

翱翔之翼

WINGS OF EXPANSION

航空公司與網絡拓展

Airlines and Network Growth



本地航空公司啟航及發展 Launch and Development of Local Airlines

民航處自成立以來，一直與業界並肩合作，在履行監管職責的同時，亦積極回應業界需求，共同推動香港民航業穩步向前。

本地航空公司的崛起，可追溯至20世紀中葉。民航處於1946年5月成立，同年9月，國泰航空公司亦開始投入服務，為香港民航新發展拉開序幕，並為香港日後發展成為國際航空樞紐奠定穩固基石。隨着1980年代經濟迅速起飛，本地航空公司的航點網絡由亞太地區逐步擴展至歐洲和北美洲，標誌着本地民航業立足國際舞台。1998年，國泰航空公司首次營運飛越北極上空的航班，該航班亦成為首班從紐約飛往香港的不停站客運航班。

Since its establishment, the CAD has been working closely with the aviation industry. While fulfilling its regulatory responsibilities, the CAD actively responds to industry's needs and works hand in hand with stakeholders to jointly promote the steady advancement of Hong Kong's civil aviation sector.

The rise of local airlines can be traced back to the mid-20th Century. In September 1946, the same year of the CAD's establishment, Cathay Pacific Airways commenced operations. This marked a new stage of Hong Kong's civil aviation history and laid a solid foundation for the city's subsequent development into an international aviation hub. With the rapid economic growth in the 1980s, local airlines expanded their networks from the Asia and



Pacific regions to Europe and North America, signifying the local aviation industry's presence on the international stage. In 1998, Cathay Pacific Airways operated the first flight over the North Pole, which was also the first non-stop passenger flight from New York to Hong Kong.



1980年代中期至千禧年間，隨着香港與中國內地的經貿來往逐漸頻繁，多家本地航空公司相繼成立，包括主攻中國內地和亞太地區航線的客運和全貨運航空公司，促成本地民航業百花齊放。民航處亦因應航空科技發展和業界需要，通過持續檢討程序和適時更新監管和技術指引等措施，不斷優化機組人員、飛機工程師及維修人員培訓的要求和審批程序，使本地航空公司可適時和有效地推行培訓，為擴充機隊及引進新型號飛機做好準備。在確保其符合國際民航組織的標準和建議措施的前提下，民航處致力營造更有利的營運環境，助力香港民航業繼續蓬勃發展。



From the mid-1980s to the early 2000s, as economic and trade exchanges between Hong Kong and the Chinese Mainland became increasingly frequent, several local airlines were established in succession. These included regional passenger air carriers focusing on routes to the Chinese Mainland and the Asia and Pacific regions, as well as cargo airlines. This diversification contributed to the flourishing of the local aviation industry. The CAD has also been responding to the evolving aviation technologies and industry's needs through proactive review and optimisation of the requirements and approval procedures for training of crew members, aircraft engineers and maintenance personnel, and prompt updates to the regulatory requirements and technical guidance. These initiatives enabled local airlines to implement relevant training in a timely and effective manner, to better prepare for fleet expansion and the introduction of new aircraft models. While ensuring compliance with ICAO SARPs, the CAD has been mindful of fostering a more optimistic operating environment, supporting the sustainable growth of the local aviation industry.



Over the years, Hong Kong has been able to consolidate and enhance its position as a centre of international and regional aviation. This is achieved not only by the distinctive advantages in enjoying strong support of the Chinese Mainland and being closely connected to the world under the "One Country, Two Systems", but also through the continued contributions and support of local airlines. In recent years, the industry has faced various challenges and opportunities, with local airlines undergoing restructuring and transformation to meet market changes and passengers' expectations. During this time, the CAD has continued to refine regulatory measures to ensure the industry's orderly and stable development.

多年來，香港作為國際和區域航空中心，能夠持續鞏固並提升其地位，除受惠於「一國兩制」下「背靠祖國、聯通世界」的獨特優勢，更有賴本地航空公司的持續貢獻與支持。近年，業界面對各種挑戰與機遇，本地航空公司亦經歷整合與轉型，以回應市場變化及旅客期望。民航處在此期間持續優化監管措施，確保行業的整體發展穩健有序。

展望未來，本地航空公司將在既有基礎之上持續拓展，不論是深化現有業務或開拓嶄新領域，均有助推動香港民航業發展。民航處將繼續與業界保持緊密協作，秉持專業精神，致力強化香港作為國際和區域航空中心的角色，引領本地民航業邁向新階段。

Looking ahead, local airlines will continue to thrive on their existing foundation. Whether by enhancing current operations or exploring new areas of operations, they will contribute to the further development of Hong Kong's civil aviation sector. The CAD will maintain close collaboration with the industry, uphold professionalism, and remain committed to strengthening Hong Kong's role as a centre of international and regional aviation, leading the local civil aviation industry into a new stage of growth.

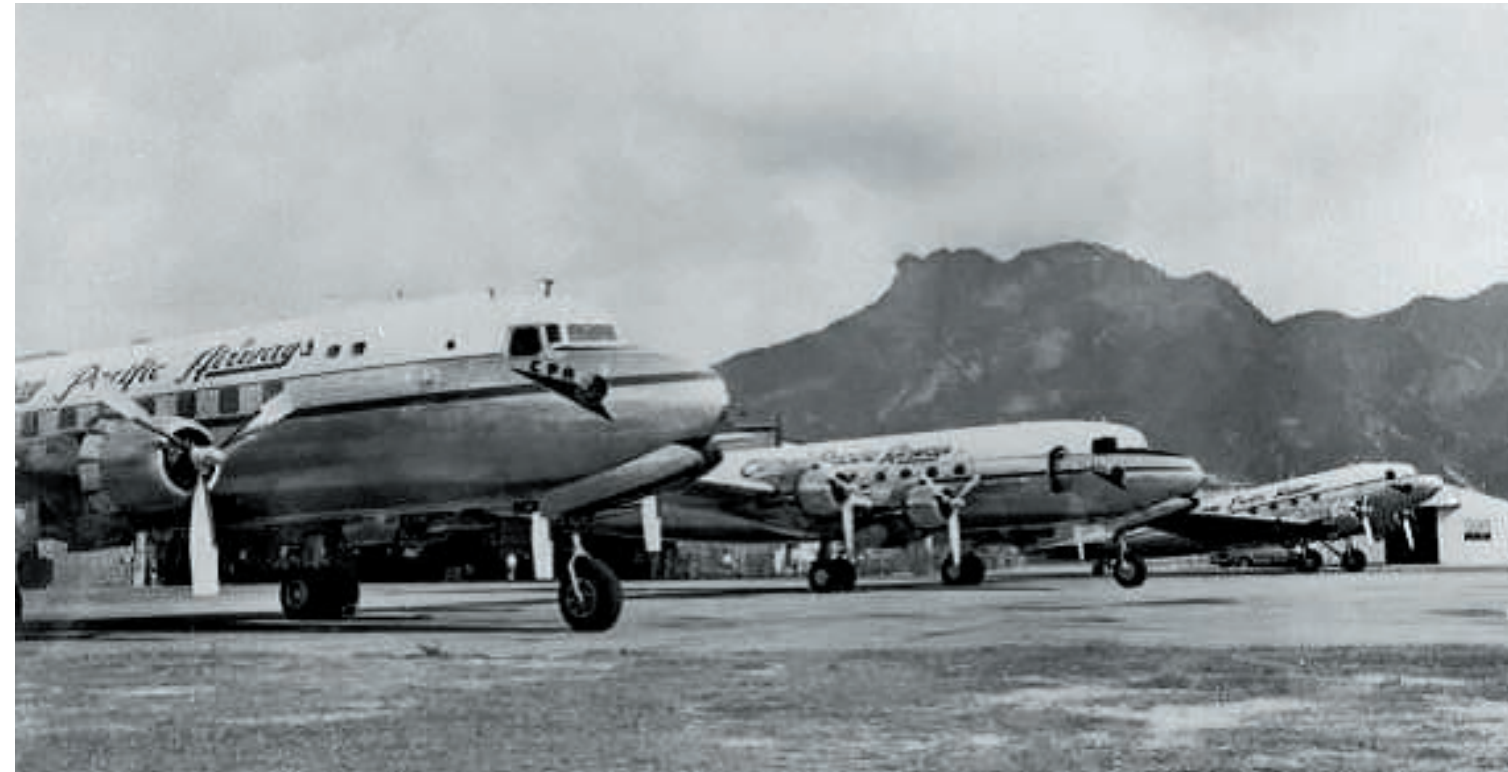
機隊演變 Evolution of the Fleet

飛機機隊是航空公司發展不可或缺的一部分，也帶領香港由漁港騰飛成為國際城市。

自1911年一名比利時航空先驅查爾斯溫德邦帶同三架費文雙翼機抵達香港以來，香港便與航空業結下不解之緣。同年3月18日，他在沙田的淺灘上成功飛行，為香港動力飛行發展揭開序幕。

在第二次世界大戰後，隨着對航空服務的需求增加，首家本地航空公司應運而生，並開始使用DC-3航機提供服務。其後，香港航空業穩步發展，航空公司因而逐步擴充機隊規模，並於1960年代開始淘汰以渦輪螺旋槳推動的飛機，改用Convair 880、波音707等噴射機，邁向高速發展的時代。

1970年代，廣體客機時代來臨，本地航空公司引入洛歇L-1011三星、波音747客機等，開展長程航線。在航空公司進一步拓展國際網絡的同時，亦有本地公司引入直升機，為市民提供各類境內和短途服務。



本地航空公司成立之初的飛機。
Aircraft in the early days of local airlines.



1970年代於境內提供服務的直升機。
A helicopter providing domestic services in the 1970s.



1979年，本地航空公司引入的波音747客機抵港。
The arrival of the Boeing 747 introduced by a local airline in 1979.

Aircraft fleet plays an essential role in the development of airlines, and led Hong Kong's transformation from a fishing village to an international city.

Hong Kong has been associated with the world of aviation since 1911, when a pioneer aviator from Belgium, Charles Van den Born, arrived in Hong Kong with three Henry Farman biplanes. He flew from the beach in Sha Tin on 18 March that year. This became the first powered flight ever in Hong Kong.

After the Second World War, the first local airline was established amidst the increasing demand for air services, and began operations with DC-3 aircraft. Since then, the aviation industry in Hong Kong grew steadily. Airlines began expanding their fleet and started replacing their turboprop aircraft with jets such as the Convair 880 and Boeing 707 in the 1960s, entering an era of rapid growth.

The 1970s marked the arrival of wide-body passenger aircraft. Local airlines introduced aircraft such as the Lockheed L-1011 TriStar and Boeing 747, launching their long-haul routes. As airlines further expanded their international network, helicopters were also brought in by local companies to provide the public with various domestic and short-haul services.

在及後的數十年間，香港航空業蓬勃發展，各本地航空公司繼續擴充其客機和貨機機隊規模，引入更先進，設有電傳飛行操控系統的空客巴士A320、A330和波音777等飛機。當中更不乏具歷史意義的飛機，例如全球首架波音777客機、第1000架空中巴士A330等。於2016年，隨着香港最後一架波音747客機退役，空中巴士A350加入本地航空公司的機隊，成為本地最新型號的廣體客機。

In the decades that followed, the aviation industry in Hong Kong flourished. Local airlines continued with their expansion of passenger and cargo fleet and introduced advanced fly-by-wire Airbus A320, A330 and Boeing 777. Amongst them were aircraft of historic significance, like the world's first Boeing 777 built and the 1000th Airbus A330. In 2016, with the retirement of the last Boeing 747 passenger aircraft in Hong Kong, the Airbus A350 joined local airlines, becoming the latest wide-body passenger aircraft in Hong Kong.



2011年是香港動力飛行百周年。同年3月17日，民航處聯同本地航空業界在香港國際機場舉辦拉飛機活動，並創造兩項健力士世界紀錄，即「同一時間拉動的最重的飛機」，及刷新「由團隊拉動最重飛機前進100米」的紀錄。

Year 2011 marked the centenary of powered flight in Hong Kong. The CAD, in collaboration with the local aviation industry, organised an aircraft pull event at Hong Kong International Airport on 17 March. The event created two new Guinness World Records for the "heaviest combined weight of aircraft pulled simultaneously" and the "heaviest aircraft pulled over 100 metres by a team".



時至今日，在香港登記的飛機數目已接近400架，包括簇新的空中巴士A320/A321 NEO、新一代的H135直升機等，而本地航空公司未來亦計劃陸續添置更新型號的飛機，如波音777-9、空中巴士A330 NEO等。民航處將繼續在執行監管工作的同時，積極回應業界的需要，適時為本地航空公司擴充機隊提供便利措施，推動行業發展。

Today, almost 400 aircraft are registered in Hong Kong, including brand-new Airbus A320/A321 NEO and the new generation of the H135 helicopter, with newer models like the Boeing 777-9 and Airbus A330 NEO being planned by local airlines. Alongside its regulatory duties, the CAD will continue to proactively address the industry's needs and provide facilitation for local airlines' fleet expansion in a timely manner for the industry's development.

貨運樞紐及領先地位 Cargo Hub and Market Leadership

香港：全球領先的國際貨運樞紐

香港長期被譽為全球最重要的國際貨運樞紐之一，並憑藉地理優勢、先進基建及安全高效營運，持續在全球空運領域中保持領先地位。在2010年至2024年間，香港國際機場共14次獲評為全球最繁忙的貨運機場，印證其在國際航空貨運的卓越表現。單在2024年，香港國際機場已處理約490萬公噸貨物，佔香港對外貿易總值約45%，突顯香港在時效性貨物運輸及全球供應鏈中的關鍵角色。

Hong Kong: The World's Premier International Air Cargo Hub

Hong Kong has long been recognised as one of the world's most important international air cargo hubs. Leveraging its geographical advantages, advanced infrastructure, and highly secure and efficient operations, the city has consistently maintained a leading position in global air cargo logistics. Between 2010 and 2024, HKIA was named the world's busiest cargo airport 14 times, a testament to its exceptional performance in international air cargo. In 2024, HKIA handled about 4.9 million tonnes of cargo, accounting for approximately 45% of the total value of Hong Kong's external trade, highlighting the city's pivotal role in time-sensitive cargo transport and the global supply chain.



世界級空運基礎設施

香港國際機場的航空貨運設施專為高容量、高效率的貨運處理而設計。機場貨運區匯聚了多座主要的航空貨運、空郵及配套物流設施。各大貨運站均配備先進的自動化系統、溫控倉儲及實時追蹤技術，確保貨物處理流程安全高效。

隨着機場的三跑道系統全面投入運作，機場每年可處理高達1 000萬公噸的貨運量，為未來增長奠定堅實基礎。展望將來，香港國際機場將繼續鞏固其國際貨運樞紐的領先地位，積極推動科技創新，為全球供應鏈提供更可靠和高效的航空貨運服務。

World-Class Air Cargo Infrastructure

The air cargo facilities at HKIA are purpose-built to support high-volume, high-efficiency cargo operations. The airport's cargo area houses a cluster of major air cargo and airmail facilities, as well as supporting logistics centres. Each cargo terminal is equipped with advanced automation systems, temperature-controlled storage, and real-time tracking technologies to ensure secure and efficient cargo handling.

With the full commissioning of the 3RS, HKIA's annual cargo handling capacity is expected to reach 10 million tonnes, laying a solid foundation for future growth. Looking ahead, HKIA will strive to consolidate its position as the world's leading air cargo hub, promote technological innovation and provide more reliable and efficient cargo services to the global supply chain.

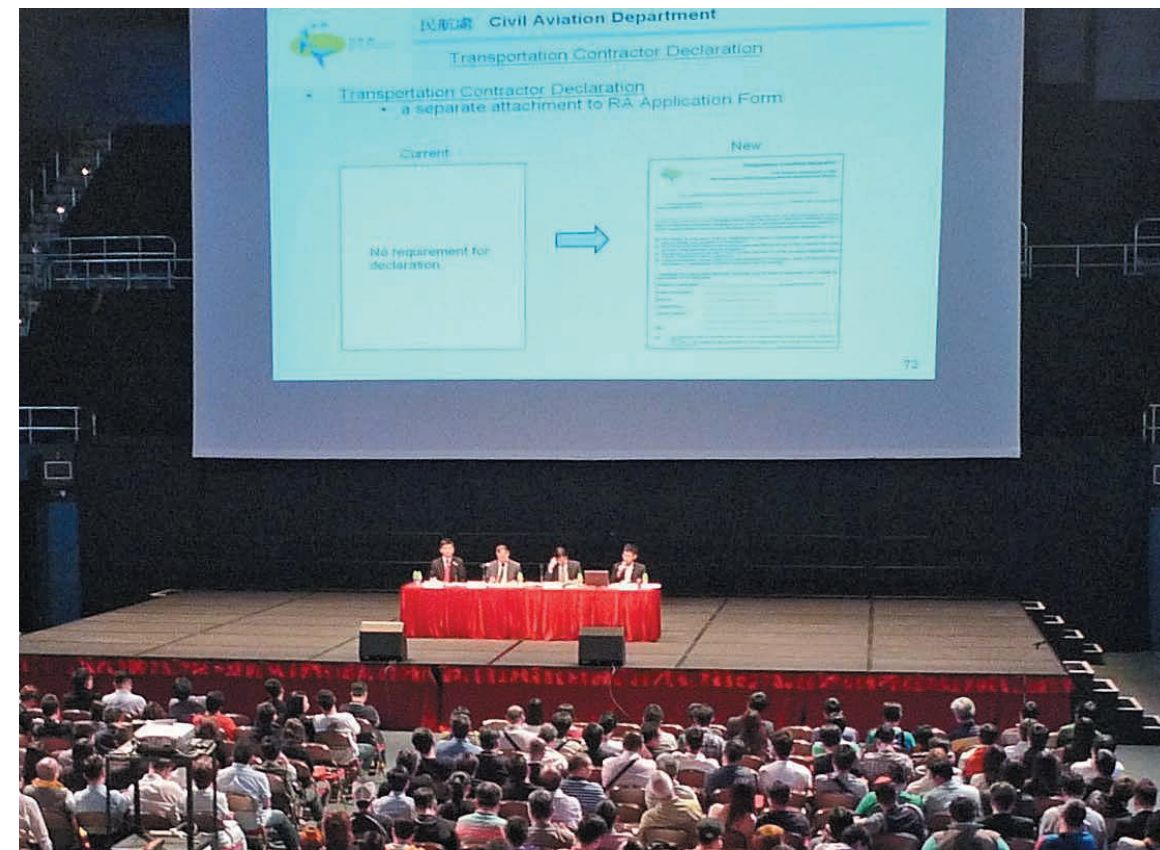
民航處與業界的緊密合作 共建保安高效的航空貨運

航空保安與營運效率是香港航空貨運業的核心價值。作為航空保安的監管部門，民航處在規劃、制定和落實空運貨物保安措施過程中，與業界持分者保持緊密合作，確保香港既符合國際民航組織要求，亦兼顧本地營運需求，實現保安嚴謹與高效率的雙重目標。

為符合國際民航組織有關航空保安的標準和建議措施，在諮詢航空貨運業界代表團體後，香港在2000年3月實施了「管制代理人制度」，規定航空公司在客機只能運載由管制代理人負責，又或已受到其他保安管制措施規管的貨物。隨着國際標準不斷提升，管制代理人制度於2013年7月擴展至涵蓋以全貨機運載的貨物，進一步強化監管框架。

在此基礎上，民航處持續優化空運貨物保安制度。以2021年7月全面實施的出口空運貨物百分百保安檢查安排為例，民航處早於國際民航組織公布相關政策指示之初，便積極與業界共同研究可行方案，並於2018年10月推出「管制空運貨物安檢設施計劃」，容許空運貨物在機場以外，由經民航處接受及監管的設施進行安檢。此計劃有效減輕機場安檢設施的壓力之餘，同時將落實全面安檢的挑戰轉為機遇，為業界帶來新高機，亦提升香港處理更高貨運量的能力。

民航處透過制度調整及與業界的協作，建立了一套既符合國際標準，又切合本地營運環境的航空貨運保安制度，為香港作為全球領先的國際貨運樞紐的持續發展提供堅實根基。



◆ 民航處主辦簡介會，講解香港管制代理人制度的新措施，以便配合國際民航組織由2013年7月15日起生效的空運貨物新保安標準。
The CAD organised the Information Session on Enhancement to Hong Kong's RAR in response to ICAO New Air Cargo Security Standards applicable from 15 July 2013.



Close Collaboration between the CAD and the Industry to Strengthen Air Cargo Security and Efficiency

Aviation security and operational efficiency are core values of Hong Kong's air cargo industry. As the regulatory department for aviation security, the CAD has maintained close collaboration with industry stakeholders in the planning, formulation and implementation of air cargo security measures. This ensures Hong Kong's compliance with the requirements of ICAO while also addressing the practical needs of the local industry, achieving both stringent aviation security and high operational efficiency.

To comply with the ICAO SARPs relating to aviation security, after consultation with the air cargo industry representative bodies, Hong Kong has implemented the Regulated Agent Regime (RAR) since March 2000. The regime ensured that aircraft operators carry on passenger aircraft only consignments of cargo that the security of which has been accounted for by a Regulated Agent, or which has been subjected to other security controls. In response to evolving international standards, the RAR was extended in July 2013 to cover cargo transported on all-cargo aircraft, further strengthening the regulatory framework.

Building on this foundation, the CAD has continued to enhance the air cargo security regime. One example is the full implementation

of 100% security screening for export air cargo in July 2021. As early as when ICAO first announced the relevant policy direction, the CAD proactively engaged with the industry to explore feasible solutions and launched the Regulated Air Cargo Screening Facilities (RACSF) Scheme in October 2018. The RACSF scheme allows air cargo to be screened at off-airport facilities accepted and regulated by the CAD. The scheme not only has effectively relieved the pressure of on-airport screening facilities, but also has turned the challenges of implementing 100% screening into business opportunities to the local industry, thereby supporting Hong Kong's capability to achieve a higher cargo throughput.

Through ongoing regulatory refinement and industry collaboration, the CAD has established an air cargo security regime that aligns with international standards while suiting Hong Kong's operational environment. This provides a solid foundation for Hong Kong's continued growth as the world's premier international air cargo hub.

航空交通量持續增長 Robust Growth in Air Traffic Movements

80年來，民航處一直支持航空公司於香港的業務發展和網絡拓展。早在啟德機場的年代，香港已經是國際和區域航空中心。及後香港國際機場於1998年正式啟用，提高了機場各項設施多方面處理航班的能力，使航空交通量得以節節上升。

昔日的啟德機場並非全日無間斷運作，由於只有一條跑道，限制了航班處理量。相反，香港國際機場不但是24小時運作，多年間亦由雙跑道發展成三跑道，處理航班的能力以倍數增加。機場的飛機升降量由1997-98年度(啟德機場關閉前)的164 072架次升至2024-25年度的372 928架次。

1997-98年度內共有66家航空公司提供往來全球110個目的地的定期航班服務。時至2024-25年度，提供往來香港直航服務的航空公司已達137家，網絡覆蓋增至205個目的地。

這些增長突顯了香港國際機場的戰略重要性和發展成就。受惠於航空服務發展，機場的客貨運量均顯著提升。



For 80 years, the CAD has been supporting the business development and network expansion of airline operations in Hong Kong. During the Kai Tak era, Hong Kong was already a centre of international and regional aviation. Since the official opening of HKIA in 1998, the handling capacity of the airport's facilities has been enhanced in various aspects, enabling a significant growth in air traffic movements.

Prior to its closure, Kai Tak Airport did not operate 24/7 and had only one runway, limiting its handling capacity. HKIA not only operates 24 hours a day, but has also evolved from a two-runway airport to a three-runway airport over the years, multiplying its capability to handle flights. The number of aircraft movements soared from 164 072 in 1997-98 (before the closure of Kai Tak Airport) to 372 928 in 2024-25.

In 1997-98, 66 airlines operated scheduled flights between Hong Kong and 110 destinations worldwide. In 2024-25, 137 airlines operated direct services to and from Hong Kong, expanding the network to 205 destinations.

This growth highlighted the strategic importance and successful development of HKIA. Benefiting from the development of air services, both passenger and cargo throughputs at the airport have increased significantly.



客運服務方面，機場客運量由1997-98年度的2 729萬人次上升至2024-25年度的5 481萬人次。

貨運服務方面，啟德機場在1998年關閉前已在國際貨運量方面名列世界最繁忙的機場。香港國際機場啟用後，貨運需求繼續強勁，本港航空貨運量由1997-98年度的180萬公噸大幅增至2024-25年度的494萬公噸。

香港政府一直善用「一國兩制」下香港獨特的民航地位，在中央人民政府授權下與民航夥伴進行航權談判，尤其與「一帶一路」國家的民航夥伴合作，以進一步擴大香港國際機場的客貨空運運力及航空連繫，滿足市場對航空服務的需求。航空公司與網絡的蓬勃發展，鞏固了香港作為世界領先國際和區域航空中心的地位。多年來，即使面對全球經濟、地緣政治眾多不確定因素及來自鄰近機場的競爭，香港國際機場依然保持吸引力。隨着三跑道系統的相關設施陸續啟用，預期飛機升降和客貨運量都會不斷提升，增強香港的航空網絡。香港政府會繼續配合國家的發展策略，致力鞏固和擴大香港的航空網絡，以把握三跑道系統帶來的機遇。



On the passenger side, passenger throughput has risen from 27.29 million in 1997-98 to 54.81 million in 2024-25.

On the cargo side, Kai Tak Airport established itself as the world's busiest airport in terms of international cargo before its closure in 1998. Cargo demand remains strong since the opening of HKIA, with cargo throughput drastically increasing from 1.80 million tonnes in 1997-98 to 4.94 million tonnes in 2024-25.

With a view to further expanding the passenger and cargo air transport capacity and connectivity of HKIA, so as to meet the market demand for air services, the Hong Kong Government has been capitalising on Hong Kong's unique civil aviation status under the "One Country, Two Systems" to conduct air services negotiations with aviation partners under the authorisation of the Central People's Government, particularly enhancing cooperation with civil aviation counterparts from Belt and Road countries. The flourishing airline and network expansion has consolidated Hong Kong's position as the world's leading centre of international and regional aviation. For many years, HKIA has maintained its attractiveness



despite numerous uncertainties in the global economy, geopolitical circumstances and competition from nearby airports. With the gradual commissioning of relevant facilities of the 3RS, a further increase in aircraft movements and passenger and cargo throughputs is envisaged, enhancing Hong Kong's aviation network. The Hong Kong Government will continue the efforts in dovetailing with the national development strategy, and commits to strengthening and expanding Hong Kong's aviation network, in order to leverage the opportunities brought by the 3RS.

 目的地數目
No. of destinations
110
205

 飛機升降量 (架次)
No. of aircraft movements
164,072
372,928

 客運量 (人次)
Passenger throughput
27,288,882
54,809,966

 貨運量 (公噸)
Cargo throughput (tonnes)
1,795,740
4,936,186

● 啟德機場 Kai Tak Airport (1997/98)

● 香港國際機場 Hong Kong International Airport (2024/25)

