works to expand HKIA into a 3RS commenced in August 2016, a large number of working vessels were deployed by contractors to work 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 these strategic projects, APSD took a proactive approach to require the project consultants and contractors to commission a vessel/machinery height monitoring system. It was designed to operate around the clock for monitoring the highest altitude of vessels/machinery working at the reclamation and work sites 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 vessels. The performance of the contractors in complying with the AHR requirements was also closely monitored by staff of the division who would require remedial actions from the contractors as and when necessary. The division also participated in various meetings with the project consultants and contractors, and offered advice from time to time to ensure the construction methods including the choice of construction plants would fully comply with the AHR requirements.

機場安全標準部人員監察機場一輛新消防車的實地測試。
APSD officers monitor the on-site test of a new fire engine of the Airport.



年內，本部共批准了146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84宗涉及港珠澳大橋香港口岸和香港接線的工程，36宗涉及擴建機場成為三跑道系統的填海工程。

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，共提出了九次檢控。

[香港國際機場擴展至三跑道系統的運作](#)

香港機場管理局就擴建機場成為三跑道系統的工程項目正進行詳細設計及施工，機場安全標準部會監察擴建機場成為三跑道系統的工程項目，確保工程符合國際民航組織的相關機場要求。此外，本部亦跟香港機場管理局及其他政府部門緊密工作，為三跑道系統制定機場高度限制及機場附近水域的航行管制，以確保將來的三跑道系統安全運作。

This year, the division issued 146 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the Airport Island, of which 84 were issued to facilitate the works of the HKBCF and HKLR projects and 36 to facilitate the reclamation works for the expansion of HKIA into a 3RS.

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.

HKIA Expansion into 3RS Operations

While AAHK is pursuing the detailed design and commissioning of HKIA expansion into 3RS operations, APSD has undertaken the oversight of the airport expansion to ensure that the 3RS related works projects are in full compliance with the relevant ICAO requirements on aerodrome. The division also worked closely with AAHK and other government departments to formulate the expanded AHR requirements and associated regulation of marine traffic for the purpose of safeguarding the future 3RS operations.



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。

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 lasers, search lights and firework displays at different shows such as "A Symphony of Lights", the Chinese New Year Firework 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 and model aircraft flying to ensure that these activities were conducted in compliance with applicable aviation safety regulations and would not affect civil aircraft operations.

機場安全標準部人員檢查中場停機坪的運作。
APSD officers inspect the operations of the Midfield Apron.



運載危險品

機場安全標準部的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6宗新的危險品許可證申請及56宗許可證續期申請。於二零一七年三月底，共有90家航空公司獲發許可證。此外，危險品事務組批准了35家機構為航空公司、空運貨站、貨運代理人和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。年內，該組向貨運業界簡報最新的空運危險品規定，並繼續透過派發單張和海報，以及解答業界對空運危險品的安全規定的查詢，提醒空運業界遵從空運危險品的安全規定。此外，該組在年內發出一份危險品通告，向空運業界發布關於托運鋰電池的新空運危險品安全規定。

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 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, 6 new and 56 renewal applications for dangerous goods permissions were processed. At the end of March 2017, 90 airlines have been granted permissions. The Office also approved 35 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. During the year, the Dangerous Goods Office briefed the air cargo industry on the new dangerous goods requirements, and continued to distribute leaflets and posters, and responded to enquiries from the industry about the safety requirements on air transport of dangerous goods, reminding them to abide by the relevant safety requirements. In addition, the Dangerous Goods Office issued one advisory circular to the air cargo industry during the year concerning the safety requirements on air transport of dangerous goods in relation to 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.



機場安全標準部人員與其他航空當局會面，就監管空運危險品交流經驗。
APSD officers meet different aviation authorities to share regulatory experience on the transport of dangerous goods by air.

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。

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225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。

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.

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 225 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.

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》處理了三宗香港國際機場禁區的指定個案，其中項目包括一號客運大樓七樓的中央職員禁區檢查通道、同層的北面職員禁區出口及八樓的航空公司貴賓候機室。本部人員均已作出實地巡查，確保新定的機場禁區有足夠的保安管制措施。

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 designations of HKIA under the Aviation Security Ordinance. The designation proposals involved were to re-designate the newly constructed Centralised Staff Screening Facility and the expanded North Staff Airside Egress on Level 7 of Passenger Terminal 1, and a renovated airline lounge on Level 8 of Passenger Terminal 1 as airport restricted area under various phases of works. Officers of the division conducted inspections to ensure that sufficient security controls were provided for the protection of the re-designated airport restricted areas.

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.



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。截至二零一七年三月三十一日，本處的登記冊上共有1 443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。

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。

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 2017, there were 1 443 RAs registered with CAD. APSD continued to monitor the compliance of the RAs with the requirements of the RAR through regular inspections.

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.

機場安全標準部人員巡查航空交通管制設備的保安設施。
APSD officers inspect the physical security of Air Traffic Control Equipment.



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。年內，本部向香港登記航空公司的機組人員發出了共2 477張新的空勤人員證書。

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。

國際民航組織航空保安專家組

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。

與海外航空保安當局聯繫

機場安全標準部一直與海外航空保安當局保持緊密聯繫。年內，美國及澳洲航空保安當局分別到訪本處，與機場安全標準部人員交流及分享航空保安的經驗和資料。

Facilitation

Through the participation in the Airport Facilitation Committee, APSD monitored the implementation of the SARPs 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. During the year, 2 477 CMC were issued to the crew members of Hong Kong registered aircraft operators.

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 Aviation Security Panel (AVSECP)

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 SARPs for the purpose of safeguarding civil aviation against acts of unlawful interference, and to identify and examine new and emerging threats against civil aviation.

Liaison with Overseas Aviation Security Authorities

APSD maintained very close liaison with other aviation security authorities. During the year, the aviation security authorities of the US and Australia visited CAD, and shared the experiences and information with the division on aviation security matters.