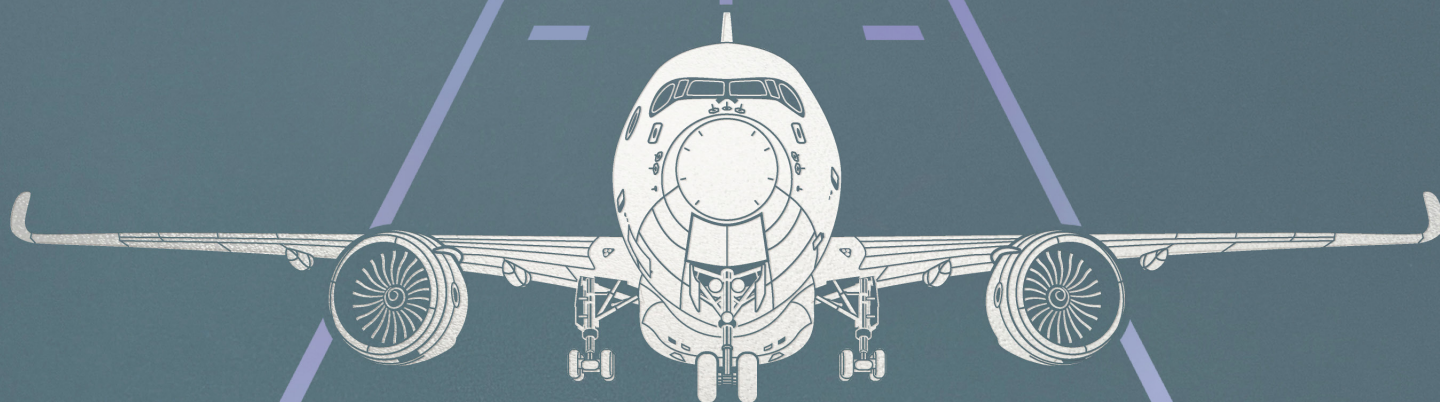


領航

續·創·新·天

《 PIONEERING NEW SKIES 》



民航處80周年

80th Anniversary of the Civil Aviation Department



引領民航八十載 連結環球創新篇

民航處自1946年成立以來，一直肩負促進安全、有效率和可持續航空發展的使命，見證和參與了香港航空業從啟德機場邁向赤鱘角機場的飛躍旅程，並在不同時代的挑戰中與社會一同成長。

香港能夠成為今日國際航空樞紐的角色，連接全球超過200個航點，航空貨運量在2010至2024年的15年間，共14次位居全球第一，實有賴不同年代的民航同仁和工作夥伴因應香港的發展與時並進，精益求精。80年來，民航處人員以專業精神和堅定承擔，推動香港由區域航點蛻變成國際航空樞紐和全球貨運領先地位，實在令我們引以為傲。

80 Years of Pioneering in Civil Aviation Connecting the Globe, Crafting the Future

Since its establishment in 1946, the Civil Aviation Department has been dedicated to the mission of supporting the safe, efficient and sustainable aviation development and has worked alongside the growth of the aviation sector and our community. From the years of Kai Tak Airport to the construction and expansion of Hong Kong International Airport at Chek Lap Kok, it has been our privilege to provide steadfast support throughout the 80-year journey during this development.

Thanks to the sterling efforts of the aviation community, partners and stakeholders collaborating with the Civil Aviation Department throughout the journey, Hong Kong has developed into a premier international aviation hub, with air connectivity to more than 200 destinations worldwide and annual air cargo throughput holding the top position for 14 times between 2010 and 2024. For 80 years, each and every colleague in the Civil Aviation Department has demonstrated robust professionalism and unwavering commitment to support the aviation development in Hong Kong, and we are proud to have contributed to Hong Kong's transformation from just one of the many aviation destinations in the region to a world-

從初期機場和航空導航等設施的建立，發展成傳奇的啟德機場，到赤鱘角機場的啟用與逐步擴展，香港民航事業進程的每一步，均凝聚着無數前輩的心血與智慧。面對着時代變遷和各種挑戰，民航處與業界緊密協作，確保航空安全與穩定發展，維持香港與世界的連繫。

進入數碼與智能化的新時代，香港的航空業正邁向高速增長與可持續發展並行的新階段。民航處會繼續積極推動低空經濟發展與先進航空科技應用，一同見證和參與國產飛機走向國際市場的新篇章。這些發展不僅擴闊了航空事業的疆域，也體現了香港作為「超級聯繫人」，背

class international aviation hub with excellent air cargo handling efficiency.

From the primitive air navigation facilities in the early years, through the legendary Kai Tak Airport, to the commissioning and the progressive expansion of Hong Kong International Airport at Chek Lap Kok, Hong Kong's air transport system has evolved in scale and complexity under the earnest efforts and great wisdom of our predecessors. Throughout this evolution, aviation safety has remained fundamental. It is reflected in daily operations and professional practice, and continues to underpin the orderly functioning of an air transport system that operates across jurisdictions.

Further breakthroughs are coming to life. Digital technologies are being applied more widely across aviation operations, while the low-altitude economy is beginning to take shape. At the same time, we take pride in witnessing and supporting the global debut of our home-developed aircraft, and its integration into international operations. Leveraging Hong Kong's distinctive advantages of our nation's strong support



廖志勇 | Liu Chi-yung, Victor
民航處處長 | Director-General of Civil Aviation

靠祖國、聯通世界的獨特優勢。

「8」在符號中象徵「無限」，位於赤鱘角的香港國際機場三跑道系統投入運作，加上航空交通管理系統的現代化和新航空交通管制指揮塔的啟用，香港航空業的未來滿載無限可能和機遇。

在慶祝民航處成立80周年之際，我謹向所有曾在民航處工作的同事和業界夥伴致以誠摯謝意。民航處將繼續秉承專業、安全與創新的理念，與各界攜手，推動香港在新一章航空事業中再創高峰，續寫連繫世界的使命。

and being closely connected to the world, the Civil Aviation Department will continue to support aviation development, enhancing connectivity while upholding the highest standards of safety and operational integrity.

The commissioning of the Three-Runway System, together with the modernisation of air traffic management systems and the new air traffic control tower, represent another significant step in strengthening Hong Kong's aviation capacity and resilience. As the Department marks its 80th anniversary, there is also symbolic meaning in the number eight, which resembles the mathematical sign for infinity and points to the boundless possibilities of Hong Kong's aviation sector.

As the Civil Aviation Department celebrates the fascinating 80-year journey, my sincere appreciation goes to colleagues of the past and present, as well as to industry partners and stakeholders, for their dedication and support. The Civil Aviation Department will continue to work with the aviation community to promote the safe, efficient and sustainable development of civil aviation in Hong Kong.

願景

維持香港世界級的航空運輸系統

Vision

To maintain Hong Kong's world-class air transport system

使命

為鞏固香港作為國際和區域航空中心的領先地位，致力：

- 秉持國際標準，並有效執行本地監管要求
- 確保高水平的安全和保安標準，同時維持航空交通高效有序
- 促進航空活動，並提供高效協調
- 透過積極創新、善用科技和培育人才，達致航空業的可持續增長
- 推動國際和區域協作

Mission

To consolidate Hong Kong's leading position as a centre of international and regional aviation by:

- Upholding international standards and effectively enforcing local regulatory compliances
- Ensuring high safety and security standards while maintaining an efficient and orderly flow of air traffic
- Facilitating air services activities and providing effective coordination
- Achieving sustainable aviation growth by embracing innovation, technology and talent
- Promoting international and regional collaboration

信念

- 安全可靠
- 快捷高效
- 嚴守標準
- 專業誠信
- 團隊精神
- 持續發展

Values

- Safety and security
- Efficiency and effectiveness
- Compliance with standards
- Professionalism and integrity
- Teamwork
- Sustainable development



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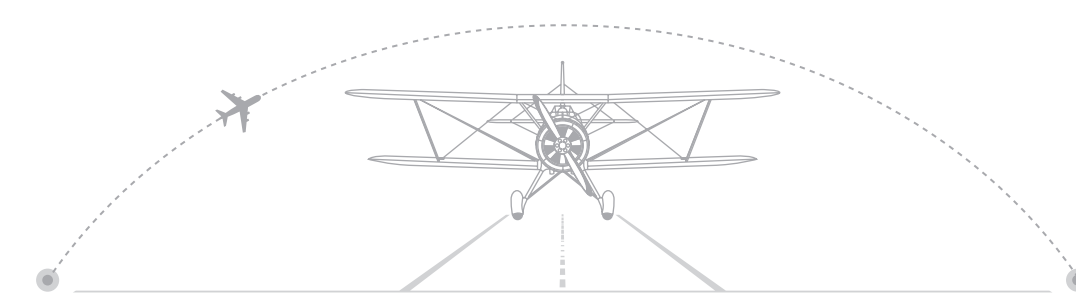
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啟航之路

THE JOURNEY BEGINS

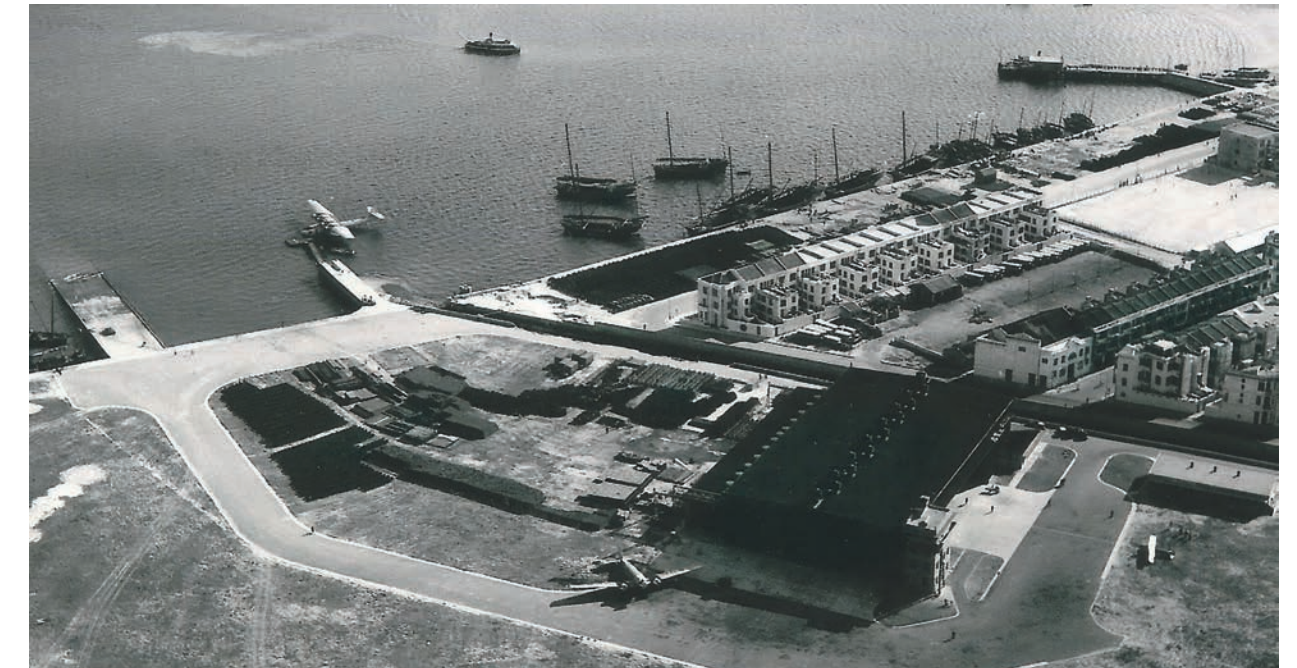
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啟德機場早期歷史 Early History of Kai Tak Airport



1930年代初啟德濱一帶。(相片鳴謝：吳邦謀先生)
"Kai Tack Bund" in the early 1930s. (Photo Credit: Mr James Ng)



1930年代末的啟德機場。(相片鳴謝：吳邦謀先生)
Kai Tak Airport in the late 1930s. (Photo Credit: Mr James Ng)

1920年代，香港正處於轉型與擴展之際。當時九龍城以東的「啟德濱」地區仍屬於泥灘與鹽田，兩名商人一何啟爵士和區德先生曾成立一家公司，從事在九龍灣填海發展住屋的計劃。該公司後來不幸倒閉，留下的這幅填海土地亦因而空置。由於空置土地擁有優越的地理位置，又是市區少有的平地，政府其後認定這幅土地適宜用作機場，首次有紀錄的飛行便在1925年農曆新年元旦在啟德進行。

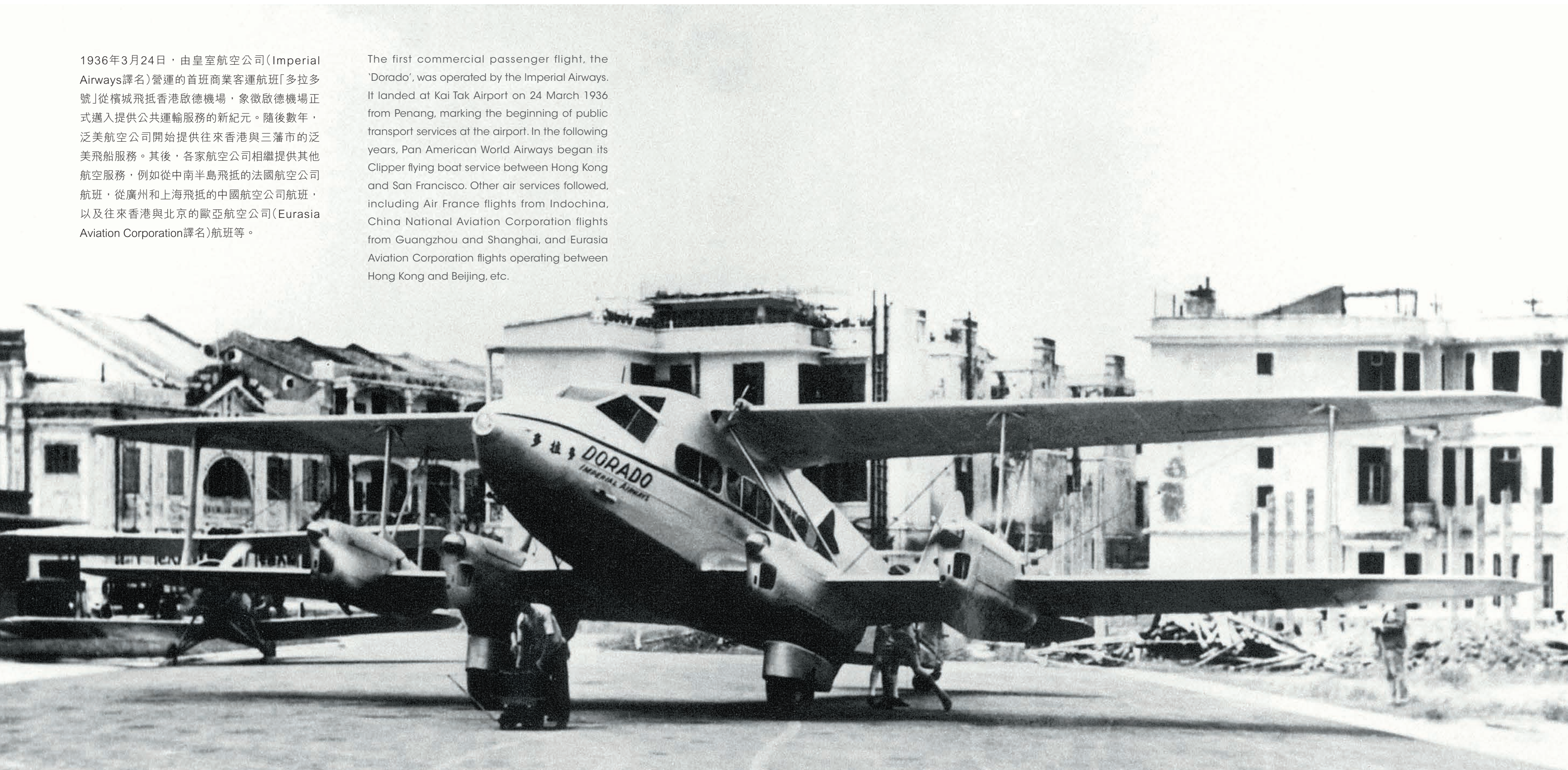
這幅獨特的土地是本港航空業的發源地，最初由一所飛行學校和一隊英軍飛行部隊開始。一條混凝土下水滑道於1928年建成，供在九龍灣升降的水上飛機使用。1930年，當局委任了首名機場監督，而啟德的航空活動則由當時的海港署（Harbour Department譯名）管轄。隨着飛機性能提升與航線網絡擴展，首座指揮塔和飛機庫於1935年落成。

In the 1920s, Hong Kong was undergoing transformation and expansion, during which the "Kai Tack Bund" area, located east of Kowloon City, was still mudflats and salt fields. Two businessmen, Sir Ho Kai and Mr Au Tak, established a company to reclaim land in Kowloon Bay for a residential housing scheme. The company unfortunately failed, and the reclaimed land was left vacant. Due to the superior geographical location of the vacant land, as well as being one of the few flat areas in the urban area, the land was considered suitable for use as an airfield. The first recorded flight from Kai Tak took place on Lunar New Year's Day in 1925.

Hong Kong aviation began on this unique piece of land with a flying school and a British military flying unit. In 1928, a concrete slipway was built for seaplanes operating in Kowloon Bay. In 1930, the first airport superintendent was appointed with the aviation activities at Kai Tak coming under the administration of the Harbour Department. As aircraft performance improved and flight routes expanded, the first control tower and a hangar were built in 1935.

1936年3月24日，由皇室航空公司(Imperial Airways譯名)營運的首班商業客運航班「多拉多號」從檳城飛抵香港啟德機場，象徵啟德機場正式邁入提供公共運輸服務的新紀元。隨後數年，泛美航空公司開始提供往來香港與三藩市的泛美飛船服務。其後，各家航空公司相繼提供其他航空服務，例如從中南半島飛抵的法國航空公司航班，從廣州和上海飛抵的中國航空公司航班，以及往來香港與北京的歐亞航空公司(Eurasia Aviation Corporation譯名)航班等。

The first commercial passenger flight, the 'Dorado', was operated by the Imperial Airways. It landed at Kai Tak Airport on 24 March 1936 from Penang, marking the beginning of public transport services at the airport. In the following years, Pan American World Airways began its Clipper flying boat service between Hong Kong and San Francisco. Other air services followed, including Air France flights from Indochina, China National Aviation Corporation flights from Guangzhou and Shanghai, and Eurasia Aviation Corporation flights operating between Hong Kong and Beijing, etc.

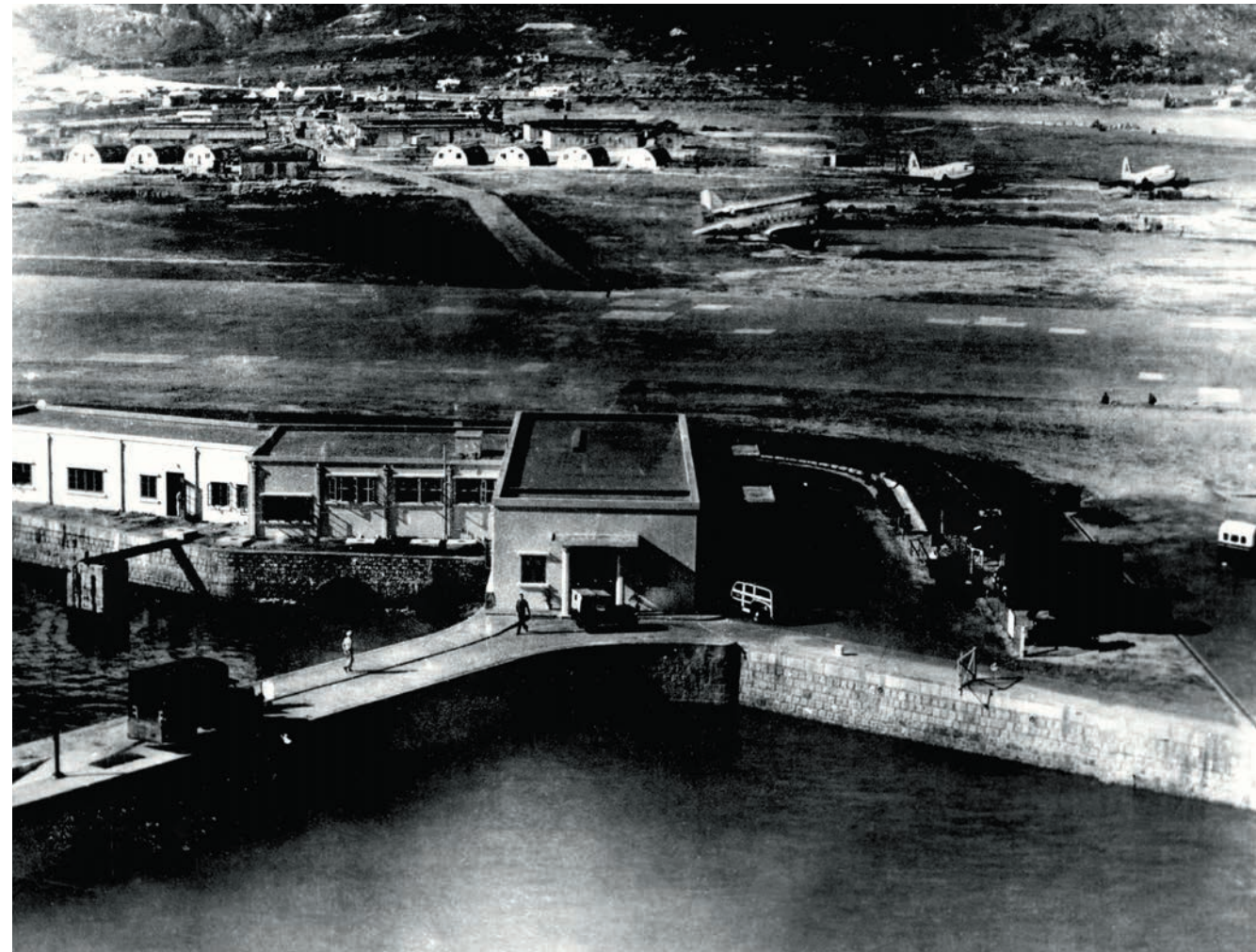


二戰影響與國際民航組織成立

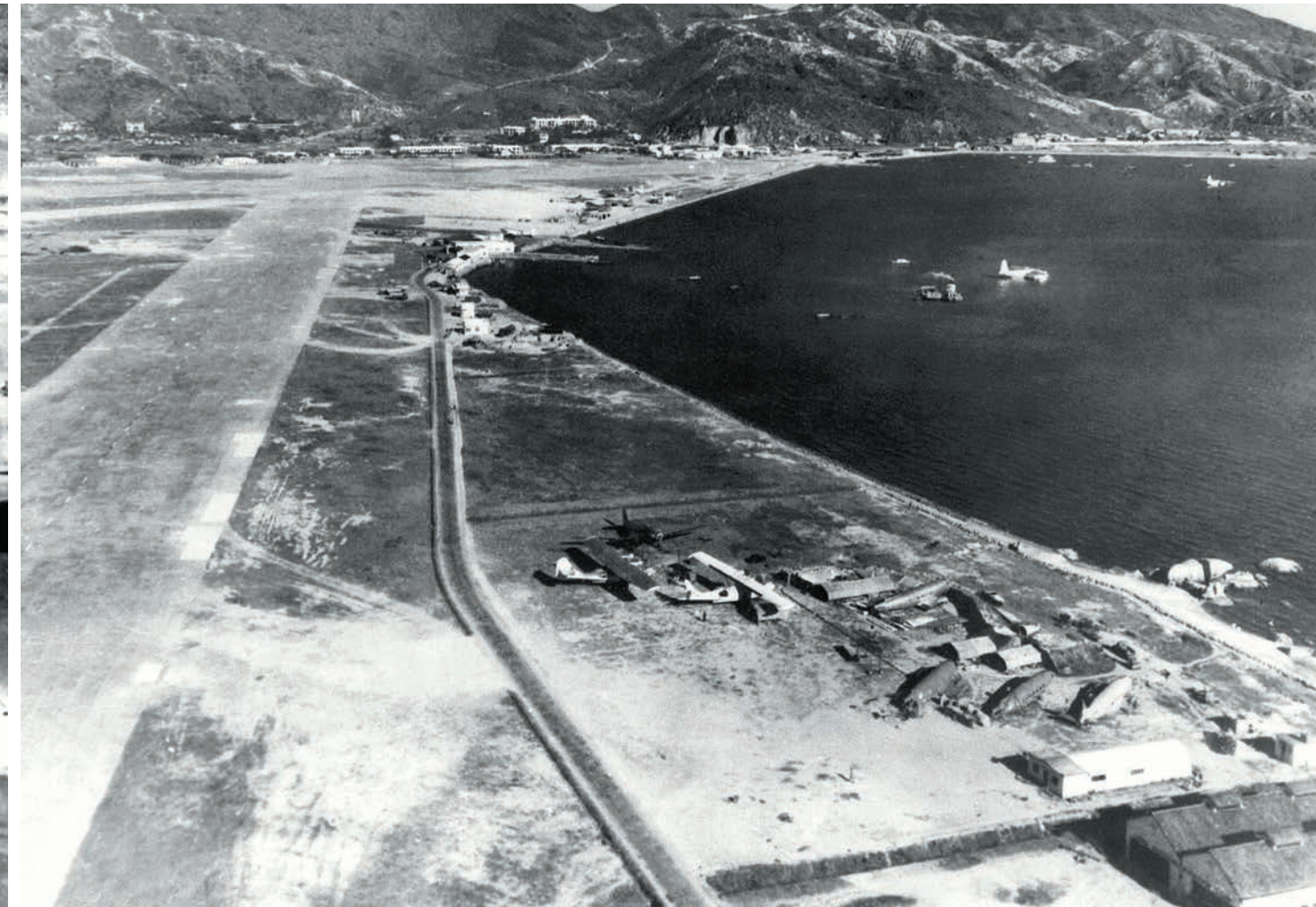
Impact of the Second World War and the Founding of the International Civil Aviation Organization

第二次世界大戰對香港航空業造成沉重衝擊。1941年12月，日軍侵襲香港，啟德機場迅速成為首波攻擊目標之一，多次遭轟炸與炮擊，使機場跑道及相關設施受損。日本佔領香港期間，日軍接管啟德機場後對機場進行修復加固，並將啟德機場用於軍機運輸與偵察。受附近地形以及狹小的飛行區所限，大型飛機難以於啟德機場升降。為應付大型飛機升降，日方於1942年開始擴建啟德機場，包括為機場興建兩條混凝土跑道、擴大飛行區面積、設置控制塔等。

The Second World War dealt a heavy blow to Hong Kong's aviation sector. In December 1941, the Japanese Army invaded Hong Kong. Kai Tak Airport quickly became one of the first targets and was bombed and shelled multiple times, damaging its runway and facilities. During the Japanese occupation, the Japanese Army took over Kai Tak Airport, repaired and reinforced the site, and used the airport for military transport and reconnaissance. Limited by the adjacent terrain and the small manoeuvring area within the airfield, it was difficult for large aircraft to operate into Kai Tak Airport. To accommodate these aircraft, the Japanese began to expand Kai Tak Airport in 1942, including constructing two concrete runways, expanding the airfield areas, and setting up a control tower, etc.



◆ 1947年6月，興建在防波堤上的機場客運站展開服務。
In June 1947, the passenger terminal building built on the sea-wall of Kai Tak commenced operations.



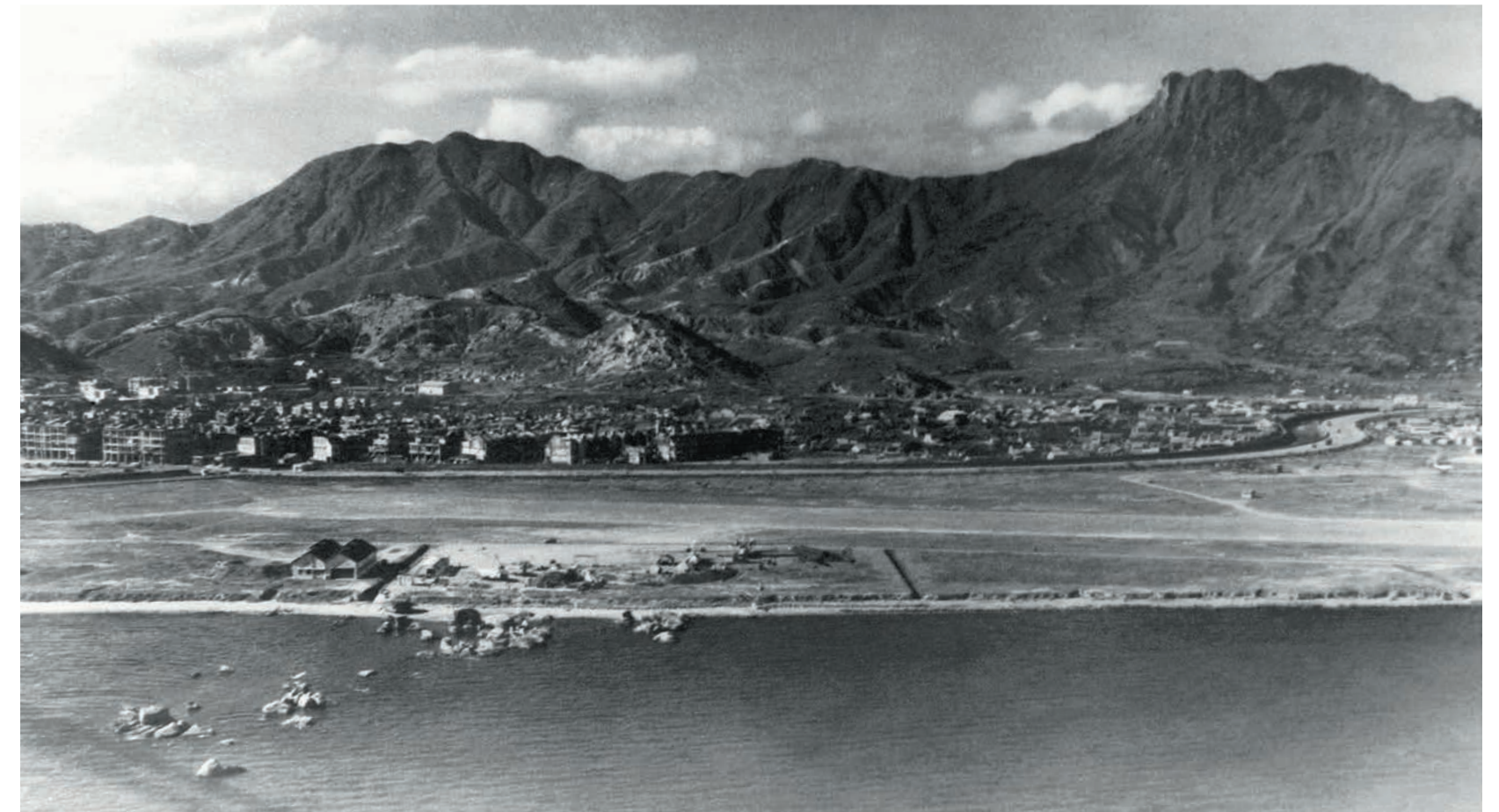
◆ 1947年的啟德機場(從西南方向拍攝)。
Kai Tak Airport in 1947 (View from Southwest).

1945年日本投降後，英軍接管啟德機場。經過戰爭洗禮的啟德機場，大部份設施都受到不同程度的破壞。戰後初期的復原工作不僅是工程挑戰，亦是民航制度的重建。如何確保國際航空安全、標準一致、領空權利與商業航權分配，成為全球共同課題。

After Japan's surrender in 1945, the British Army took control of Kai Tak Airport. Ravaged by the war, a majority of airport facilities had suffered varying degrees of damage. The post-war recovery was not only an engineering challenge, but also a reconstruction of the civil aviation system. Ensuring international flight safety, standardised procedures, airspace rights, and commercial air traffic rights allocation became global concerns.

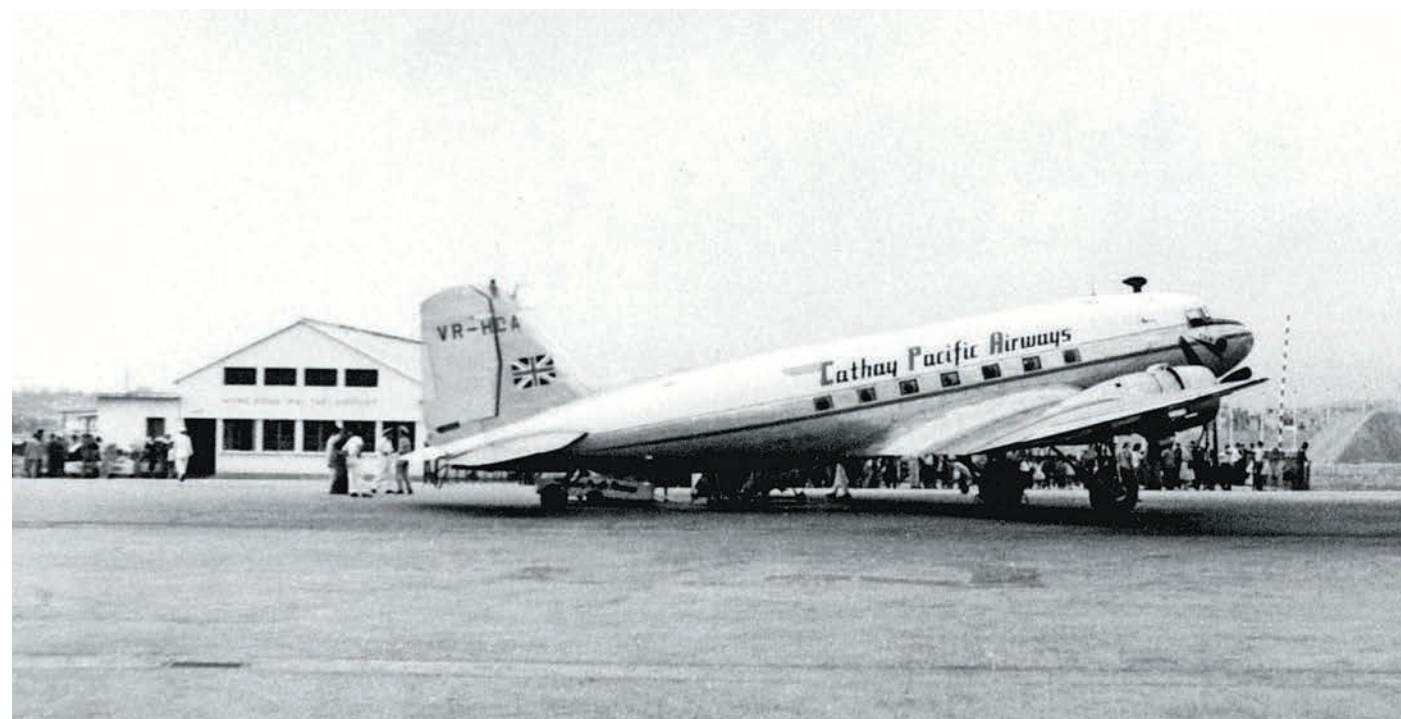
為此，「國際民用航空會議」於1944年底在芝加哥召開，共有52個國家參與。會議以法律與技術兩條路徑並進：一方面設計永久性的民用航空公約與常設機構，另一方面就民用航空制定統一的技术標準和建議措施。與會各國最終簽訂《國際民用航空公約》（又稱《芝加哥公約》）。1947年4月4日，《國際民用航空公約》生效，國際民用航空組織（「國際民航組織」）同日正式成立。作為聯合國轄下的專門機構，國際民航組織旨在促進國際民航安全和有序的發展。組織下的專家組為各自負責的民航領域制定標準，並將其編入《國際民用航空公約》的附件，涵蓋飛航安全、航空器適航性、航空電訊、空中交通服務、機場和航行情報服務等領域。

To address these issues, the International Civil Aviation Conference was convened in Chicago in late 1944, with the participation of 52 countries. The Conference pursued both legal and technical paths: drafting a permanent civil aviation convention and establishing a standing organisation, while also formulating unified technical standards and recommended practices for civil aviation. The participating countries in the Conference eventually signed the Convention on International Civil Aviation (also known as the Chicago Convention). On 4 April 1947, the Convention came into effect, and the International Civil Aviation Organization (ICAO) was officially established on the same day. As a specialised agency under the United Nations, ICAO aims to promote the safety and orderly development of international civil aviation. Expert panels under ICAO set standards for their respective civil aviation fields, which are compiled into Annexes to the Convention, covering flight safety, airworthiness of aircraft, aeronautical telecommunications, air traffic services, aerodromes, aeronautical information services, etc.



◆ 1947年的啟德機場。
Kai Tak Airport in 1947.

◆ 戰後，國泰航空公司開始使用DC-3航機提供服務。
Cathay Pacific Airways began operations with DC-3 aircraft after the war.



對當時的香港而言，香港政府須與英方民航部門協調，按國際民航組織框架恢復與擴展航線，建立航空交通管制、導航設備與飛行程序，以及確保啟德機場的設施符合國際民航組織的相關標準和建議措施所定下之要求。國際民航組織的成立使香港能在亞太航空網絡中再定位，把香港航空治理體系與國際接軌，讓香港在1950年代起迅速重返區域航空中心之列。

For Hong Kong at the time, the Hong Kong Government had to coordinate with the British civil aviation authority to restore and expand flight routes under the ICAO framework, establish air traffic control, navigation equipment and flight procedures, and ensure that Kai Tak Airport's facilities comply with the relevant ICAO standards and recommended practices (SARPs). The establishment of ICAO enabled Hong Kong to reposition itself within the Asia and Pacific aviation network, aligning its aviation governance with international standards, and allowing it to rapidly reemerge as a centre of regional aviation since 1950s.



◆ 1946年啟德機場的航空交通控制塔。
The air traffic control tower at Kai Tak Airport in 1946.

民航處成立

Establishment of the Civil Aviation Department

◆ 1946年至1954年間，航空事務處(其後改稱民航處)總部設於中環皇后像廣場(如圈中所示)，毗鄰建築現為終審法院大樓。

From 1946 to 1954, the Headquarters of the Directorate of Air Services (later renamed the CAD) was located at Statue Square, Central (as circled). The adjacent building is now the Court of Final Appeal Building.



(相片鳴謝 / Photo Credit: "Airport of the Nine Dragons, Kai Tak, Kowloon")

二戰後，香港政府須建立專責民航管理架構，以落實國際民航組織標準和建議措施，並監督高速成長的民航市場。有見及此，香港政府於1946年5月1日成立「航空事務處」，並於1947年6月將其更名為「民航處」。

為有效管理啟德機場的運作，民航處於1948年在啟德設立機場行政辦公室，由兼任機場經理的民航處副處長管轄。

隨着全球民航制度和技術發展，民航處不斷擴展職能。民航處的職能涵蓋多個範疇，包括管理啟德機場、監察航空公司運作、建立航空交通管制系統、管理航空交通、簽發飛行員與飛機維修執照等。民航處同時代表香港參與國際民航組織與區域性技術會議，確保本地法規與國際標準一致。

After the Second World War, the Hong Kong Government saw the need to establish a dedicated civil aviation management structure to implement ICAO SARPs and to oversee the rapidly growing civil aviation market. In this light, the Government established the Directorate of Air Services on 1 May 1946 and renamed it as the Civil Aviation Department (CAD) in June 1947.

To effectively manage operations at Kai Tak Airport, the CAD set up an Airport Administrative Office at Kai Tak in 1948, under the Deputy Director of Civil Aviation who was concurrently



the Airport Manager.

The CAD has expanded its functions as global civil aviation systems and technologies evolved. Its responsibilities came to include managing Kai Tak Airport, overseeing air operators' operations, establishing air traffic control systems, managing air traffic, issuing licences to pilots and aircraft maintenance personnel, etc. The CAD also represented Hong Kong in ICAO and regional technical meetings to ensure the alignment of local regulations with international standards.

啟德年代的故事

The Story of the Kai Tak Era

啟德機場的傳奇，既是航空的故事，也是城市的記憶。

The legend of Kai Tak Airport is not only a story of aviation;
it is also a memory etched into the soul of the city.





1950至1960年代起，各種新型的民航噴射式飛機相繼面世。啟德機場亦跟隨時代的步伐進行擴建，以容納這些新型飛機。以填海方式建造，總長2 529米的新13/31跑道於1958年落成。

The 1950s to the 1960s marked the launch of new jetliners. To keep pace with the times, Kai Tak Airport underwent expansion to accommodate these modern planes. In 1958, the new Runway 13/31, measuring 2 529 metres in length and constructed by land reclamation, was commissioned.

◆ 啟德機場配備飛行區地面燈號，使機場於夜間仍能繼續運作。
Kai Tak Airport was equipped with airfield ground lightings, enabling night operations.



◆ 1958年擴建中的啟德機場。
The expansion of Kai Tak Airport in 1958.
(相片鳴謝 / Photo Credit: "Airport of the Nine Dragons, Kai Tak, Kowloon")



新跑道落成後，民航處隨即展開新客運大樓的建造工程，更新機場設備以迎接新型客機。新興建的客運大樓於1962年啟用。樓高七層的新客運大樓採用「分層式設計」，分開處理離港和抵港旅客，以紓緩繁忙時間的人流。

往後數十年間，民航處在客運大樓和飛行區內多次進行各項大大小小的擴建及設施改善工程，例如增加客運大樓樓面面積、延長13/31跑道、增建登機橋和停機位、裝設行李處理系統、增加登機櫃台等，以配合航空運輸需求的持續增長及提升旅客體驗。

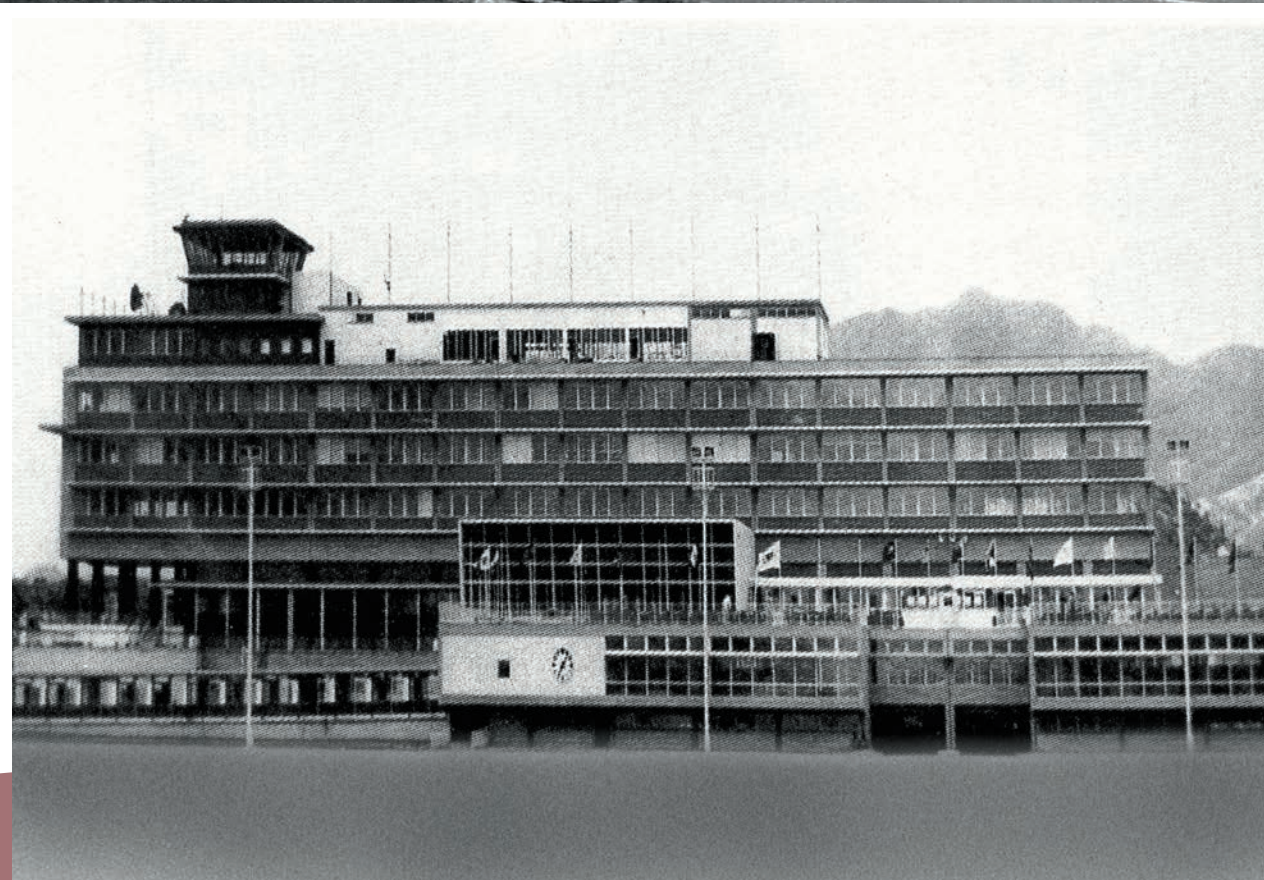
Following the commissioning of the new runway, the CAD promptly began the construction of a new passenger terminal building to upgrade the airport's facilities for accommodating new types of aircraft. The new passenger terminal building was officially opened in 1962. The seven-storey passenger terminal adopted a "multi-level design," separating departing and arriving passengers to ease congestion during peak hours.

Over the following decades, the CAD carried out a number of expansions and facility improvements at the passenger terminal and airfield, such as increasing floor space, extending Runway 13/31, adding passenger boarding bridges and aircraft parking stands, installing baggage handling systems, and providing more check-in counters, in order to meet the continuous growth in air transport demand and to enhance passenger experience.

◆ 1962年9月2日，樓高七層的新機場客運大樓落成，大樓可以處理旅客流量達每小時550人次旅客，停機坪可以停泊11架大型飛機。

On 2 September 1962, the new seven-storey passenger terminal building was commissioned. The terminal could handle 550 passengers per hour, while the parking apron had space for 11 large planes.

(相片鳴謝 / Photo Credit: "Airport of the Nine Dragons, Kai Tak, Kowloon")





◆ 1964年6月，著名樂隊「披頭四」經啟德機場到訪香港。
The famous band, The Beatles, visited Hong Kong via Kai Tak Airport in June 1964.



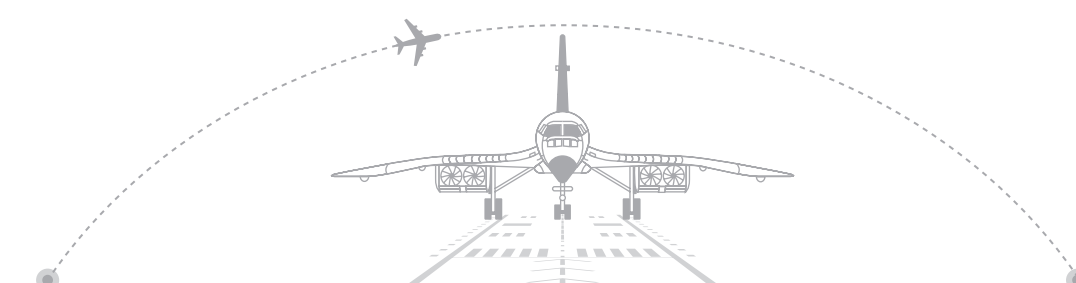
◆ 1960年代從泰國曼谷抵港的航班。
Arrival flight from Bangkok, Thailand in the 1960s.



◆ 1962年的啟德機場客運大樓瞭望台和停機坪。
Viewing gallery of the passenger terminal building and apron of Kai Tak Airport in 1962.







飛躍之旅

《 A LEAP FORWARD 》

赤鱸角新機場與基建系統革新
The New Chek Lap Kok Airport and Infrastructure Transformation

世紀工程—規劃、填海及建設過程

The Project of the Century – Planning, Land Reclamation and Construction Process

1970至1980年代，香港社會急速發展，經濟起飛。作為香港對外窗口的啟德機場，雖然經歷過多次擴建以應付需求，但受限於單跑道設計與啟德機場附近的地理環境，機場容量仍面臨飽和。

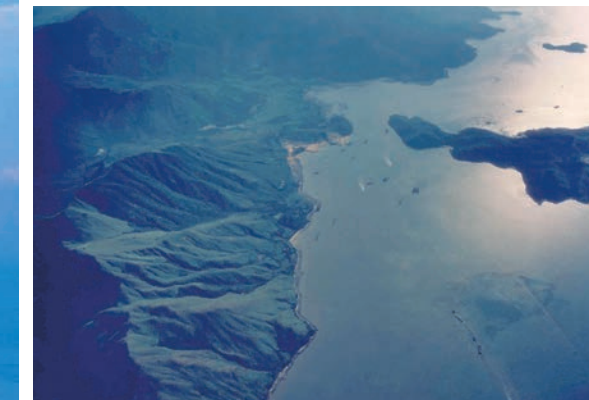
為此，香港政府在1970至1980年代進行多次研究，探討搬遷機場的可行性。1989年10月，香港政府正式公布《港口及機場發展策略》（即後來的「香港機場核心計劃」），選址赤鱸角興建新機場及相關配套設施。

During the 1970s and 1980s, Hong Kong experienced rapid development and economic take-off. As Hong Kong's gateway to the world, Kai Tak Airport underwent several expansions to meet demand. Nevertheless, limited by its single-runway design and the surrounding geographical environment, the airport's capacity was reaching saturation.

To address this challenge, the Hong Kong Government conducted multiple studies in the 1970s and 1980s to explore the feasibility of relocating the airport. In October 1989, the Hong Kong Government formally announced the "Port and Airport Development Strategy" (later known as the "Hong Kong Airport Core Programme"), designating Chek Lap Kok as the site for a new airport along with related supporting infrastructure.



填海前的赤鱸角島和欖洲島。
Chek Lap Kok Island and Lam Chau Island before the reclamation.





赤鱘角機場按計劃分階段啟用兩條平行，各長3 800米，寬60米的跑道供飛機升降。而新客運大樓則呈「Y」字形設計，採用大量玻璃引入自然光，與首先落成的南跑道同時啟用。新赤鱘角機場的設計為當時全球最先進的機場之一，象徵着香港致力於成為世界級航空樞紐的決心。

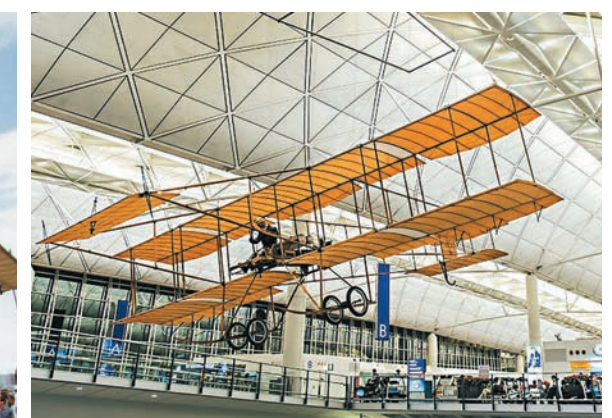
Chek Lap Kok Airport was planned with two parallel runways, each 3 800 metres long and 60 metres wide, to be commissioned in phases. At its heart stood a striking "Y"-shaped passenger terminal, featuring extensive glazing to flood the interior with natural light. The passenger terminal was commissioned in tandem with the South Runway which was first completed. The design of the new Chek Lap Kok Airport was ranked among the most advanced airports in the world at the time, symbolising Hong Kong's determination to establish itself as a world-class aviation hub.

赤鱘角機場計劃興建於大嶼山北岸的一個人工島上，由原赤鱘角島、欖洲島以及填海所得的948公頃土地組成，總面積達1 248公頃。赤鱘角機場的填海工程於1992年展開。工程首先夷平赤鱘角島和欖洲島的山體，並把挖掘所得的材料連同海砂及其他填料作填海建設人工島平台之用。

The planned Chek Lap Kok Airport was to be built on an artificial island off the northern shore of Lantau Island, formed by merging the original Chek Lap Kok Island, Lam Chau Island, and 948 hectares of reclaimed land, for a total area of 1 248 hectares. Reclamation work for Chek Lap Kok Airport began in 1992. The hills of Chek Lap Kok Island and Lam Chau Island were first levelled, and the excavated materials, together with marine sand and other fill, were used to form the foundation of the island.



1998年7月2日，時任國家主席江澤民(左)主持位於赤鱘角的新香港國際機場開幕典禮。
The then President of the People's Republic of China, Mr Jiang Zemin (left), officially opened the new Hong Kong International Airport at Chek Lap Kok on 2 July 1998.



「沙田精神號」於1997年11月15日在尚未正式啟用的香港國際機場進行首航，其後在一號客運大樓內展出至今。
The "Spirit of Sha Tin" took its inaugural flight from the yet-to-be-commissioned Hong Kong International Airport on 15 November 1997, and has been on display in Terminal 1 since then.



(相片鳴謝：香港機場管理局)
(Photo Credit: Airport Authority Hong Kong)

從啟德一夜搬遷至赤鱘角 One-night Changeover from Kai Tak to Chek Lap Kok

1998年7月5日傍晚到7月6日清晨，香港經歷了一場前所未有的「一夜搬機場」行動——從啟德機場關閉，到赤鱘角新香港國際機場啟用。這場遷移，並非單純搬遷設施，而是一場橫跨十多年規劃、數萬人協同、分秒不差的系統切換。為有效組織及監察機場搬遷行動，民航處事前聯同香港機場管理局、相關的政府部門以及機場服務單位成立專責小組，商討機場搬遷行動的細節，務求啟德與香港國際機場的運作能無縫交接。

1998年7月6日凌晨，時任民航處處長施高理在啟德機場的航空交通管制塔內主持關閉機場儀式。凌晨1時16分，時任處長以一句「再見了啟德，謝謝！」向啟德機場告別。隨着跑道照明燈一盞盞熄滅，啟德機場在全港市民見證下正式完成歷史使命。



◆ 1998年6月29日，時任民航處處長施高理(中)簽署了第一張香港國際機場的機場牌照。
On 29 June 1998, the then Director of Civil Aviation, Mr Richard Siegel (centre), signed the first aerodrome licence of Hong Kong International Airport.

From the evening of 5 July to the early morning of 6 July 1998, Hong Kong undertook an unprecedented "one-night airport changeover" — closing Kai Tak Airport and opening the new Hong Kong International Airport (HKIA) at Chek Lap Kok. The changeover process was not simply the relocation of facilities, but the culmination of more than a decade of planning, involving tens of thousands of people working in perfect coordination to achieve a seamless system changeover. To effectively organise and oversee the changeover, the CAD, together with the Airport Authority Hong Kong (AAHK), relevant Government Departments, and airport service units, established a dedicated task force to discuss details of the airport relocation and to ensure smooth handover of operations from Kai Tak to HKIA.

In the early hours of 6 July 1998, the then Director of Civil Aviation, Mr Richard Siegel, presided over the airport closing ceremony in the air traffic control tower at Kai Tak Airport. At 1:16 a.m., he bid farewell with the words, "Goodbye Kai Tak, and thank you!". As the runway lights were switched off one by one, Kai Tak Airport officially completed its historic mission under the witness of the city.



早於1998年5月6日開始，啟德機場的機場地面設備分五個階段，動用3 000架次以上的運輸車輛和30艘次躉船，由啟德機場運往香港國際機場。搬遷行動期間，全港多條主要幹道實施封路限制，以確保行動順利進行。另外，在新機場開幕前一晚，共有29架飛機由啟德飛往香港國際機場。

1998年7月6日早上6時27分，第一班由紐約抵港的航班CX887降落香港國際機場南跑道，象徵着香港航空業步入新時代。

這夜後，民航處的角色由機場營運者，轉為監管者，透過機場牌照發牌制度，確保由香港機場管理局營運的香港國際機場，在航空安全和保安方面，均符合國際民航組織和民航處的要求。

Starting on 6 May 1998, ground service equipment of Kai Tak Airport were transferred in five phases, requiring more than 3 000 vehicle trips and 30 barge sailings from Kai Tak to HKIA. During the relocation, major roads across Hong Kong were closed to ensure smooth operation. On the night before the new airport's opening, 29 aircraft were flown from Kai Tak to HKIA.

At 6:27 a.m. on 6 July 1998, the first flight, CX887 from New York, landed on the South Runway of HKIA, marking the dawn of a new era for Hong Kong's aviation industry.

From that night onward, the CAD's role shifted from an airport operator to a regulator. Through the aerodrome licensing mechanism, it ensured that HKIA, operated by the AAHK, complies with the aviation safety and security requirements set out by ICAO and the CAD.



香港航空交通管理發展歷程

Development of Hong Kong's Air Traffic Management

香港航空交通管制(空管)由創立至今經過約80年的發展歷程。這是一段從地圖、飛行進程單走到數碼監察，從目視管制走到智能分析的蛻變之路，體現了科技如何推動航空安全與效率同步提升。

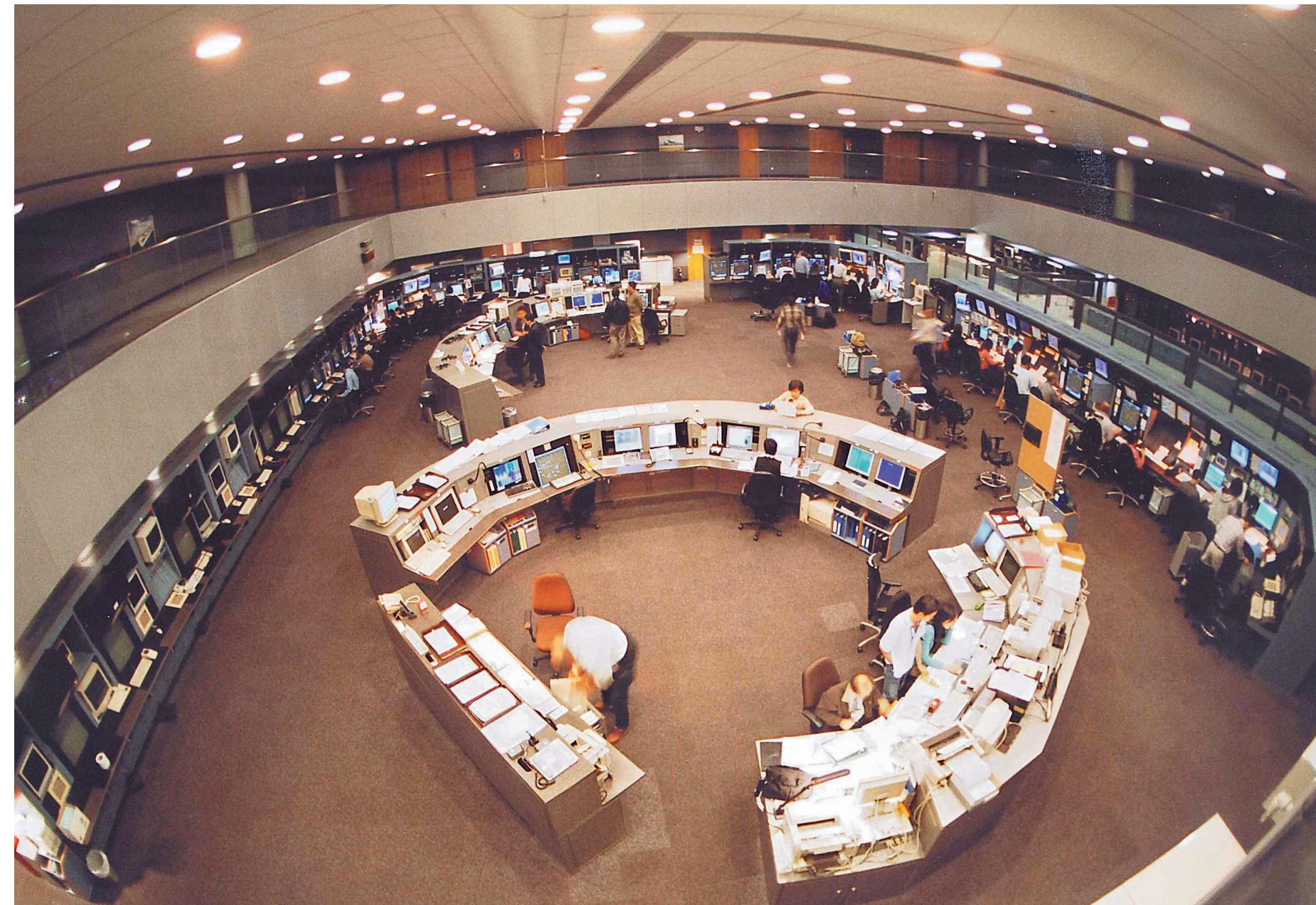
It has been about 80 years since the development of air traffic control (ATC) in Hong Kong. This is a metamorphic path from map and flight progress strips to digital surveillance, and from visual control to intelligent analysis, demonstrating how technology can enhance aviation safety and efficiency.



◆ 1962年的塔台管制員。
Aerodrome controllers in 1962.



◆ 啟德機場航空交通管制中心於1980年投入服務。
The Air Traffic Control Centre in Kai Tak Airport was commissioned in 1980.



◆ 香港國際機場的航空交通管制中心於1998年投入服務。
The Air Traffic Control Centre at Hong Kong International Airport was commissioned in 1998.



1 安全與秩序：空管的核心使命

空管的首要任務建基於安全、有序與高效率三大核心原則。首先，必須確保航機互相保持着安全的水平或垂直間距，並在適當高度與航向飛行，避免在空中有碰撞的機會；此外，要確保航機避開山勢與建築物等地面障礙；最後則需讓航空交通保持流暢，使航機能安全起降和高效地飛越空域。

為達成這些目標，香港空管工作被細分為多個空管單位，包括塔台管制、進近管制、終端管制和區域管制，每個單位各司其職，需環環相扣，確保整個空管運作體系協調一致。

2 從啟德起步：早期時代

香港的空管工作始於1946年，民航處成立後，開始負責管理香港飛行情報區。當時的設備相對簡單，管制員主要依靠無線電通訊與燈號指示指揮航機。

1962年，第一代空管系統在啟德機場空管中心啟用，標誌着香港首次建立專業化的空管設施。當時的航班資料是用飛行進程單手寫

記錄，管制員需靠心算方式計算時間、人手記錄航機狀態變化及語音溝通協調航空交通。

1980年，第二代空管系統投入服務，並首次應用二次監察雷達技術，使航機能應答自身位置、高度和雷達呼號，管制員可在雷達監察畫面上閱覽有關資訊，管制能力因此大大提升。

3 遷入赤鱗角：邁向自動化年代

隨着1998年香港國際機場啟用，位於機場飛行區內的新空管中心亦同時啟用，香港空管迎來劃時代升級。第三代空管系統正式登場，實現了自動化與電子整合。在2010年引入的抵港航班排序系統，對進入香港空域的航機自動按適用間距排序與調整間距，有效提升跑道使用效率與整體容量，是香港空管邁入自動化的一大里程碑。

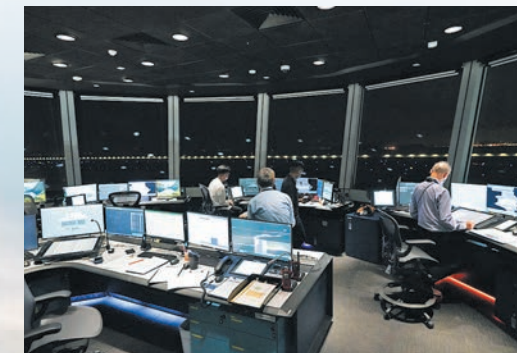


4 數碼化新時代：全自動化及綜合監察

為應對航班持續增長，位於民航處總部大樓的新空管中心於2016年啟用，並全面升級至第四代空管系統。該系統性能更強、運算速度更快，能與其他系統對接，如語音通訊系統、航空交通服務數據管理系統和抵港航班排序系統等。第四代空管系統與天文台的航空氣象系統連接，能即時獲取空域內天氣資料，並顯示在雷達監察畫面上，協助管制員更精準地判斷天氣變化對航班的影響。此外，紙本飛行進程單被電子飛行進程單取代，資訊即時更新並可在不同席位共享。新系統還結合了廣播式自動相關監察和先進場面活動引導和控制系統，實現空地立體監控，有效全面提升安全與效率。

5 邁向智慧航空：數碼指揮塔設施誕生

近年，民航處進一步啟用數碼指揮塔設施，以超高解像鏡頭與影像分析技術，建立機場實時全景畫面，並能即時標示航機資訊。這讓管制員即使在低能見度或夜間亦能對機場現況一目了然，大幅提升操作靈活度與安全水平。這不僅代表着香港空管正式進入數碼時代，更是邁向智慧航空的重要里程碑。



6 展望未來新篇：持續創新，領航未來

今日香港空管系統已是全球最先進之一，從目視管制到現在的數碼指揮，香港的航空交通處理能力與安全水平亦居世界前列。隨着航班量不斷上升，民航處將繼續強化系統性能與自動化程度，推動更多系統融合與數據分享，確保航空交通能以更安全、更高效和更智能的方式運行。

從目視管制到現在的數碼指揮，香港的空管故事，正是一段科技創新與專業並進、以安全為核心的現代航空縮影。



1. Safety and Orderliness: the Core Mission of ATC

The primary task of ATC is founded on three core principles: safety, orderliness and efficiency. Firstly, aircraft must be kept at safe horizontal or vertical distances from each other at appropriate altitudes and headings to prevent collisions in the air. Secondly, it is essential to ensure that aircraft avoid obstacles, such as terrain and buildings, throughout their flight paths. Finally, air traffic must flow smoothly to facilitate safe departures and landings at airports, as well as the efficient transit of

aircraft through airspace.

To achieve these goals, ATC work is subdivided into multiple control units including Aerodrome Control, Approach Control, Terminal Control and Area Control, each of which has its own role and needs to be intertwined to ensure that the entire ATC system is coordinated and consistently operated.

2. Starting from the Early Days at Kai Tak

Hong Kong ATC operations began in 1946 with the establishment of the CAD to manage Hong Kong Flight Information Region (HKFIR). The equipment was rudimentary, and controllers mainly relied on radio communications and light signals to direct air traffic.

In 1962, the first-generation ATC system was launched in the ATC Centre of Kai Tak Airport, marking Hong Kong's first professional ATC facilities. At that time, flight data were recorded on flight progress strips manually, and controllers

had to calculate timing with mental arithmetic, update aircraft status by hand, and coordinate air traffic through voice communication.

In 1980, the second-generation ATC system entered into service. The system marked the first application of secondary surveillance radar technology, enabling aircraft to transmit their position, altitude and call signs to be displayed on radar surveillance screens for controllers, significantly enhancing their control capabilities.

3. Chek Lap Kok: Towards the Age of Automation

With the opening of HKIA and the new ATC Centre at the airfield in 1998, Hong Kong ATC witnessed a landmark upgrade. The third-generation ATC system was officially launched, introducing automation and electronic integration. The arrival flight sequencing system for arriving flights introduced in 2010 enabled aircraft to be automatically sequenced with the applicable spacing upon entering Hong Kong airspace. This effectively improved runway utilisation and overall capacity,

marking a significant milestone in the automation development of Hong Kong ATC.



4. New Era of Digitalisation: Fully Automated and Integrated Surveillance

In response to continued air traffic growth, a new ATC Centre was inaugurated in 2016 at the CAD Headquarters. This Centre is equipped with the fourth-generation ATC system, offering enhanced performance and connections with other systems such as voice communication, air traffic service data management and arrival flight sequencing systems. It has also integrated with the Hong Kong Observatory's aeronautical meteorological system to provide regular updates of weather information within the airspace displayed on radar surveillance

screens, enabling controllers to more accurately assess the impact of weather changes on flights. Besides, paper flight progress strips have been replaced by electronic ones, allowing real-time updates shared across different controller working positions. Integrated with the Automatic Dependent Surveillance-Broadcast and Advanced Surface Movement Guidance and Control Systems, the new ATC system allows comprehensive monitoring of both air and ground operations and significantly enhancing overall safety and efficiency.

5. Intelligent Aviation: the Birth of Digital Tower Facilities

In recent years, the CAD has introduced the Digital Tower Facilities, which provide real-time panoramic images of the airport using ultra-high resolution cameras and advanced image analysis technology. This enables the real-time labelling of aircraft information, allowing controllers to quickly assess the situation even during times of low visibility or at night. This enhancement significantly improves operational flexibility and safety. The implementation of these facilities

not only marks Hong Kong ATC's entry into the digital era but also represents an important milestone towards intelligent aviation.



6. Ushering in a New Chapter: Sustained Innovation, Leading the Future

Today, the Hong Kong ATC system stands among the most advanced in the world, boasting some of the highest capacities and safety records in air traffic management. In response to the increasing air traffic, the CAD will continue to enhance system performance and automation, promote greater integration and data sharing, and ensure that air traffic operates in a safer, more efficient, and more intelligent manner.

From visual control to digital control, the story

of Hong Kong ATC reflects the evolution of modern aviation, where safety is paramount, and technological innovation and professional excellence work hand in hand.



通訊、導航及監察技術發展

Technological Development of Communications, Navigation and Surveillance

在空中，通訊、導航與監察系統正是管制員監察飛機動向的望遠鏡和溝通的媒介。民航處一直與時並進，為香港引入高質量的系統與技術，努力不懈守護香港的航空安全。

航空監察系統

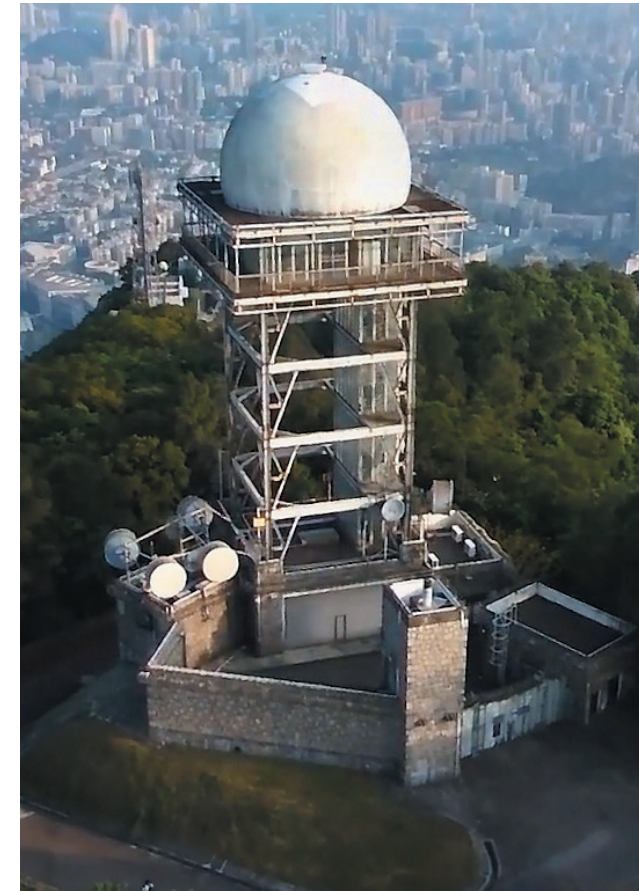
航空監察系統當中，雷達一直最為廣泛採用。監察雷達可分為一次監察雷達和二次監察雷達兩大類。隨着科技發展，監察系統從初期的獨立雷達顯示器，發展成為融合各種不同雷達監察訊息的空管系統，向管制員顯示飛機位置、高度、速度和航班識別等資料。

啟德機場於運作初期主要依靠九龍仔山上設立的一次監察雷達提供航空交通監察資訊，其後民航處在柏架山、筆架山和九龍灣加裝監察雷達。

在1990年代民航處為準備赤鱘角新機場啟用，在沙洲和大帽山安裝一次和二次監察雷達，及後為柏架山的一次監察雷達進行升級。

民航處一直積極引入各種新監察技術，如先進場面活動引導和控制系統、地面監察雷達和廣播式自動相關監察系統，為管制員提供更有效率的監察服務，從而保障航空安全。

一名航空交通管制員在啟德機場的航空交通管制中心利用雷達顯示器工作。
An air traffic controller was working with the radar display console in the Air Traffic Control Centre at Kai Tak Airport.



筆架山進場二次監察雷達站。(攝於1990年代)
Beacon Hill Approach Secondary Surveillance Radar Station. (Photo taken in the 1990s)



大帽山終端區雷達站。
Tai Mo Shan Terminal Area Radar Station.

In ATC, communications, navigation and surveillance systems serve as the controllers' telescope for monitoring aircraft movement and the media for communications. The CAD has consistently kept pace with technological development, introducing high-quality systems and technologies to safeguard aviation safety in Hong Kong.

Aeronautical Surveillance Systems

Among aeronautical surveillance systems, radar has been the most widely used. Surveillance radar can be categorised into primary surveillance radar and secondary surveillance radar. With technological advancements, surveillance systems have evolved from standalone displays to ATC systems that integrate information from various surveillance sources to display aircraft position, altitude, speed and flight identification data to controllers.

In the early operations, Kai Tak Airport primarily relied on a primary surveillance radar located on Kowloon Tsai Hill for obtaining air traffic surveillance information. Later, additional surveillance radars were installed on Mount Parker, Beacon Hill and Kowloon Bay.

In the 1990s, to prepare for the opening of the new Chek Lap Kok Airport, the CAD installed primary and secondary surveillance radars on Sha Chau and Tai Mo Shan, and later upgraded the primary surveillance radar at Mount Parker.

The CAD has consistently and actively introduced various new surveillance technologies, such as the Advanced Surface Movement Guidance and Control System (A-SMGCS), Surface Movement Radars (SMR) and Automatic Dependent Surveillance-Broadcast (ADS-B) System, to provide controllers with more efficient surveillance services, thereby safeguarding aviation safety.

航空通訊系統

地空通訊方面，民航處一直以高頻和甚高頻無線電為基礎。隨著航班量增加，民航處逐步增設更多地面電台，確保提供足夠的覆蓋範圍。其後更引入數據鏈技術，讓常規訊息能以文字或自動廣播方式傳送，減少語音頻道負荷，提升效率與準確性。

地面通訊方面，早期的航空交通訊息依靠摩斯碼與電報以點對點方式傳送。到1950年代，民航處接入了國際航空通訊網絡，使空管中心之間的訊息交換更快捷、更可靠。踏入21世紀，民航處把透過這個網絡傳送的協調訊息，由語音轉化為數碼，以提升效率。近年民航處更積極推動以專用航空通訊數據網絡支持更多現代化應用。這些發展進一步鞏固香港的國際航空樞紐地位。

80年來，香港民航通訊系統由語音走向數碼化，既見證科技進步，也彰顯香港在國際民航通訊領域中的重要角色。

Aeronautical Communications Systems

High frequency (HF) and very high frequency (VHF) radio have been the fundamental means for air-ground communications all along. As air traffic grows, the CAD had progressively established more ground radio stations to ensure sufficient radio coverage. Subsequently, data link technologies were introduced to transmit routine messages in text or automated broadcast, reducing loading in voice channel and improving operational efficiency and accuracy.

For ground-ground communications, air traffic messages were sent in point-to-point using Morse code and telegram in the early days. In the 1950s, the CAD joined an international aviation communications network, making information exchange between air traffic

位於民航處總部的航空交通管制中心於2016年啟用，並採用先進的監察和通訊系統運作。

The Air Traffic Control Centre at CAD Headquarters commissioned in 2016 using advanced surveillance and communication systems for operation.



control centres faster and more reliable. Entering the 21st Century, the CAD leveraged this network to enhance efficiency by migrating from voice to digital messaging. In recent years, the CAD has actively promoted the dedicated aeronautical communication data network to support more modern applications. This has further strengthened Hong Kong's role as an international aviation hub.

Over the past 80 years, Hong Kong's civil aviation communications systems have evolved from voice-based to data-based operations, reflecting technological progress and underscoring Hong Kong's prominent role in the international civil aviation communications domain.

航空導航系統

從啟德機場到香港國際機場，儀表引導系統和儀表着陸系統一直為飛機提供精確的引導訊號，使飛機能在各種天氣條件下安全降落。隨著三跑道系統全面啟用，機場的儀表着陸系統設備亦同步升級，以支持高流量降落的需求。

在協助航機於特定航路上導航方面，香港飛行情報區內已配備了多普勒甚高頻全向無線電訊標及測距儀，比以往採用傳統甚高頻全向無線電訊標和無方向性訊標台設備，能提供更精確的方位和距離資訊，為飛機提供更好的定位與導航。

一直以來，民航處積極推進全球衛星導航系統科技的相關應用。透過在飛機上的導航儀器接收衛星定位訊號，飛機能精準地跟隨特定飛行程序和路線飛行，有效優化香港飛行情報區內空域的使用，並縮短飛行距離與時間。此外，民航處正在研究於香港國際機場引進陸基增強系統，利用全球衛星導航系統科技，以支援航機進行精密進場和着陸。



位於香港國際機場的儀表着陸系統航向台。

Instrument Landing System Localiser at Hong Kong International Airport.

Aeronautical Navigation Systems

From Kai Tak Airport to HKIA, the Instrument Guidance System and the Instrument Landing System (ILS) have consistently provided precise guidance signals to enable safe landing of aircraft under various weather conditions. With the commissioning of the Three-Runway System at HKIA, the ILS equipment at the airport has also been upgraded to support high-volume demands for aircraft landing.

To facilitate aircraft navigation along defined flight routes, in conjunction with Distance Measuring Equipment (DME), Doppler Very High Frequency Omnidirectional Range (DVOR) have been deployed to support flight operations in HKFIR. Comparing to the use of traditional Very High Frequency Omnidirectional Range (VOR) and Non-Directional Beacon (NDB) equipment in the past, using DVOR in conjunction with DME can provide relatively more accurate azimuth and distance information to support flight operations with enhanced positioning and navigation capabilities.

The CAD has been actively promoting the application of Global Navigation Satellite System (GNSS) technologies in aeronautical navigation. Through the reception of positioning signals from GNSS, aircraft can accurately follow through specific flight procedures and routes, effectively optimising the use of airspace in HKFIR by reducing flying distance and duration. Besides, the CAD is exploring the implementation of Ground Based Augmentation System (GBAS), which utilises GNSS technologies to support flight operations in precision approach and landing at the airport.

香港國際機場三跑道系統 Three-Runway System of Hong Kong International Airport

香港國際機場自1998年啟用以來，客貨運量持續快速增長，一直是國際和區域的航空中心。為應對未來的航空需求，香港機場管理局於2011年發表《香港國際機場2030規劃大綱》，評估機場的跑道容量。報告指出，雙跑道系統將面臨飽和，並提出兩個發展方案：（一）維持雙跑道系統，分階段擴建客運大樓、客運廊和停機坪；（二）擴建為三跑道系統。經過一系列公眾諮詢、環境評估及可行性研究後，三跑道系統方案最終於2015年獲行政會議通過。

Since its opening in 1998, HKIA has experienced rapid growth in passenger and cargo traffic, establishing itself as a centre of international and regional aviation. To meet future aviation demand, the AAHK published the "Hong Kong International Airport Master Plan 2030" in 2011, assessing the airport's runway capacity. The report indicated that the Two-Runway System was reaching saturation and proposed two development options, including (i) maintaining the Two-Runway System with phased expansion of the passenger terminal, passenger concourse and aprons; and (ii) expanding into a Three-Runway System (3RS). After a series of public consultation, environmental assessment, and feasibility studies, the option for expanding into a 3RS was approved by the Executive Council in 2015.



三跑道系統工程於2016年啟動，主要在機場島以北填海拓地約650公頃，以興建第三條長3 800米的跑道、相關滑行道系統、新客運廊和停機坪等設施。2022年，第三跑道及相關滑行道在通過民航處的一系列評核，確認符合國際民航組織的標準和建議措施及機場發牌規定後，正式投入運作。原有的北跑道(即現時中跑道)隨即關閉以進行重新配置，期間機場以臨時雙跑道系統維持運作。

2024年11月28日，重新配置後的中跑道及相關設施經民航處評核符合國際民航組織的標準和建議措施及機場發牌規定後，正式啟用。中跑道的啟用，標誌着香港國際機場三跑道系統全面投入服務，也為香港航空業的發展創下新的里程碑。

三跑道系統的全面啟用為香港國際機場帶來顯著的運力提升。這不僅能滿足長遠的航空交通需求，更鞏固了香港作為國際和區域航空中心的地位，確保香港能在激烈的區域競爭中保持優勢，繼續聯繫全球。



◆ 2022年5月，2019冠狀病毒病疫情期間，民航處處長向香港機場管理局頒發涵蓋新北跑道及其相關滑行道機場牌照。

In May 2022 during the outbreak of COVID-19, the Director-General of Civil Aviation granted to AAHK the aerodrome licence covering the operations of the new North Runway and its associated taxiways.

Construction of the 3RS began in 2016, primarily through land reclamation of about 650 hectares north of the airport island, to build a third runway measuring 3 800 metres, along with associated taxiway systems, a new passenger concourse and aprons, etc. In 2022, after the CAD's assessment confirming compliance with ICAO SARPs and aerodrome licensing requirements, the third runway and associated taxiways were officially commissioned. The original North Runway (current Centre Runway) was subsequently closed for reconfiguration, during which the airport operated under an Interim Two-Runway System.

On 28 November 2024, the reconfigured Centre Runway and associated facilities were officially commissioned after being assessed by the CAD to also comply with ICAO SARPs and aerodrome licensing requirements. The commissioning of the reconfigured Centre Runway signified the full commissioning of HKIA's 3RS, marking a new milestone in the development of Hong Kong's aviation industry.

The full commissioning of the 3RS brings a significant increase in capacity for HKIA. This does not only meet long-term air traffic demand, but also strengthens Hong Kong's position as a centre of international and regional aviation, ensuring that Hong Kong maintains its competitive edge and continues to connect with the world.



◆ 重新配置後的中跑道於2024年11月28日正式啟用。

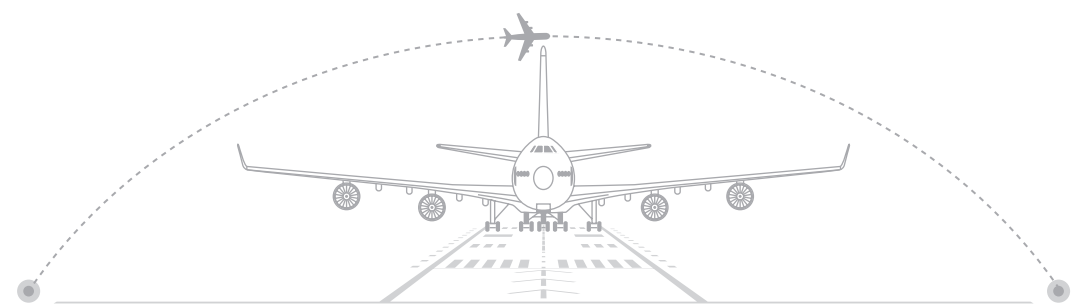
The reconfigured Centre Runway was commissioned on 28 November 2024.

(相片鳴謝：香港機場管理局)
(Photo Credit: Airport Authority Hong Kong)



◆ 三跑道系統啟用典禮於2024年11月28日舉行。

The Three-Runway System Commissioning Ceremony on 28 November 2024.



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.

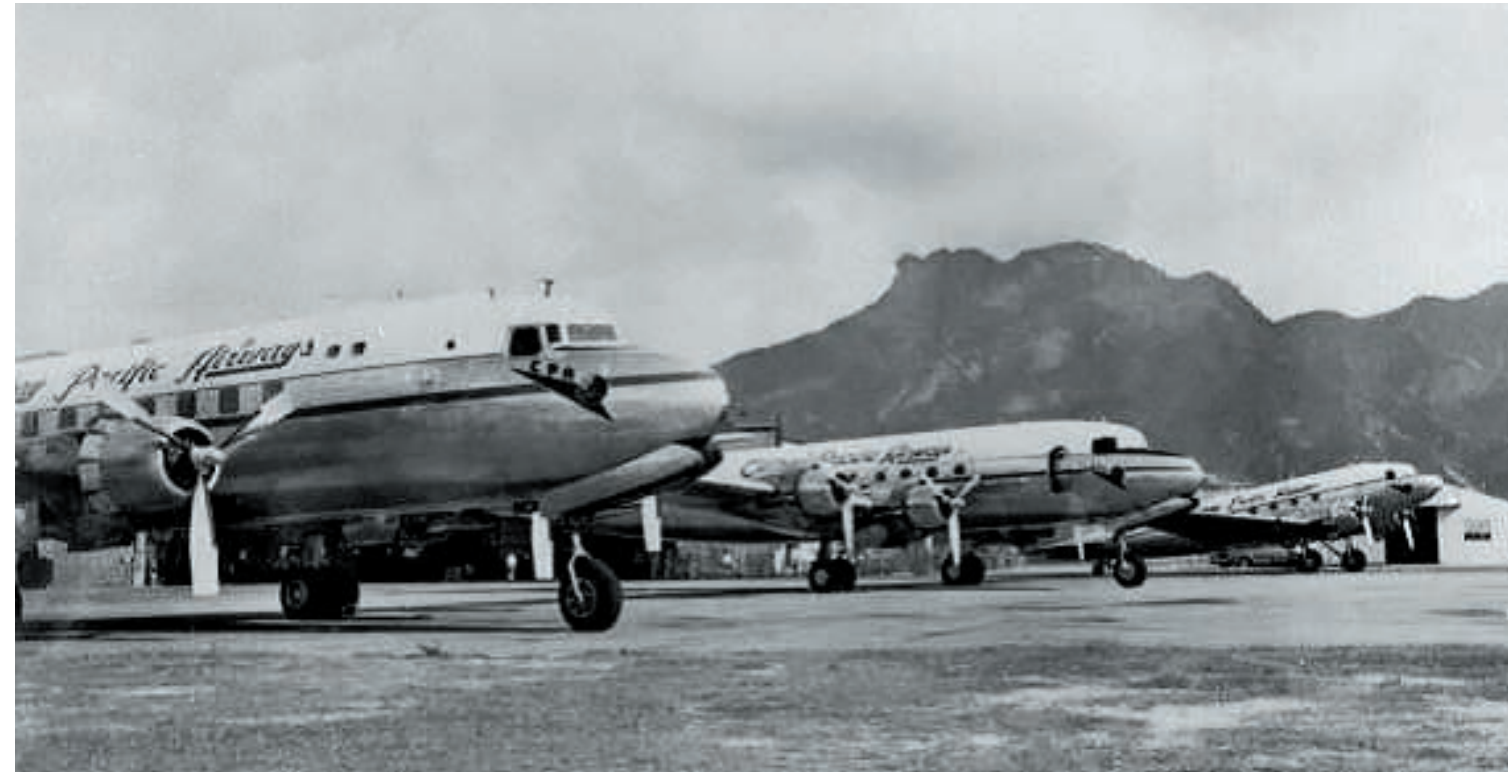
機隊演變 Evolution of the Fleet

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.

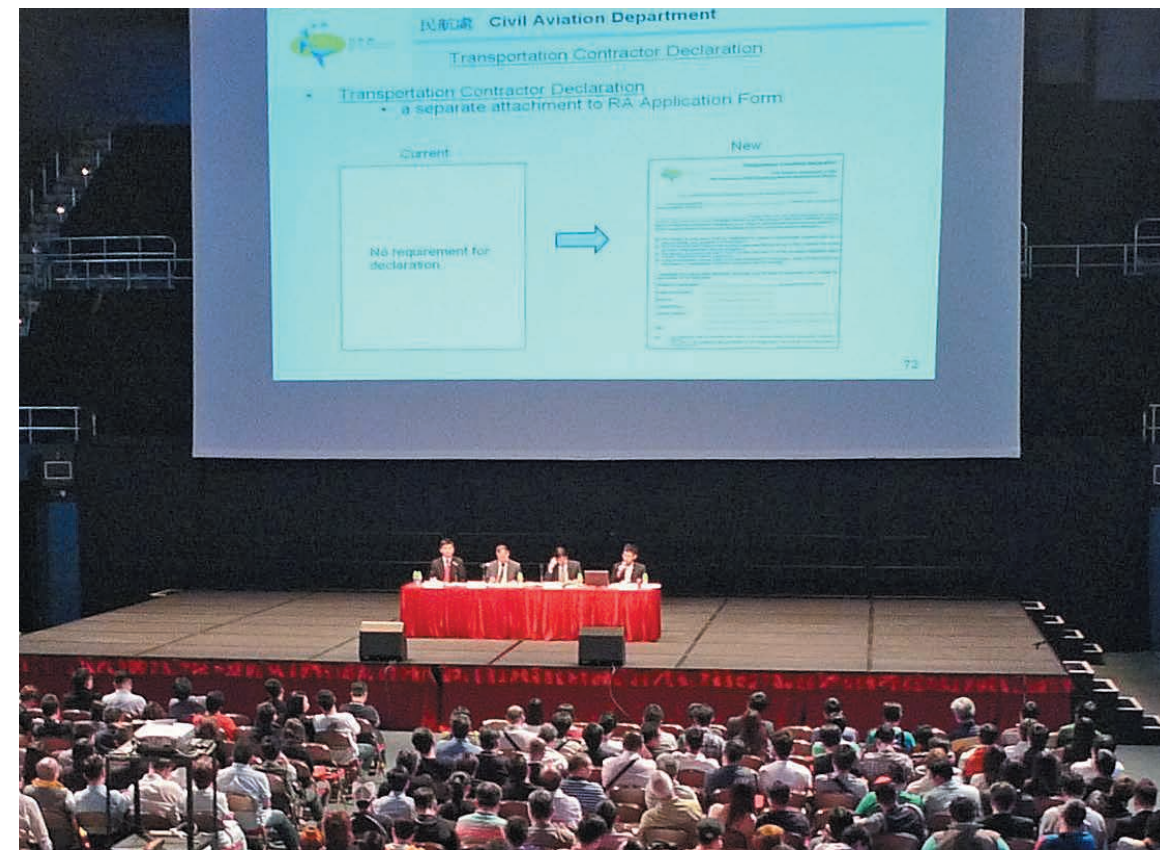
民航處與業界的緊密合作 共建保安高效的航空貨運

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

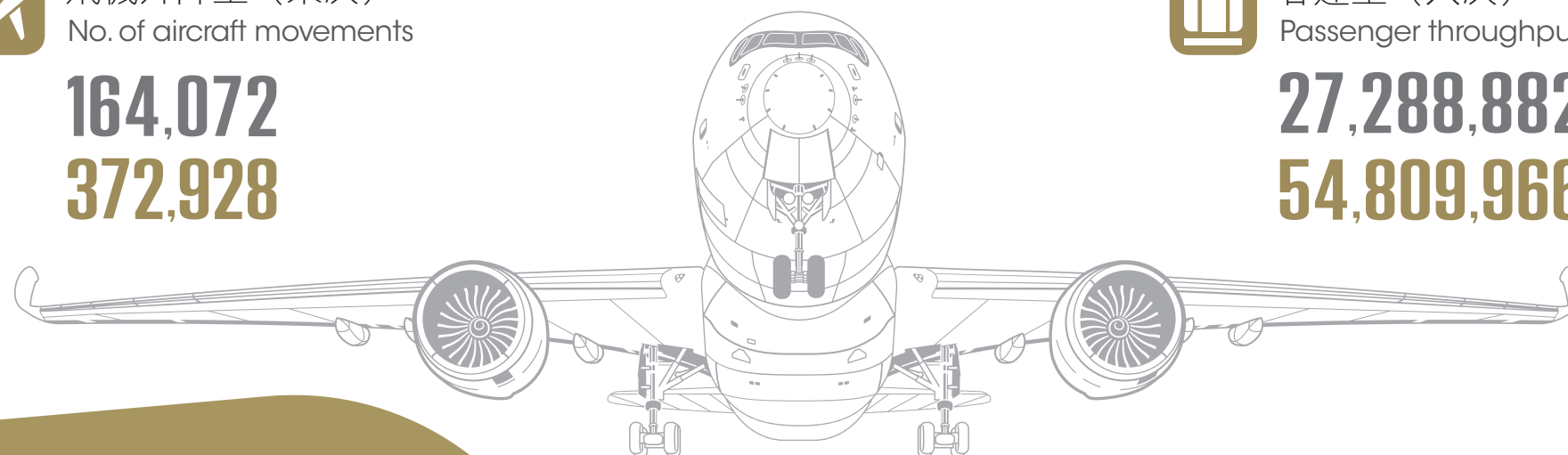
 飛機升降量 (架次)
No. of aircraft movements
164,072
372,928

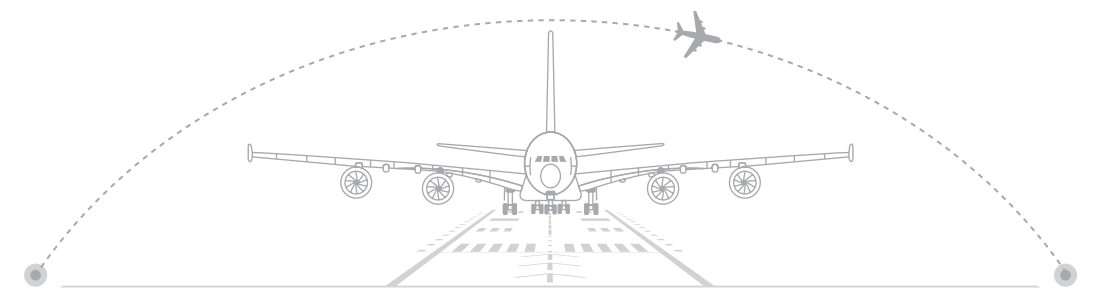
 客運量 (人次)
Passenger throughput
27,288,882
54,809,966

 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)





應變之智

WISDOM IN ADAPTATION

危機管理與行業韌性

Crisis Management and Industry Resilience

SARS與COVID-19應對

Countering SARS and COVID-19 Outbreaks



香港航空業在2003年爆發的嚴重急性呼吸系統綜合症(「沙士」)和2020至2022年間的2019冠狀病毒病疫情中，面對前所未有的挑戰。民航處在兩次危機中均積極支援業界，確保航空運作安全和穩定，並協助航空公司渡過難關。

The Hong Kong aviation industry faced unprecedented challenges during the outbreak of Severe Acute Respiratory Syndrome (SARS) in 2003 and the Coronavirus Disease 2019 (COVID-19) pandemic between 2020 and 2022. The CAD took a proactive approach in supporting the industry to ensure the safety and stability of aviation operations and assisted airlines to tide over the crisis.

2003年「沙士」疫情

2003年3月開始爆發「沙士」，導致全球航空客運需求量下降，多間航空公司曾因此停辦來港的航空服務，本地航空公司甚至把定期客運航班的數目減半。幸而，隨着世界衛生組織於2003年5月撤除對香港的旅遊忠告後，市場迅速復元，定期航班服務更改申請因此大幅增加。民航處積極協調，以助航空公司盡快恢復正常服務。

民航處除積極協調航班服務恢復外，亦參與制定和實施防疫措施，提升旅客信心。當中包括統籌及協助國際民航組織評核香港國際機場的防疫措施，以確保各項措施完全符合該組織的建議。此外，民航處發出危險品通告，提示航空公司須以空運傳染性貨物的最高規格，運送「沙士」化驗樣本進出或途經香港。與此同時，載容量大跌，大量本港航機暫停服務期間，民航處亦繼續確保所有飛機仍然保持適航標準。



Outbreak of SARS in 2003

The outbreak of SARS in March 2003 triggered a worldwide reduction in demand for passenger air travel, leading to the suspension of air services to Hong Kong by a number of airlines, while local carriers had to cut their scheduled passenger flights by half. Fortunately, after the lifting of travel advisory against Hong Kong by the World Health Organization in May 2003, the market recovered quickly, resulting in a drastic increase in schedule change applications. The CAD had proactively facilitated the airline industry in ensuring their prompt resumption of normal services.

Apart from proactively coordinating the resumption of services, the CAD participated in the development and implementation of anti-SARS precautionary measures to help boost the confidence of the travelling public. These included coordinating and taking part in the ICAO Anti-SARS Airport Evaluation to confirm that the measures implemented at HKIA fully complied with ICAO recommendations. Additionally, the CAD issued a Dangerous Goods Advisory Circular to remind airlines that all SARS specimens to be transported by air to, from or over Hong Kong must be handled with the most stringent air transport standards for cargo containing infectious substances. Throughout the SARS epidemic, while many aircraft of local airlines were temporarily pulled out from service due to the tremendous reduction of passengers, the CAD continued to ensure that the airworthiness standards of all aircraft were being maintained at all times.

◆ 2019冠狀病毒病期間，多架飛機長期停泊在香港國際機場。
During the outbreak of COVID-19, a number of long-layover aircraft were parked at Hong Kong International Airport.



2019冠狀病毒病疫情

2020年全球爆發2019冠狀病毒病，再次嚴重影響航空客運需求。然而，緊急醫療和人道救援物資的運送需求大增，加上電子商貿日益繁重，貨運運力的需求出現前所未有的急劇增長。民航處因應需求的轉變推行因時制宜的措施，迅速為業界提供了多項適切支援，共同應對前所未見的挑戰。其中包括增派人手處理航空公司加開貨運航班和包機的申請、監管大量飛機長期停泊的安排，以及加快處理以客機客艙運載貨物的改裝及營運申請。在確保飛行安全的同時，既快捷回應航空業界的迫切營運需要，亦促進了疫苗和醫療用品的航空運輸。另外，民航處向業界提供一系列有關加快及簡化航班申請的指引，以協助航空公司準備及提交相關航班的申請和資料，並臨時加派人手處理航空公司的航班申請，支援業界營運。

Outbreak of COVID-19

The global outbreak of COVID-19 in 2020 again fiercely affected the demand for air passenger services. In spite of cancellations of passenger services, there was a growing demand for air transport of urgent medical and humanitarian supplies and a heavy reliance on e-commerce. In response to this shifted demand, the CAD made swift arrangements and worked closely with industry partners to handle the unprecedented challenges together. These included deploying extra manpower to process flight applications from airlines for additional cargo and chartered flights, overseeing the arrangement of the increased number of long-layover aircraft, and expediting the handling of airlines' applications for modification and operation of aircraft for the transportation of cargo in passenger cabin. Without compromising flight safety, the CAD promptly responded to the pressing operational needs of the aviation industry, and facilitated the transport of vaccines and medical supplies by air. The CAD also provided the industry with a series of guidelines on expediting and simplifying flight applications, in order to assist airlines in preparing and submitting such applications, and redeployed extra manpower temporarily to facilitate the processing of flight applications from airlines and support industry operations.

與此同時，根據《全球機場時刻準則》，航空公司在航季內使用獲分配航班時刻的比率至少須達八成，才能在來年的相同航季保留該等航班時刻。為減輕疫情對航空業的影響，民航處分別在2003年3月至10月和2019年8月至2023年3月期間，豁免該八成使用率的要求。

航空業復蘇

隨著旅遊限制於2022年年底放寬，本港航空公司持續加快復飛的步伐。民航處採用既審慎又便利的方式協助本地航空公司實施復航計劃，包括盡早提供監管指引，並優先安排各種與復航相關的技術和營運監察項目，以確保飛機的適航性及航空人員的運作準備和能力，符合相關的安全指引和要求。

因應航空業的疫後復蘇情況，航班時刻使用率的規則在2023年3月開始逐步恢復到六成至及後的八成。上述措施不但賦予航空公司更大彈性以靈活調配航班和規劃業務，亦維持香港國際機場長久建立下來的航空網絡，使香港得以保持國際和區域航空中心的地位。

Meanwhile, according to the Worldwide Airport Slot Guidelines, airlines are entitled to retain a series of slots for the next equivalent season if they were operated at least 80% of the time during the period for which they were allocated. To alleviate the impact on the aviation industry during the pandemics, the CAD suspended the 80% utilisation requirement from March to October 2003 and from August 2019 to March 2023 respectively.

Recovery of the Aviation Industry

With the ease of travel restrictions by the end of 2022, airlines gradually sped up the resumption of their flight services. The CAD took a facilitating yet prudent approach to oil the wheels of the resumption plans of local airlines by providing them with advanced regulatory guidance and prioritising the associated technical and operational oversight activities, to ensure that the airworthiness of aircraft, and the operational readiness and competency of the aviation personnel were in line with the relevant safety guidance and requirements.

Taking into account the post-pandemic recovery of the aviation industry, the slot utilisation requirement was gradually reinstated from March 2023, first to 60% and subsequently to 80%. The above measures not only provided airlines with greater flexibility in aircraft deployment and business planning, but also maintained HKIA's long-established aviation network and Hong Kong's status as a centre of international and regional aviation.



◆ 民航處人員檢查首架經改裝的國泰航空波音777-300ER型號飛機客艙運載貨物的情況。

The CAD officers inspected cargo carriage in passenger cabin of the first modified Cathay Pacific Airways Boeing 777-300ER aircraft.

極端天氣應對

Responding to Extreme Weather



◆ 惡劣天氣正靠近香港國際機場。
Inclement weather is approaching Hong Kong International Airport.

◆ 民航處定期與天文台舉行會議，討論應對極端天氣的策略。
The CAD holds regular meetings with HKO to discuss strategies for managing extreme weather.

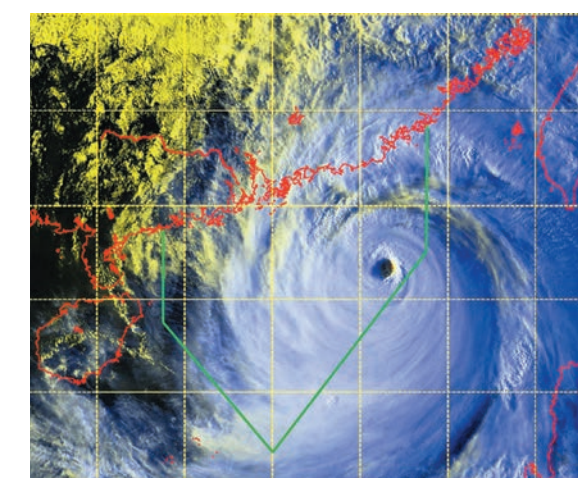
在氣候變化的影響下，極端天氣事件的頻率與強度逐漸增加，對全球民航業構成前所未有的挑戰。尤其香港作為一個繁忙的國際航空樞紐，民航處必須具備高度的應變能力與應急策略，以全方位應對極端天氣，確保香港國際機場和香港飛行情報區的航班運作安全有序。

民航處與天文台一直以來有着緊密的合作關係。當預測到極端天氣事件，例如有廣泛雷暴即將來臨時，天文台會預早為民航處提供詳細的預報，包括極端天氣對香港國際機場和香港飛行情報區的航班運作可能造成的影響，令民航處能夠實施有效的航空交通流量管理措施。通過這種協作，民航處能夠及早識別和評估風險，主動執行必要的應對措施。



Under the influence of climate change, the frequency and intensity of extreme weather events are gradually increasing, posing unprecedented challenges to the global civil aviation industry. Particularly in Hong Kong, a busy international aviation hub, the CAD must possess a robust level of resilience and contingency management strategies to holistically handle extreme weather, ensuring the safe and orderly air traffic operations of HKIA and HKFIR.

The CAD has long maintained a close cooperative relationship with the Hong Kong Observatory (HKO). When extreme weather events are anticipated, such as widespread thunderstorms, the HKO provides detailed forecasts to the CAD as early as possible, including potential impacts on air traffic operations of HKIA and HKFIR due to extreme weather. These forecasts enable the CAD to implement effective air traffic flow management measures. Through this collaborative effort, the CAD can identify and assess risks proactively and implement necessary response measures.



◆ 2025年9月24日，超強颱風「華加沙」之衛星雲圖。該颱風最大陣風風速超過每小時295公里，對香港構成威脅，並橫過香港飛行情報區。
Satellite image of Super Typhoon "Ragasa", with maximum wind gusts exceeding 295 km/h, posing threat to Hong Kong and passing through Hong Kong Flight Information Region on 24 September 2025.



為加強民航處、香港天文台與其他航空交通服務和氣象服務提供者之間的合作，民航處處長廖志勇(右五)和香港天文台台長陳栢緯(右三)於2025年12月與多個歐洲和亞太區代表簽訂有關加強航空氣象合作的意向書。

To strengthen collaboration among the CAD, HKO and other providers of air traffic services and meteorological services, the Director-General of Civil Aviation, Mr Victor Liu (fifth right), and the Director of the Hong Kong Observatory, Dr Chan Pak-wai (third right), signed a Letter of Intent on "Strengthening Aviation Meteorology Collaboration" with representatives from Europe, Asia and Pacific regions in December 2025.

此外，在極端天氣事件發生前，例如當颱風迫近香港時，民航處會與香港機場管理局及航空公司展開全面的準備工作，確定所有相關設施均處於正常運作狀態，包括檢查所有空中導航服務設備和機場設施，確保能夠抵禦強風和暴雨的考驗。

In addition, before the occurrence of extreme weather events, such as when a typhoon approaches Hong Kong, the CAD works with AAHK and airlines to carry out comprehensive preparations, and ensures that all relevant facilities are functioning properly. This includes inspecting all air navigation service equipment and airport facilities to check that they can withstand strong winds and heavy rain.

在極端天氣過後，相關設施會接受檢查和評估，識別可能造成的損壞，並盡快安排復修，以保障空中導航服務和機場運作無間。另外，民航處和香港機場管理局會根據實際情況聯同航空公司調整在香港國際機場起降的航班時刻，優化各項資源配置，使香港國際機場和香港飛行情報區的航班運作有序地回復正常。

After extreme weather events, inspections and assessments are promptly conducted on relevant facilities to identify any possible damage while arranging the earliest possible repair, safeguarding uninterrupted air navigation services and airport operations. Besides, depending on actual circumstances, the CAD and AAHK may adjust flight schedules for departures and arrivals at HKIA in collaboration with airlines. This helps optimise resource allocation, allowing air traffic operations at HKIA and within HKFIR to resume normal in an orderly manner.



香港機場管理局啟動機場緊急應變中心，以助不同部門及機構協調和溝通。
AAHK activated the Airport Emergency Centre to facilitate coordination and communications among various departments and organisations.

民航處主動管理及應對極端天氣的挑戰。透過與天文台、香港機場管理局和航空公司等各方的協作，即使在極端天氣的威脅下，仍能有效地維持香港國際機場和香港飛行情報區的航空交通運作安全有序。這種高度的應變能力，令香港在不斷變化的環境中繼續扮演國際航空樞紐的角色。

The CAD proactively manages and addresses extreme weather challenges. Through collaborations with HKO, AAHK and airlines, despite the threat of extreme weather, the safe and orderly air traffic operations of HKIA and HKFIR can be effectively maintained. This robust level of resilience enables Hong Kong to continue fulfilling its role as an international aviation hub amid an ever-changing environment.

航空安全策略

Strategies for Aviation Safety



◆ 2009年，國際民航組織對香港航空系統進行安全監督審查。
ICAO conducted a Safety Oversight Audit on Hong Kong's aviation system in 2009.

80年來，民航處秉持「安全第一」的核心價值，以具前瞻性的安全策略應對航空交通增長及全球疫情等不同挑戰，確保香港航空系統安全穩健。

國際民航組織對香港航空系統進行安全監督審查

民航處及本港航空業界努力不懈，為國際民航組織於2009年2月26日至3月6日在香港展開審查計劃的實地審查階段作好準備。香港在維持有效的安全監察系統方面，整體得分為94.47%，在國際民航組織的審查計劃記錄中排名第五，相對於當時（截至2009年11月）完成審查的136個民航當局，全球平均得分為57.74%。

For 80 years, the CAD has adhered to the core value of "Safety First". Through forward-looking safety strategies, the CAD has successfully navigated various challenges, including air traffic growth and the global pandemic etc., while ensuring Hong Kong's aviation system maintains high safety standards and reliability.

The ICAO's Safety Oversight Audit on Hong Kong's Aviation System

After a long period of diligent preparation by the CAD and our aviation industry, the on-site phase of the ICAO's audit was conducted in Hong Kong between 26 February and 6 March 2009. Hong Kong achieved an overall score of 94.47% in the effective implementation of a safety oversight system, representing the fifth highest score in the ICAO's audit record, compared with the global average score of 57.74% among the 136 civil aviation authorities audited (as of November 2009).

完善安全管理體系

為奠定安全基礎，民航處建立完善管理體系，統籌實施《香港航空安全方案》，並採用國際民航組織的《持續監察方法》。

就香港的航空安全法例框架而言，香港已就國際民航組織有關安全管理的標準和建議措施，制訂相關的法例、運作規例及指引資料，以符合國際和本地標準的方式管理航空安全。民航處會不時檢討航空安全法例、運作規例、指引資料及執行政策，以確保航空安全法例繼續適用於香港，並與香港的實際情況相符。為衡量香港航空系統的安全表現，民航處已制訂安全表現指標，協助就安全表現持續進行衡量和監察。安全表現指標的詳情載於《香港航空安全計劃》。

在航空運作方面，香港已制訂監管規定，要求相關服務提供者實施獲民航處認可的安全管理系統。服務提供者在實施安全管理系統時，須辨識其航空運作中涉及的安全隱患和管理相關的安全風險，確保航空安全。民航處將視乎情況持續更新監管要求，使相關要求與服務提供者的實際航空運作情況相符。



◆ 2025年11月，民航處副處長黃嘉華(左)以國際民航組織亞太地區區域航空安全小組副主席身份出席該小組第15次會議。

The Deputy Director-General of Civil Aviation, Ms Clara Wong (left), attended the 15th Meeting of ICAO Asia Pacific Regional Aviation Safety Group in the capacity of Vice-Chairperson in November 2025.

Enhancing the Safety Management System

The CAD has established a comprehensive management system to lay a solid foundation for aviation safety through coordinating the implementation of the Hong Kong Aviation Safety Programme and adopting ICAO's Continuous Monitoring Approach.

In respect of Hong Kong's aviation safety legislative framework, pursuant to ICAO SARPs relating to safety management, Hong Kong has promulgated legislation, operating regulations and guidance materials which define how aviation safety is managed in compliance with the international and local standards. The aviation safety legislation, operating regulations, guidance materials and implementation policies are reviewed by the CAD from time to time to ensure that they remain relevant and applicable to Hong Kong. To measure the safety performance of Hong Kong's aviation system, safety performance indicators have been established by the CAD to facilitate ongoing safety performance measurement and monitoring. Details of safety performance indicators are set out in the Hong Kong Aviation Safety Plan.

On the aviation operational front, Hong Kong has established the regulatory requirements to mandate relevant service providers to implement a safety management system accepted by the CAD. In implementing the safety management system, the service providers are also required to identify safety hazards and manage safety risks in their respective aviation operations with a view to ensuring aviation safety. The CAD will continue to update the regulatory requirements as appropriate, so that they remain relevant and appropriate to the service providers.



因應複雜的環境變化，民航處持續優化安全監督系統和參照國際標準更新安全方案，以提升業界韌性與安全管理效能。民航處亦定期舉辦安全論壇匯聚專家推廣安全文化，強化安全管理與應變能力。

◆ 民航處分別於2024年和2025年舉辦航空安全管理簡介會和論壇，協力與香港航空業界深化對航空安全的承諾。
The CAD organised aviation safety briefing and forum in 2024 and 2025 respectively to strengthen the commitments to aviation safety in collaboration with the aviation industry in Hong Kong.

In response to the complex and evolving ecosystem, the CAD continuously refines the safety oversight system and updates the Hong Kong Aviation Safety Programme through making reference to international standards so as to enhance industry resilience and promotes effective safety management. The CAD also regularly holds safety forums to promote safety culture. These events bring experts together to strengthen the safety management and foster adaptive capacity.



參與國際和區域安全合作

民航處積極參與國際合作，付出的努力獲國際社會高度認可。民航處代表自2014年起擔任國際民航組織亞太地區區域航空安全小組主席或副主席，並於2025年2月牽頭籌劃國際民航組織在曼谷舉辦的安全管理研討會，吸引30個民航當局逾600人參與。民航處亦協助制定《亞太地區區域航空安全計劃（2026-2028年版）》，與區域夥伴制定安全策略。

安全是民航處的首要任務。民航處在香港致力提供安全、有效率及可持續發展的航空運輸系統，並會繼續努力加強對航空業界各職能領域的安全監督和表現監察，持續促進與各持份者（包括監管機構及服務提供者）之間的安全推廣，鼓勵各持份者建立安全夥伴關係，以加強國際和區域航空合作。

Engaging in International and Regional Safety Cooperation

The CAD actively participates in international affairs, and the efforts receive high recognition from the international community. Since 2014, the CAD representative has served as Chairperson or Vice-Chairperson of the ICAO Asia Pacific Regional Aviation Safety Group. The CAD also took the lead to plan the ICAO Safety Management Seminar in Bangkok in February 2025, which attracted over 600 participants from 30 civil aviation authorities. Furthermore, the CAD is assisting in the development of the Asia Pacific Regional Aviation Safety Plan (2026-2028), formulating safety strategies in collaboration with regional partners.

Safety is the highest priority of the CAD. In upholding the commitment to provide a safe, efficient and sustainable air transport system in Hong Kong, the CAD will strive to continuously enhance the safety oversight and performance monitoring of all functional areas in aviation, and will also continue to facilitate safety promotion with and amongst the stakeholders (including the regulators and service providers), and encourage safety partnership, in order to strengthen international and regional aviation cooperation.

航空保安策略 Strategies for Aviation Security

回望80年前，香港的航空保安與世界各地一樣仍處於起步階段。當時民航客運活動尚未普及，旅客在登機前主要接受簡單的人手檢查。隨着國際航空運輸在1960和1970年代迅速發展，全球逐步建立較明確的航空保安框架。

2001年的911事件，促使全球民航業重新審視當時的保安措施。事件發生後，民航處馬上要求香港機場管理局、機場保安有限公司等機構加強香港國際機場的保安措施，包括對旅客及手提行李進行第二次搜查，加強戒備和巡邏等行動。同時，民航處亦發出保安指示，禁止旅客攜帶刀具或帶有刀刃的物品進入機場禁區和機艙範圍。民航處一直與其他民航當局保持緊密聯繫，交換保安資訊，並且協助航空公司按照個別航空當局的要求實施額外的保安措施。

Looking back 80 years, similar to other places around the world, aviation security in Hong Kong was still at an early stage. Commercial air travel was uncommon, and passengers were mainly subject to simple hand searches before boarding. As international air transport expanded rapidly in the 1960s and 1970s, a clearer global framework for aviation security was gradually established.

The September 11 incident in 2001 prompted the global aviation community to reassess existing security measures. In response, the CAD promptly requested AAHK, Aviation Security Company Limited (AVSECO) and other relevant parties to implement increased security measures at HKIA, including secondary search of passengers and their carry-on bags, enhanced vigilance and patrol. The CAD also issued security directions prohibiting the carriage of knives or bladed items into the airport restricted area and the aircraft cabin. Meanwhile, the CAD has maintained close liaison with other civil aviation authorities to exchange security-related information and help airlines carry out additional security measures as required by their respective authorities.



◆ 香港國際機場引入智能保安檢查系統。(相片鳴謝：香港機場管理局)
Introduction of Smart Security Screening System at Hong Kong International Airport. (Photo Credit: Airport Authority Hong Kong)

民航處將繼續因應風險變化和科技發展審視保安措施，並與本地、內地和國際合作夥伴緊密協作，維持嚴謹、有效和具前瞻性的航空保安框架，支持香港作為國際和區域航空中心的長遠發展。

The CAD will continue to review aviation security measures in response to evolving risks and technological advancements. Working closely with local, Chinese Mainland and international partners, the CAD remains committed to maintaining a robust, effective and forward-looking aviation security framework that supports the long-term development of Hong Kong as a centre of international and regional aviation.



聯通之力

POWER OF CONNECTIVITY

內地協作與國際交流

Mainland Collaboration and International Exchange

參與國際和內地會議

Participation in International and Chinese Mainland Meetings

民航處自成立以來，便一直積極參與國際和區域民航事務。為遵行《基本法》的規定，保持香港國際和區域航空中心的地位，以及配合履行國際民航組織的《區域空中航行計劃》所規定的職責，民航處繼續積極參與國際民航組織的活動，以「中國香港」名義參與非只限國家參加的技術會議、座談會及研討會等，也以中國代表團成員身分出席只限國家參加的國際民航組織會議。歷年來民航處代表多次主持小組或區域會議，在不同的民航技術議題上提供專業意見，協助國際民航組織彙編指引。民航處繼續以「中國香港」的名義，支持亞太經合組織的民航相關活動和措施，並向該組織提供民航技術事宜的意見及資料。

Since its establishment, the CAD has been actively engaging in international and regional civil aviation affairs. To maintain the status of Hong Kong as a centre of international and regional aviation in accordance with the provisions of the Basic Law and to facilitate the discharge of the responsibilities under the Regional Air Navigation Plan of ICAO, the CAD actively participates in technical meetings, symposiums and seminars, etc. which are not limited to States under the name "Hong Kong, China", while also joining meetings which are limited to States as part of the delegation of China. Over the years, the CAD has chaired many groups or regional meetings and provided professional comments to help ICAO formulate guidelines on different technical issues. The CAD has also consistently supported civil aviation-related activities and initiatives of Asia-Pacific Economic Cooperation (APEC) under the name "Hong Kong, China" and handled requests relating to APEC involving provision of comments and information on technical matters related to civil aviation.

◆ 2024年9月，民航處處長廖志勇（前排左六）率領民航處代表，以中國代表團成員身分出席於加拿大蒙特利爾舉行的國際民航組織第14屆空中航行大會。中國民用航空局副局長馬兵（前排左七）為中國代表團團長。

The Director-General of Civil Aviation, Mr Victor Liu (front row, sixth left), led the CAD representatives to attend the ICAO 14th Air Navigation Conference in Montreal, Canada, as part of the delegation of China in September 2024. The deputy Administrator of the Civil Aviation Administration of China, Mr Ma Bing (front row, seventh left) was the head of the delegation of China.



◆ 2022年7月疫情期間，民航處處長廖志勇(右)出席於韓國仁川舉行的第57屆亞太地區民航局局長會議期間，與時任國際民航組織理事會主席Salvatore Sciacchitano(中)和國際民航組織秘書長Juan Carlos Salazar(左)合照。
The Director-General of Civil Aviation, Mr Victor Liu (right), is pictured with the then President of the ICAO Council, Mr Salvatore Sciacchitano (centre), and the Secretary General of the ICAO, Mr Juan Carlos Salazar (left), during the 57th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, held in Incheon, Korea in July 2022 during the pandemic.



民航處的專家亦擔任與航空有關的國際組織會議及專家組會議的主要職務，與業界和全球的航空業持份者，共同商討和制定發展的策略及指引，為世界航空業的發展出力。這些領導的角色體現了民航處促進國際合作與發展的承諾。透過與區內民航當局和國際組織的合作和交流，進一步推動亞太地區航空業的發展。

Having taken up key roles in aviation related conferences of international organisations and panel meetings, the CAD experts collaboratively discussed and formulated development strategies and guidance with industry partners and global aviation stakeholders, contributing to the world's aviation development. These leadership roles demonstrated the CAD's commitment in fostering international cooperation and development. Through cooperation and exchanges with civil aviation authorities of the region as well as international organisations, the development of the aviation industry in the Asia and Pacific regions is further promoted.

◆ 2024年7月，時任民航處副處長胡志光(右二)以國際民航組織亞太地區空中航行規劃和實施小組轄下通訊、導航及監察分組主席身份，主持該分組第28次會議。
The then Deputy Director-General of Civil Aviation, Mr Richard Wu (second right), chaired the 28th Meeting of the Communications, Navigation and Surveillance Sub-group of ICAO Asia Pacific Air Navigation Planning and Implementation Regional Group in July 2024.



◆ 2003年9月，時任民航處處長林光宇(右三)於加拿大蒙特利爾擔任國際民航組織第11次空中航行大會主席。
The then Director-General of Civil Aviation, Mr Albert Lam (third right), chaired the ICAO 11th Air Navigation Conference in Montreal, Canada in September 2003.



◆ 2011年9月，時任民航處處長羅崇文(左二)和時任助理處長伍崇正(左一)分別以亞太地區空中航行規劃和實施小組主席和航空交通管理/航行情報服務/搜索及拯救分組主席身份出席及主持會議。
The then Director-General of Civil Aviation, Mr Norman Lo (second left) and the then Assistant Director-General of Civil Aviation, Mr Colman Ng (first left) attended the Meeting as the Chairman of the Asia Pacific Air Navigation Planning and Implementation Regional Group and the Chairman of Air Traffic Management / Aeronautical Information Service / Search and Rescue Sub-group respectively in September 2011.



◆ 2017年8月，時任民航處處長李天柱(左)在蒙古烏蘭巴托舉行的第54屆亞太地區民航局局長會議期間負責主持航空安全及航空導航的議程。
The then Director-General of Civil Aviation, Mr Simon Li (left), acted as the moderator of an agenda item on Aviation Safety and Air Navigation during the 54th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, held in Ulaanbaatar, Mongolia in August 2017.

自回歸祖國以來，民航處主動融入國家發展大局，與中國民用航空局等單位就民航議題進行深入交流並探討在國家和民航發展的新機遇下，繼續加強緊密合作，以鞏固和提升香港作為國際和區域航空中心的地位。

The CAD proactively integrates into the overall development of China since Hong Kong's return to the motherland. The CAD works closely with the Civil Aviation Administration of China and various offices, exchanges views on civil aviation topics, and seeks ways to further strengthen close cooperation under the new opportunities of national and aviation development to consolidate and strengthen Hong Kong's status as a centre of international and regional aviation.



2024年6月，民航處處長廖志勇(右三)到訪廣州，與中國民用航空局中南地區管理局局長李雙臣(左五)會面，就低空經濟等議題交換意見。
In June 2024, the Director-General of Civil Aviation, Mr Victor Liu (third right), exchanged views with the Director-General of the Central and Southern Regional Administration of the Civil Aviation Administration of China, Mr Li Shuangchen (fifth left), on various topics including low-altitude economy during his visit to Guangzhou.



2025年5月，民航處處長廖志勇(左二)到訪北京，與中國民用航空局空中交通管理局局長苗旋(右二)會面，加強雙方在航空交通管理上的合作。
In May 2025, the Director-General of Civil Aviation, Mr Victor Liu (second left), visited Beijing and met with the Director-General of the Air Traffic Management Bureau of the Civil Aviation Administration of China, Mr Miao Xuan (second right), to further strengthen cooperation in air traffic management.



2024年7月，民航處處長廖志勇(左三)出席2024年度民用空中航行服務組織亞太區會議。
In July 2024, the Director-General of Civil Aviation, Mr Victor Liu (third left), attended the Civil Air Navigation Services Organisation Asia Pacific Conference 2024.

展望將來，民航處將繼續透過與國際組織和內地同業進行會議，與各航空夥伴保持緊密合作，並繼續支持國際民航組織推動全球航空發展的措施，以及推進香港與內地在民航發展、航空安全和技術合作等領域建立更緊密合作，進一步提升協作效率及深化合作關係。

Looking ahead, the CAD through participating in meetings with international organisations and the Chinese Mainland counterparts, will continue to maintain close cooperation with the aviation partners and continue to support ICAO's global aviation development initiatives. The CAD will also establish closer ties with the Chinese Mainland in the areas including aviation development, aviation safety and technical cooperation with a view to further enhancing collaboration efficiency and strengthening partnership.



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簽署合作諒解備忘錄 Signing of Memorandums of Understanding

區域協作與國際交流： 為民航處建立互信夥伴關係

民航處作為國際航空樞紐的重要監管機構，一直積極推動與中國內地、澳門和國際夥伴的合作。透過簽署多項合作諒解備忘錄與合作安排，民航處不僅強化了區域航空協調，更提升了國際航空安全與效率的標準。這些協議體現了香港在「一國兩制」下的獨特角色，香港未來將繼續作為聯通國家與世界的橋樑，推動航空業邁向新里程。

Regional Collaboration and International Exchange: Establishing Trusted Partnerships for the CAD

As a key regulatory body of an international aviation hub, the CAD has been actively promoting cooperation with partners in the Chinese Mainland, Macao, and internationally. Through signing multiple memorandums of understanding and cooperation arrangements, the CAD has not only strengthened regional aviation coordination but also enhanced standards of international aviation safety and efficiency. These agreements reflect Hong Kong's unique role under the "One Country, Two Systems". Hong Kong will continue to serve as a bridge connecting China and the world, advancing the aviation industry to new milestones.



◆ 2018年5月，中國民用航空局、香港民航處和澳門民航局簽署《C919飛機運行評審的合作安排》。

The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao signed the Cooperation Arrangement on Operational Evaluation of C919 Aircraft in May 2018.



◆ 2021年11月，中國民用航空局、香港民航處和澳門民航局簽署《聯合維修管理合作安排》。

The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao signed the Joint Maintenance Management Cooperation Arrangement in November 2021.

與中國內地和澳門的協作： 深化區域融合

自2001年起，民航處與中國民用航空局和澳門民航局共同建立了《聯合維修管理》的平台，以促進三地就飛機持續適航事宜的協調和合作，成為區域合作的重要里程碑。其後，三方分別於2006年和2013年簽訂了《互相認可航空器維修單位批准合作安排》和《相互認可航空器維修培訓機構批准合作安排》，使飛機維修和培訓機構可以更靈活地為三地的航空業界服務，同時減少重複審批程序，提升效率。2021年，三地進一步簽訂《聯合維修管理合作安排》，相互認可三地飛機維修人員執照持有人的資歷，促進三地的飛機維修人員流動和為相關人員提供更多的工作機會。

Collaboration with Chinese Mainland and Macao: Deepening Regional Integration

Since 2001, the Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao jointly established the Joint Maintenance Management (JMM) platform to facilitate coordination and cooperation on aircraft continued airworthiness among the three places, marking an important milestone in regional collaboration. Subsequently, in 2006 and 2013, the three parties signed the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Organisations and the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations respectively, allowing maintenance and training organisations to serve the aviation industry across the three places with more flexibility, reducing duplicate approval processes, and improving efficiency. In 2021, the three places further signed the Joint Maintenance Management Cooperation Arrangement, recognising the qualifications of aircraft maintenance licence holders, promoting personnel mobility and providing more job opportunities to relevant personnel of the three places.



◆ 2006年6月，中國民用航空局、香港民航處和澳門民航局簽署《互相認可航空器維修單位批准合作安排》。
The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao signed the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Organisations in June 2006.

此外，為推動三地在適航審定方面的合作，自2009年，三方在《聯合審定管理》的平台下簽訂了一系列關於適航審定的合作安排和合作諒解備忘錄，推動三地在適航證、設計更改和零部件製造商批准書等方面的互認合作，減省航空公司在申請審定及使用飛機及其零部件時所涉及的重複技術評估、試驗和檢查，進一步提升效率。

Moreover, to promote cooperation in airworthiness certification, the three parties, since 2009, signed a series of Cooperation Arrangements and Memorandums of Understanding under the Joint Certification Management (JCM) platform, promoting mutual recognition in aspects such as airworthiness certificates, design changes and parts manufacturer approvals, thereby reducing repetitive technical assessments, tests and inspections by airlines in applying for certification and use of aircraft and parts, further improving efficiency.

而在2024年簽訂的《聯合運作管理安排》則建立運行管理合作平台，促進安全資訊聯通，優化運行合格審定程序，持續提升三地的航空安全和運行效率。

The Joint Operations Management (JOM) arrangement signed in 2024 established an operations management cooperation platform to facilitate safety information connectivity, optimise operational certification procedures, and continuously enhance aviation safety and operational efficiency in the three places.



◆ 2024年11月，中國民用航空局、香港民航處和澳門民航局簽署《聯合運行管理合作安排》及《適航審定緊密合作的諒解備忘錄》（修訂）。
The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao signed a Cooperation Arrangement on Joint Operation Management and an Amendment to the Memorandum of Understanding on Closer Cooperation on Airworthiness Certification in November 2024.



◆ 2023年10月，香港民航處與新加坡民航局於出席第58屆亞太地區民航局長會議期間，簽訂更新版本的航空維修機構認可技術安排。
The CAD and the Civil Aviation Authority of Singapore signed an updated Technical Arrangement on Aviation Maintenance, during the 58th Conference of Directors General of Civil Aviation, Asia and Pacific Regions in October 2023.

國際合作：拓展全球航空網絡

在國際層面，民航處與歐洲航空安全局、美國聯邦航空局和澳洲民航安全局等國際民航機構簽訂了一系列的工作安排，涵蓋飛機適航審定、持續適航和設計更改等領域。此外，民航處也分別與加拿大民航局和新加坡民航局簽署了技術安排，互認飛機維修許可。以上的工作安排和技術安排透過技術交流與互認，不僅提升航空安全和監管效率，更鞏固香港作為國際航空樞紐的地位，促進全球航空業的協作發展。

International Cooperation: Expanding the Global Aviation Network

At the international level, the CAD has signed a series of working arrangements with international civil aviation bodies such as the European Aviation Safety Agency, the Federal Aviation Administration of the United States, and the Civil Aviation Safety Authority of Australia, covering areas including airworthiness certification, continued airworthiness and design changes. Besides, the CAD has also signed technical arrangements with the Civil Aviation Directorate of Transport Canada and the Civil Aviation Authority of Singapore respectively for mutual recognition of aircraft maintenance approvals. These agreements through technical exchanges and mutual recognition have not only enhanced aviation safety and regulatory efficiency but also reinforced Hong Kong's position as an international aviation hub, fostering global collaboration and industry development.



◆ 2011年3月，香港民航處和歐洲航空安全局簽署了一項有關合作審批補充型號合格證的工作安排。
The CAD and the European Aviation Safety Agency signed a Working Arrangement on Cooperation in Supplemental Type Certification in March 2011.

主辦國際會議及研討會

Hosting of International Conferences and Seminars

香港作為國際和區域航空中心，一直致力於推動航空業的發展與創新。多年來，民航處不僅在本地航空安全與管理方面表現卓越，更積極主辦多項國際會議，促進國際間的交流與合作。

2004年，民航處主辦了第41屆亞太地區民航局局長會議，吸引了來自38個國家／行政區與國際組織超過170名代表出席。議程涵蓋了航空導航策劃及實施、衛星通訊及導航監察／航空交通管理系統實施、航空安全、航空保安、航空運輸和技術合作等。

1993年9月，民航處主辦國際民航組織持續適航專家工作組會議。前排右三為時任民航處處長樂肇南。
The CAD hosted the ICAO Continuing Airworthiness Panel Working Group Meeting in September 1993. The third right in the front row was the then Director of Civil Aviation, Mr Peter Lok.



As a centre of international and regional aviation, Hong Kong has always been committed to promoting the development and innovation of the aviation industry. Over the years, the CAD has not only excelled in local aviation safety and management but also actively organised international conferences to foster international exchanges and cooperation.

In 2004, the CAD hosted the 41st Conference of Directors General of Civil Aviation, Asia and Pacific Regions, which attracted over 170 delegates from 38 States/Administrations and international organisations. The agenda covered topics such as air navigation planning and implementation, communications navigation surveillance/air traffic management implementation, aviation safety, aviation security, air transport and technical cooperation.



民航處於2004年11月主辦第41屆亞太地區民航局局長會議。時任民航處處長羅崇文(右)在開幕禮上致辭。
The CAD hosted the 41st Conference of Directors General of Civil Aviation, Asia and Pacific Regions in November 2004. The then Director-General of Civil Aviation, Mr Norman Lo (right), delivered a speech at the opening ceremony.

其後在2014年，民航處再次主辦第51屆亞太地區民航局局長會議，吸引來自40多個國家／行政區與國際組織超過250位代表出席。會議主題為「緊密合作，和衷共濟，共同迎接航空界未來挑戰」。參加者討論了業界的最新議題、規管監察、空中航行規劃、實施與航空交通容量增長、航空運輸的經濟發展、航空與環境，技術和區域合作等。

在2023年，民航處主辦了國際民航組織亞太地區空中航行規劃和實施小組第34次會議，共有來自40個國家／行政區和國際組織約160名代表出席。同時亦主辦了緊接其後的亞太地區區域航空安全小組第13次會議，共有約100名來自28個國家／行政區和國際組織的代表出席。與會者於兩個會議期間就空域管理、航空交通流量管理、航空安全和創新科技等的廣泛議題進行了簡報和討論。

In 2014, the CAD once again hosted the 51st Conference of Directors General of Civil Aviation, Asia and Pacific Regions, attracting over 250 delegates from more than 40 States/Administrations and international organisations. The theme of the conference was "Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization". Participants discussed the emerging issues in aviation, regulatory oversight, air navigation planning, implementation and capacity enhancement, economic development of air transport, aviation and the environment, and technical and regional cooperation.



◆ 2014年11月，民航處主辦第51屆亞太地區民航局局長會議。
In November 2014, the CAD hosted the 51st Conference of Directors General of Civil Aviation, Asia and Pacific Regions.

In 2023, the CAD hosted the 34th Meeting of ICAO Asia Pacific Air Navigation Planning and Implementation Regional Group, which was attended by about 160 representatives from 40 States/Administrations and international organisations. This was followed by the 13th Meeting of ICAO Asia Pacific Regional Aviation Safety Group, with about 100 representatives from 28 States/Administrations and international organisations. During the meeting, participants presented and discussed a wide range of topics, including airspace management, air traffic flow management, aviation safety, and emerging technologies.



◆ 2023年12月，民航處處長廖志勇(左一)於國際民航組織亞太地區區域航空安全小組第13次會議上致開幕辭。
In December 2023, the Director-General of Civil Aviation, Mr Victor Liu (first left), delivered opening remarks at the 13th Meeting of ICAO Asia Pacific Regional Aviation Safety Group.

民航處通過主辦這些國際會議，不僅提升了香港在國際航空界的地位，也為全球航空業的發展提供了寶貴的經驗與資源。這些活動展示了香港作為國際和區域航空中心的實力與影響力，並進一步推動了航空業的安全與效率。未來，民航處將繼續積極參與國際合作，為全球航空業的發展作出更大的貢獻。

By hosting these international conferences, the CAD has not only enhanced Hong Kong's status in the international aviation community but also provided valuable experience and resources for the advancement of the global aviation industry. These activities have demonstrated Hong Kong's strength and influence as a centre of international and regional aviation and have further promoted safety and efficiency in the aviation industry. In the future, the CAD will continue to actively participate in international cooperation and make greater contributions to the development of global aviation.

借調至國際民航組織 Secondment to ICAO

除了主辦和參與國際會議之外，民航處亦會從一眾同事中物色合適人員，借調至國際民航組織的海外崗位，當中包括國際民航組織位於加拿大蒙特利爾的總部、位於泰國曼谷的亞太地區辦事處（亞太辦）和位於中國北京的亞太地區飛行程序辦公室。

借調至國際民航組織總部的人員，於中國常駐國際民航組織理事會代表處（代表處）出任顧問，協助代表處處理不同工作，出席國際民航組織大會、各級會議和其他活動，以掌握有關國際民航組織的標準和建議措施的最新動向，並向民航處匯報。另外，借調人員亦負責促進民航處與代表處、以至與國際民航組織的聯繫工作。

Apart from hosting and participating in international conferences, the CAD also identifies appropriate candidates among its officers to be seconded to overseas posts in ICAO Headquarters in Montréal, Canada, ICAO Asia and Pacific (APAC) Office in Bangkok, Thailand, and ICAO APAC Flight Procedure Programme (FPP) Office in Beijing, China.

Officers seconded to the ICAO Headquarters took up the post of Adviser in the Permanent Mission of China to the ICAO (the Mission), assisting the Mission in its work, and attending meetings of ICAO Assembly, various conferences and other activities, so as to keep abreast of the latest developments of ICAO SARPs and to report such developments to the CAD. Moreover, the seconded officers were also responsible for facilitating the liaison work between the CAD and the Mission, as well as between the CAD and ICAO.



◆ 民航處借調人員（左）擔任中國常駐國際民航組織理事會代表處顧問。
A CAD seconded officer (left) was appointed as Adviser to the Permanent Mission of China to ICAO.



◆ 國際民航組織位於加拿大蒙特利爾的總部。
ICAO Headquarters in Montréal, Canada.



◆ 民航處借調人員於中國常駐國際民航組織理事會代表處外留影。
A CAD seconded officer outside the office of the Permanent Mission of China to ICAO.



◆ 另一民航處借調人員於中國常駐國際民航組織理事會代表處外留影。
Another CAD seconded officer outside the office of the Permanent Mission of China to ICAO.

此外，國際民航組織會因應工作需要向締約國和地區借用人員出任秘書處職位。民航處曾派出經驗豐富的飛行程序設計員，到位於中國北京的國際民航組織亞太地區飛行程序辦公室擔任總儀表飛行程序設計導師，為該辦公室規劃和教授飛行程序課程，以培養締約國和地區在儀表飛行程序方面的能力。除此之外，民航處曾派出機場安全、航空交通工程和航空交通管理的專家，協助亞太辦有關分組工作，包括促進締約國和地區規劃和實施國際民航組織的規定、制定地區指引文件、向締約國和地區提供緊密技術支援和協調，並會於亞太辦主辦的會議（例如亞太地區民航局局長會議、亞太地區空中航行規劃和實施小組、亞太地區區域航空安全小組等）中擔當秘書處統籌和支援工作。

ICAO also seeks seconded staff from Contracting States and Administrations to take up posts in the Secretariat to meet work requirements. The CAD has sent experienced flight procedure designers to become the Chief Instrument Flight Procedure Design Instructor in the ICAO APAC FPP Office in Beijing, China to plan and deliver courses on flight procedures, with the aim of developing Contracting States' and Administrations' capabilities in the instrument flight procedure domain. In addition, the CAD has assigned specialists in aerodrome safety, air traffic engineering and air traffic management in succession to assist the relevant sections in the ICAO APAC Office in their work. The work included fostering the planning and implementation by the Contracting States and Administrations of the ICAO provisions, developing regional guidance documents, rendering closer technical support and coordination for the Contracting States and Administrations, as well as taking up secretariat coordination and support work for conferences held by the ICAO APAC Office, e.g. Conference of Directors General of Civil Aviation, Asia and Pacific Regions, Asia Pacific Air Navigation Planning and Implementation Regional Group and Asia Pacific Regional Aviation Safety Group.



◆ 民航處借調人員(左一)於馬尼拉國際機場提供現場技術建議。
A CAD seconded officer (first left) provided on-site technical advice at Manila Ninoy Aquino International Airport.

透過借調安排，民航處人員在協助代表處和國際民航組織秘書處的工作之餘，亦有機會擴闊視野，建立與國際民航組織、中國民用航空局和其他民航機構的聯繫，鞏固對國際民航組織的標準和建議措施的了解，並增進外界對香港和民航處的認識。

Through the secondment arrangement, the CAD officers not only assisted the work of the Mission and the ICAO Secretariat in their work, but also had the opportunity to broaden their horizons, establish connections with ICAO, the Civil Aviation Administration of China and other civil aviation organisations, consolidating the understanding of ICAO SARPs, as well as enhancing understanding of Hong Kong and the CAD among the international community.



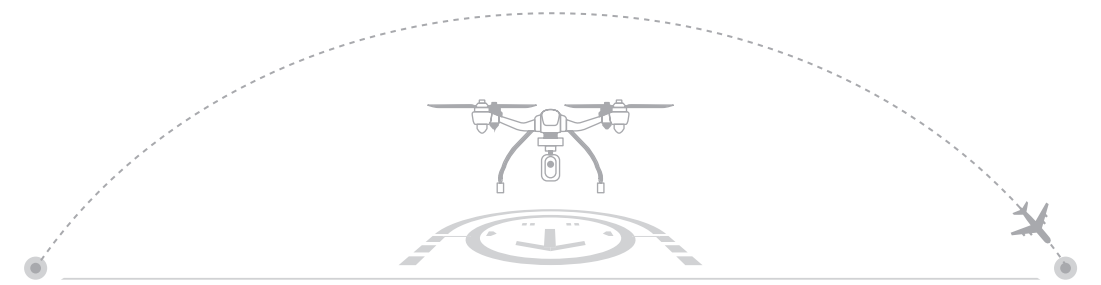
◆ 國際民航組織位於泰國曼谷的亞太辦。
ICAO APAC Office in Bangkok, Thailand.



◆ 民航處借調人員(右一)參與國際民航組織亞太地區航空交通流量管理會議。
A CAD seconded officer (first right) attended an ICAO meeting on Air Traffic Flow Management of the Asia and Pacific regions.



◆ 民航處借調人員為國際民航組織亞太地區空中航行規劃和實施小組會議擔當秘書處統籌和支援工作。
A CAD seconded officer took up secretariat coordination and support work for the ICAO Asia Pacific Air Navigation Planning and Implementation Regional Group Meeting.



未來之窗

WINDOW TO THE FUTURE

青年培育與科技創新

Youth Development and Technological Innovation

民航處遷入新總部

CAD Relocated to New Headquarters

民航處新總部

位於機場島東輝路的民航處新總部於2012年落成啟用。過往分散在不同地點的各分部，終於能夠匯聚同一屋簷下工作，為業界和公眾提供高效率的一站式服務。新總部設備完善，當中包括統一的考試場地、圖書館暨資源中心、多用途演講廳和航空教育徑等。此外，配備了最先進空管系統的航空交通管制中心亦設於新總部內。新總部的設計兼顧可持續發展、創新科技應用、環保和教育等多方面的要求，為未來香港航空業的發展和本地航空專業人才的培育打下穩健的基礎。

New CAD Headquarters

The new CAD Headquarters, located on Tung Fai Road of the Airport Island, was completed and commenced operation in 2012. Divisions that scattered in various locations were finally brought together under one roof to provide efficient one-stop services to the industry and the public. The new Headquarters is equipped with a centralised examination area, a library-cum-resource centre, a multi-purpose auditorium for conferences and seminars, and an aviation education path, etc. It also houses the new Air Traffic Control Centre with a state-of-the-art air traffic management system. Designed with a focus on sustainable development, application of innovative technologies, environmental friendliness and educational purposes, the new Headquarters has laid a solid foundation for the future development of Hong Kong's aviation industry and the grooming of local aviation professionals.



◆ 民航處新總部
The new CAD Headquarters

民航處新徽標

隨着新總部的落成，民航處亦藉此機會更新部門徽標設計，從寓意「香港」和當時香港國際機場兩條跑道的舊徽標，轉用新徽標以更好反映部門理念。新徽標的創作概念源自「飛行中的群鳥」，不但反映民航處以可持續發展的航空運輸系統為先，更與部門理念相輔相成。



The CAD's new logo

With the completion of the new Headquarters, the CAD has taken the opportunity to update the design of the Department's logo. The old logo, which symbolised "Hong Kong" and the two runways of HKIA at the time, has been replaced with a new logo to better reflect the Department's core values. The design of the new logo, "a flock of birds in flight", reflects the CAD's utmost emphasis on a sustainable air transport system, and represents the Department's values.

航空教育徑及青年起航

Aviation Education Path and Youth in Aviation Programme

航空教育徑

為增進各界對航空業發展的認知並吸引年輕人投身航空業，民航處於總部大樓設立共兩層的航空教育徑以推廣航空知識。航空教育徑內設有兩個展廳展示主題展品及設有機場觀景台。透過展品和互動多媒體設施，訪客可以更深入認識與民航息息相關的各個範疇，並了解香港在國際和區域航空業界的角色。

Aviation Education Path

To enhance the public's appreciation of the aviation development and attract young people to pursue careers in aviation, the CAD established the two-storey Aviation Education Path (AEP) in the CAD Headquarters to promote aviation knowledge. The AEP consists of two galleries to showcase a wide variety of exhibits as well as an airport viewing deck. The exhibition items and interactive multimedia systems enable visitors to obtain a deeper understanding of different aspects of civil aviation, and Hong Kong's role in the global and regional aviation industry.



◆ 2024年9月，民航處處長廖志勇(右一)為到訪民航處總部航空教育徑的中國民用航空局局長宋志勇(左一)及其帶領的代表團成員作講解。

The delegation led by the Administrator of the Civil Aviation Administration of China, Mr Song Zhiyong (first left), was guided by the Director-General of Civil Aviation, Mr Victor Liu (first right), during their visit to the Aviation Education Path in September 2024.



航空教育徑自2012年啟用以來，一直為參觀人士提供免費導賞服務。導賞員會向公眾介紹各項主題展品和解說航空相關的有趣主題，內容包括民航處的角色和責任、香港的航空歷史和最新發展、航空交通管制運作、航空安全、航空保安和航空科技等。

航空教育徑一直深受市民歡迎，參觀人士來自不同界別，包括不同年齡的學生、青年和制服團體、社區組織、業界人士和海外訪客等。航空教育徑訪客人數於2023年5月更已突破十萬。

The AEP has been offering free guided tours to public visitors since its opening in 2012. The AEP tour guides introduce themed exhibits to visitors and brief them on interesting aviation-related topics including the roles and responsibilities of the CAD, the history and latest aviation development in Hong Kong, air traffic control operations, aviation safety, aviation security and aviation technologies.

The AEP has been receiving an overwhelming response from the public, and its visitors are from a wide spectrum including students of different ages, youth and uniformed groups, community groups, industry partners and overseas visitors. The AEP has reached the milestone of 100 000 visitors in May 2023.





青少年參與空管塔台模擬器示範環節。
Young people participated in a demonstration session of the air traffic control tower simulator.

青年起航

由民航處和香港交通安全隊合辦的「青年起航」之「航空安全知識專章」計劃於2023年11月11日正式啟動。而此計劃亦配合政府的《青年發展藍圖》，有助加深年輕人對航空業的了解，並培育他們投身航空業的志趣，長遠為香港在國家發展策略中成為國際和區域航空中心作出貢獻。

參加計劃的學員在參與過程中，有機會參觀民航處、香港機場管理局、機場保安有限公司和香港國際航空學院等機構，並出席職業講座。學員經培訓後更可成為民航處航空教育徑的導賞員，學以致用，向公眾分享並推廣航空安全知識。

Youth in Aviation Programme

Jointly organised by the CAD and the Hong Kong Road Safety Patrol (HKRSP), the Aviation Safety Knowledge Badge Scheme under the Youth in Aviation Programme was officially launched on 11 November 2023. The Youth in Aviation Programme aligns with the Government's Youth Development Blueprint aiming to enhance the youth's understanding of the aviation industry and cultivate their aspiration in joining the field, thereby contributing to the long-term development of Hong Kong as a centre of international and regional aviation as set out in the national development strategy.

Participants of the Scheme will have the opportunity to visit organisations such as the CAD, AAHK, AVSECO and the Hong Kong International Aviation Academy (HKIAA), and to attend relevant career talks. Upon successful completion of training, participants may also apply what they have learnt by becoming qualified CAD AEP tour guides, and promote aviation knowledge to the public.

由民航處和香港交通安全隊合辦的「青年起航」之「航空安全知識專章」計劃於2023年11月11日正式啟動。
Jointly organised by the CAD and the HKRSP, the Launching Ceremony of the Aviation Safety Knowledge Badge Scheme under the Youth in Aviation Programme was held on 11 November 2023.



「航空安全知識專章」是民航處「青年起航」系列的首個活動。民航處將繼續與不同青年和制服團體合作，提供多元化的計劃和活動，旨在提升青少年對航空業的認識和興趣，竭力為航空業培育人才。

The Scheme kicked off the CAD's Youth in Aviation Programme series. The CAD will continue to cooperate with different youth and uniformed groups to provide diversified programmes and activities for young people to enhance their understanding of and interests in aviation. Together we strive to nurture talent for the aviation industry.

國產飛機 — C909和C919

Home-developed Aircraft - C909 and C919

民航處應中國民用航空局的邀請，分別自2007年和2012年起參與C909和C919飛機認證項目，致力為國家飛機製造業作出貢獻。

The CAD is committed to advancing the national aircraft manufacturing industry. At the invitations of the Civil Aviation Administration of China, the CAD has been actively participating in the development and evaluation activities of the C909 and C919 aircraft certification projects since 2007 and 2012 respectively.





C909和C919飛機分別於2014年和2022年獲中國民用航空局頒發型號合格證，並投入商業營運。

2023年12月，C909和C919飛機首次出訪內地以外的城市，到訪香港。在訪港期間進行了一系列的活動，包括在香港國際機場的靜態展示和於民航處總部舉辦的交流活動。活動吸引海外和本地航空業界，以及青年團體，合共接近60個團體，500名代表登機參觀。C919飛機更飛越維多利亞港上空作演示。

The C909 and C919 aircraft were certified by the CAAC in 2014 and 2022 respectively, paving the way for their subsequent commercial operations.

In December 2023, C909 and C919 aircraft made their inaugural visit together to Hong Kong for the first time out of the Chinese Mainland. Several events and activities were organised during the visit, including a static display at HKIA and a sharing session at the CAD Headquarters. The events attracted the participation of nearly 60 groups and 500 local and overseas representatives from the aviation industry and youth organisations. Notably, the C919 aircraft also performed a flight demonstration during the visit, executing a fly-past over Victoria Harbour.

2023年12月，C919飛機飛越維多利亞港上空作演示。
In December 2023, the C919 aircraft executed a fly-past over Victoria Harbour.

C909和C919飛機是由中國商用飛機有限責任公司(中國商飛)開發的首兩款噴射式客機。C909飛機是首次按照國際民航規章自行研製的中短程支線客機。C919飛機則是國家首款按照國際通行適航標準自主研製的大型客機，能載客超過190人，適合執行中程航線任務。

The C909 and C919 aircraft are significant milestones as they represent the first two jetliners developed by the Commercial Aircraft Corporation of China (COMAC). The C909 aircraft is the first short-to-medium range regional aircraft developed in accordance with international civil aviation regulations, while the C919 aircraft is the first jetliner developed in accordance with international airworthiness standards, capable of carrying over 190 passengers on medium-haul regional services.





◆ C919助力「滬港同心 相聚上海」香港青年學生實習計劃的起飛儀式於2024年6月1日在香港國際機場舉行。

The C919 inaugural international and regional flight cum Shanghai-Hong Kong joint internship programme launch ceremony was held at Hong Kong International Airport on 1 June 2024.



2024年6月1日，120名香港大學生乘坐由一家中國內地航空公司執飛的C919包機，飛往上海進行實習，實現國產大飛機首次在中國內地以外的商業飛行。該航空公司於2025年元旦開始啟用C919營運上海虹橋至香港的往返航線，其後陸續有其他航空公司以C919營運往來香港的航線。

香港國際機場具備豐富飛機維修人才和資源，以及完善配套，能充分支持C919在香港進行維修工作。香港國際航空學院更在2025年與中國民用航空飛行學院合作開辦首屆見習飛行員培訓課程，為行業培訓更多專業人才。民航處亦與中國商飛合作，透過專業人員交流，互相分享經驗。

民航處會繼續與內地相關單位、有關本地航空公司和本地維修機構保持緊密聯絡，推動人才培訓，亦期待將來有機會參與其他國產飛機項目，一同推動民航事業的高質量發展，為國家和香港航空業作出更大的貢獻。



On 1 June 2024, a historic milestone was achieved when 120 students from Hong Kong universities flew to Shanghai for internships on a C919 charter flight operated by a Chinese Mainland airline. This marked the first commercial flight outside the Chinese Mainland by the home-developed jetliner. Building on the success of this event, the airline launched the Shanghai Hongqiao-Hong Kong scheduled commercial operation with C919 aircraft starting on New Year's Day of 2025. Subsequently, other airlines began operating scheduled commercial services with C919 aircraft to and from Hong Kong.

Hong Kong has a wealth of aircraft maintenance talent, as well as robust resources and comprehensive support facilities at HKIA dedicated to fully support the aircraft maintenance work for C919 in Hong Kong. Furthermore, the HKIAA has collaborated with the Civil Aviation Flight University of China in 2025 to provide an additional pathway for the students of the HKIAA's Cadet Pilot Programme to attain their flying training, which advances the nurturing of future professionals for the aviation industry. The CAD also collaborated with COMAC by sharing experiences between professionals.

The CAD will continue to maintain close collaborations with relevant authorities in the Chinese Mainland, alongside local airlines and maintenance organisations to promote talent training initiatives. The CAD also eagerly anticipates opportunities to engage in future home-developed aircraft projects, in order to collectively promote the high-quality development of the civil aviation sector and contribute significantly to both the national and Hong Kong aviation industry.

無人機發展及低空經濟

Development of Unmanned Aircraft and Low-Altitude Economy

為把握小型無人機的巨大應用潛力，同時保障航空和公眾安全，政府在《民航條例》（第 448 章）下訂立附屬法例《小型無人機令》（第 448G 章），為重量不超過25公斤小型無人機設立具前瞻性的規管制度。法例於2022年6月起逐步實施，以風險為本的模式規管小型無人機的操作，並按照小型無人機的重量和操作風險水平，訂立相應的規管要求，包括小型無人機的註冊和標籤、遙控駕駛員的註冊、培訓和考核、設備、操作規定和保險等。為方便公眾遵循相關要求，民航處於2022年5月正式推出小型無人機電子平台「SUA一站通」。

To seize the immense potential of small unmanned aircraft (SUA) while safeguarding aviation and public safety, the Government introduced a subsidiary legislation, the Small Unmanned Aircraft Order (SUA Order) (Cap. 448G), under the Civil Aviation Ordinance (Cap. 448), as a forward-looking regulatory regime for SUA with weight not exceeding 25 kilograms. Under this legislation, which took effect from June 2022, SUA operations are regulated under a risk-based approach and classified according to the weight of the SUA and the operational risk level. Operations of different risk levels are subject to the corresponding regulatory requirements, including registration and labelling of SUA, registration of remote pilots, training and assessment, equipment, operating requirements and insurance, etc. To facilitate compliance with the requirements, the CAD officially launched the "Electronic Portal for Small Unmanned Aircraft (eSUA)" in May 2022.



其後，行政長官在2024年《施政報告》中宣布成立「發展低空經濟工作組」（工作組），制訂發展策略和跨部門行動計劃，以推動香港低空經濟發展。同時在工作組下設立「項目促進小組」，探討實施與低空經濟相關工作的技術安排，尤其是推動有關低空經濟監管沙盒（監管沙盒）項目。監管沙盒的目的是讓行業持份者能夠在指定航線內以安全可控的方式就一些項目概念進行測試和試驗。為支持低空經濟發展，民航處於2025年完成對《小型無人機令》的修訂程序，其中包括將重逾25公斤但不超過150公斤的小型無人機納入規管範圍，亦完成修訂《1995年飛航（香港）令》（第448C章），以促進各類非傳統航空器在香港的試驗。

展望未來，政府會在保障航空和公眾安全為核心前提下，探討各項有利發展低空經濟的多元運作模式，以促進持久經濟效益。長遠的願景是政府透過頂層設計、標準制定與制度創新營造有利生態的同時，私營企業可憑藉技術突破與商業模式創新驅動產業發展，從而為香港開拓可持續性的低空經濟發展格局。



◆ 測試使用無人機清潔窗戶。
Testing of window cleaning by unmanned aircraft.

Thereafter, the Chief Executive announced in the 2024 Policy Address the establishment of the Working Group on Developing Low-altitude Economy, which will formulate development strategies and inter-departmental action plans for the development of low-altitude economy (LAE) in Hong Kong. A Project Facilitation Task Force is also set up under the Working Group to delve into the technical issues relevant to the implementation of LAE-related work, in particular the LAE Regulatory Sandbox (Sandbox) projects. The Sandbox aims to enable industry stakeholders to test and conduct trials on some project concepts within pre-defined air routes in a safe and controlled manner. To support the development of LAE, the CAD completed the legislative amendment process to the SUA Order in 2025, including the extension of the regulation to SUA weighing more than 25 kilograms but not exceeding 150 kilograms, and amended the Air Navigation (Hong Kong) Order 1995 (Cap. 448C) to facilitate the trials of various unconventional aircraft in Hong Kong.

Looking ahead, the Government will, on the premises of safeguarding aviation and public safety, explore various operational models conducive to the development of LAE to foster lasting economic benefits. The long-term vision is that while the Government creates a favourable ecosystem through top-level design, standard-setting, and institutional innovation, the private sector will drive industrial advancement through technological breakthroughs and business model innovation, paving the way for the sustainable development of LAE in Hong Kong.



◆ 2025年3月，行政長官李家超（中）、運輸及物流局局長陳美寶（右三）、民航處處長廖志勇（左三）與其他嘉賓主持「低空經濟監管沙盒」啟動禮。
The Chief Executive, Mr John Lee (centre), the Secretary for Transport and Logistics, Ms Mable Chan (third right), the Director-General of Civil Aviation, Mr Victor Liu (third left), and other guests officiated the Low-altitude Economy Regulatory Sandbox Launch Event in March 2025.



◆ 在低空經濟監管沙盒框架下進行無人機送貨測試。
Testing of unmanned aircraft delivery within the context of the LAE Regulatory Sandbox.

譚禮漢 Mr Anthony Tam

民航處前助理處長
Former Assistant Director-General of Civil Aviation

在民航處的四十年

40 Years in the Civil Aviation Department

啟德的歲月

加入部門成為見習航空交通管制主任後，我完成了嚴格而密集的空管訓練課程，並於 1979 年取得雷達管制員資格。在最初的前線工作日子裡，空管只有一次監察雷達。管制員需要憑記憶將雷達屏幕上的每個飛機目標，與其身份資料逐一對應。

啟德是一個位於市中心的單跑道機場。空管必須確保跑道容量得到有效運用。塔台與進場管制之間必須緊密協調到港航班的降落間距，以安排離港航班在之間起飛，因為管制員知道跑道運作中任何中斷都可能導致嚴重的交通延誤。

The Old Days in Kai Tak

After joining the department as a Student Air Traffic Control Officer, I went through the demanding and intensive ATC training programme and became qualified as a Radar Controller in 1979. In my early days on the frontline, only primary surveillance radars were available for ATC. Controllers were required to correlate each aircraft target on the radar scope mentally with its identity.

Kai Tak was a single runway airport in the middle of the city. ATC must ensure that the runway capacity was effectively utilised. Landing intervals must be well coordinated between Tower and Approach Control to accommodate intervening departures, knowing that any interruption on runway operation might cause serious traffic delay.

過渡至香港國際機場

無論每位啟德員工多麼努力，單跑道運作的限制，直至 1990 年代初政府宣布在赤鱘角興建替代機場後才得以改變。然而，空管很快面臨一場可預見的危機：新機場需要雙跑道全天候運作，估計所需人手是當時啟德編制的兩倍以上。培訓一名管制員需要 6 至 7 年時間，鑑於培訓容量有限，根本不可能在新機場目標啟用日前，配備足夠人手。因此，部門啟動了海外招聘計劃。雖然這解決了初期的人力問題，但在隨後幾年，空管管理層要管理一支由不同文化、培訓背景和經驗的管制員組成的大型混合團隊，無疑是一項艱鉅的挑戰。

監管經驗

在 2005 年至 2010 年間，我先後被調派主管機場安全標準部和飛行標準及適航部，兩者均是負責監管香港航空業界的分部。這兩次調職讓我拓寬對部門其他職能的知識和經驗。

啟德機場當時由民航處營運，而部門同時亦負責監管其運作是否符合相關法例及國際標準。這種雙重身份難免會給人一種中立性不足的印象。隨著香港機場管理局的成立以營運香港國際機場，民航處作為監管者的角色能更明確界定。

展望將來，我相信民航處同事將不斷探索，日新又新，維持部門的監管專業水平。

Transition to the HKIA

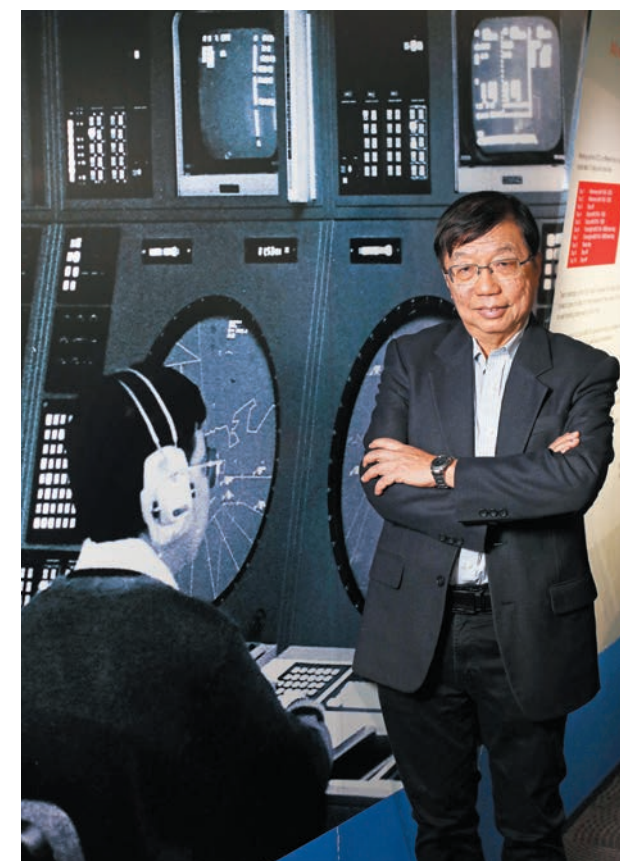
Despite the hard work of every Kai Tak staff, the limitation under single runway operations could not be changed till the early 1990s when the Government announced the construction of a replacement airport at Chek Lap Kok. However, ATC soon faced a foreseeable crisis: operating dual runways round the clock at the new airport was estimated to require more than double the manpower at Kai Tak. Given the time required to train a controller of 6 to 7 years and limited training capacity, it was totally impossible to have enough staff before the target opening day of the new airport. Overseas recruitment exercises were therefore initiated. While this resolved the initial manpower problem, managing a large mix of controllers with different cultures, training backgrounds and experience was indeed a great challenge to ATC management in the following years.

Regulatory Experience

Between 2005 and 2010, I headed the Airport Standards Division and the Flight Standards and Airworthiness Division, both responsible for overseeing and regulating the Hong Kong aviation industry. These postings broadened my knowledge and experience in other functions of the Department.

Kai Tak Airport was operated by the CAD, which was also responsible for overseeing the compliance of its own operations with legislation and international standards. This dual role might inevitably create a perception of inadequate impartiality. With the establishment of AAHK operating HKIA, the CAD's role as a regulator became more clearly defined.

Looking ahead, I trust that CAD colleagues will continue to explore and learn to maintain the Department's regulatory expertise.





郭募勤 Captain Roger Carmichael

民航處前航空營運督察
Former Flight Operations Inspector

翱翔天際：一位機師對香港 民航發展的回顧

Navigating the Skies: A Pilot's Reflection on the Development of Civil Aviation in Hong Kong

作為一名終身航空愛好者和資深機師，我親眼見證了香港民航的非凡演變——從只有一條跑道的飛行場，發展至今日的國際航空樞紐。

我的飛行旅程始於一個草地飛行場，當時我駕駛一架尾輪單引擎的「花栗鼠」(Chipmunk) 小型飛機。隨著歲月推進，我展開了商業飛行員的職業生涯，駕駛過各種型號的飛機——從勞斯萊斯Avon Sabre噴射戰鬥機，到波音707、波音747、波音777-200與-300ER，以及空中巴士A300貨機。我也很榮幸獲頒英國飛行員與領航員協會的「資深飛行員證書」(Master Air Pilot Certificate)，此殊榮全球至今僅有1 350人獲授。

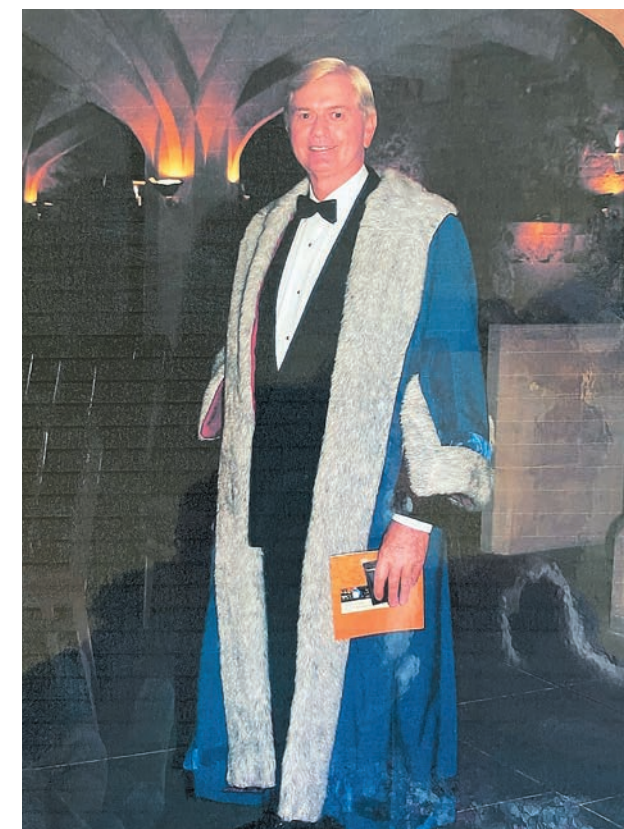
As a lifelong aviation enthusiast and seasoned pilot, I have witnessed the remarkable evolution of civil aviation in Hong Kong, from a single runway airfield to now an international aviation hub.

My journey began at a grass airfield, where I flew a small tail-wheeled single-engined Chipmunk. I continued through a career as a commercial pilot flying various aircraft types—from Rolls Royce Avon Sabre jet fighters to Boeing 707, Boeing 747s, Boeing 777-200 and -300ER, and Airbus A300 freighter. I was also honoured to be awarded the Master Air Pilot Certificate, one of only 1 350, issued by the British Guild of Air Pilots and Navigators.

在我的飛行生涯中，香港一直是最喜歡的目的地。熟悉我飛行經歷和知道我熱愛香港的朋友，常常問及我因降落難度極高而聞名的啟德機場的回憶。由於降落難度極高，當年只有機長才可在啟德機場進行降落。在13跑道降落，我需要駕駛飛機以450英尺高度飛至「格仔山」，並手動完成47度的急轉彎，對準跑道降落。毫無疑問，在啟德降落是我一生中經歷過最刺激的降落之一。

在離開航空公司後，我移居香港，並加入民航處擔任航空營運督察約10年。這份工作加深了我對香港航空業及其背後專業人員的敬佩。這支高質素的航空營運督察團隊，會定期檢查航空公司外站的各項設施、飛行模擬器、考官資格、機師的飛行時限、航線飛行等多方面，確保行業維持高標準。民航處亦積極推動創新文化，對新構想常抱持主動和開放的態度。這種開明的精神促成了多項進展，例如落實有關型別等級訓練機構(TRTO)批准以及延程飛行(ETOPS)批准的規例。

我很高興曾是民航處的一員，也欣慰看到香港民航業的光明前景。



Hong Kong had always been my favourite place to fly into during my career as a pilot. People who know me, aware of my flying history and love for Hong Kong, often ask about my memories of the well-known difficult landing at Runway 13 of Kai Tak Airport. Back then, only Captains were allowed to land at Kai Tak Airport due to its immense difficulty. To land at Runway 13, I had to take the aircraft through to the "Checkerboard Hill" at 450 feet and make a manual 47-degree sharp turn to aim and land the aircraft on the Runway. These, without any doubt, were my most exciting landings ever, at Kai Tak.

After retiring from airline flying, I moved to Hong Kong and joined the CAD as a Flight Operations Inspector, a position I held for about 10 years. This role deepened my appreciation for Hong Kong's aviation sector and the dedicated professionals behind it. The team of highly qualified Flight Operations Inspectors conduct regular inspections of various facilities provided at airlines' overseas stations, flight simulators, their examiners of airmen, flight time limitations, flight en route, and many more. The regulatory efforts ensure the high standards of the industry. The Department also fosters a culture of innovation, often taking a proactive stance toward new ideas. This open-mindedness has facilitated various advancements, such as the implementation of regulations relating to Type Rating Training Organisation (TRTO) approval, and Extended Range Twin Operations (ETOPS) approval.

I am glad to have been part of the Department and am pleased to see the promising future of the civil aviation industry in Hong Kong.

吳邦謀 Ir James Ng

航空歷史研究者與作家
Aviation History Researcher and Author

航跡中的飛躍：從啟德到赤鱘角 見證香港機場發展的時代意義

Leap in the Flight Path: from Kai Tak to Chek Lap Kok
Witnessing the Historical Significance
of Hong Kong's Airport Development

文中末段一張攝於1968年的照片，不僅記錄了民航處自1946年成立以來的歷程，更映照出香港機場如何從僅有一條跑道的啟德，蛻變為今日三跑道並行、連繫全球的國際航空樞紐。

啟德年代，機場嵌於鬧市之中，空間有限卻肩負着急速增長的航空需求。傳奇的13跑道進場程序——飛行員看見「格仔山」地標後，須手動轉40多度，在密集樓宇上空轉向對準跑道，被視為全球最具挑戰性的降落之一。這背後，是民航處嚴密的調度與管控，在極其複雜的環境中保障安全與效率，讓啟德成為國際航空傳奇。1960年代新客運大樓啟用，每小時可處理逾550名旅客，正是回應了香港經濟起飛對航空運輸的迫切需求。

The old photo taken in 1968, appended at the end of the article, not only records the journey of the CAD since its establishment in 1946, but also reflects how Hong Kong's airport transformed from Kai Tak with a single runway into today's three-runway international aviation hub connecting the world.

During the Kai Tak era, the airport was embedded within the bustling city, limited in space yet burdened with rapidly growing aviation demand. Regarded as one of the most challenging landings in the world, the legendary Runway 13 approach required pilots to manually bank sharply over 40 degrees upon sighting the "Checkerboard Hill" landmark, aligning with the runway while threading

然而，真正的飛躍發生在1998年。從啟德一夜搬遷至香港國際機場，不只是地點的遷移，更是航空管理技術的世紀跨越。香港國際機場全面採用先進雷達和儀表著陸系統，告別目視降落為主的的日子，進入科技導航的新紀元。三條跑道、全天候運作的能力，使香港國際機場得以承載更龐大的客貨流量，鞏固香港作為國際和區域航空中心的地位。

從啟德到赤鱘角，機場的發展始終與香港的命運緊密相連。它不僅是城市的門戶，更是經濟的引擎、連通世界的橋樑。每一次跑道的延伸、每一項航空科技的引進，都推動着物流、旅遊、貿易乃至整個社會的進步。

80年間，民航處的角色從基本運作，逐步拓展至規劃發展、科技創新與國際協作，但核心始終在於保障安全、提升效率、驅動發展。香港國際機場的壯闊航跡，既是航空史上的大篇章，亦是這座城市面向世界、不斷超越自我的明證。未來，隨着三跑道系統全面運作及航空業持續革新，香港的天際線，將繼續引領這座城市飛向更廣闊的未來。

◆ 1962年11月2日，樓高七層的啟德機場新客運大樓正式開幕，控制塔建於客運大樓的頂層。圖為民航處及機場員工在啟德客運大樓前拍攝團體照，約攝於1968年。

The new seven-storey passenger terminal building of Kai Tak Airport, with the air traffic control tower built on the top floor, was commissioned on 2 November 1962. The photo, taken around 1968, shows staff from the CAD and Kai Tak Airport taking a group picture in front of the passenger terminal building.

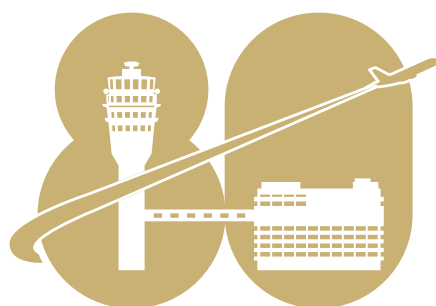


over dense urban buildings. Behind the scenes, the CAD orchestrated every moment with meticulous scheduling and control, maintaining safety and efficiency in an extremely complex environment, making Kai Tak an international aviation legend. By the 1960s, the new passenger terminal could handle over 550 passengers per hour, a vital response to the urgent demand for air transport driven by Hong Kong's economic take-off.

The true leap forward came in 1998. The one-night changeover from Kai Tak to HKIA was not merely a change of location, but a century-scale advancement in aviation management technology. HKIA fully adopted advanced radar and instrument landing systems, bidding farewell to the era of primarily visual landings and ushering in a new age of technological navigation. With three runways and all-weather operational capacity, HKIA has been able to accommodate far greater passenger and cargo flows, consolidating Hong Kong's position as a centre of international and regional aviation.

From Kai Tak to Chek Lap Kok, the airport development has always been closely tied to Hong Kong's destiny. It is not only the city's gateway, but also its economic engine and a bridge to the world. Each runway extension and every introduction of aviation technology has propelled progress in logistics, tourism, trade and society at large.

Over the 80 years, the CAD's role has expanded from basic operations to planning, development, technological innovation, and international collaboration, while its core mission has remained safeguarding safety, enhancing efficiency and driving growth. The story of HKIA is both a major chapter in aviation history and a clear testament to the city's determination to face the world and strive to excel. Looking ahead, with the full operation of the 3RS and ongoing innovation in the aviation industry, Hong Kong's skyline will continue to carry the city toward a boundless future.



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