

### 第一章 CHAPTER 1



在一九九八/九九  
財政年度，儘管本港仍然受到亞太區自一九九七年以來的經濟不景影響，香港國際機場（啟德及位於赤鱸角的新機場）於這年度所錄得的乘

客量為2 760 萬人次，微升1.1%，而國際民航飛機流量則與對上一年相若，即共164 510架次。不過，由於新香港國際機場在一九九八年七月啟用時貨運服務曾經受到影響，航空貨運量降至164 萬公噸，跌幅8.5%。

雖然一九九八年的航空貨運量較對上一年為低，但以國際貨運量而言，香港國際機場仍是全球最繁忙的機場。至於在國際客運量方面，香港的排名則維持在第五位，列於倫敦希斯路、巴黎戴高樂、法蘭克福及亞姆斯特丹機場之後。

兩家本地航空公司，即國泰航空公司（國泰）及港龍航空公司（港龍）繼續擴充其機隊。至一九九九年三月底，國泰機隊數目已增至66架，而港龍機隊數目亦已增至13架。

對民航處來說，一九九八年是充滿挑戰的一年。在一九九八年五月至八月期間，我們分階段把機場從啟德遷往赤鱸角，並如期順利完成。赤鱸角的航空交通管制中心及指揮塔在七月五日晚上已開始與啟德的空管中心及指揮塔同步運作。當最後一班航機飛離啟德後，赤鱸角的空管中心及指揮塔便全權接管一切進出香港的航空交通。在一九九八年七月六日凌晨一時二十分，啟德機場正式關閉。

隨着赤鱸角新香港國際機場啟用後，民航處便肩負起規管機場運作和民航服務，以及提供航空交通管制服務的重任。

During the fiscal year 1998/99, despite the residual effect of the economic downturn in the region since 1997, the annual passenger throughput at the Hong Kong International Airport (Kai Tak and the new airport at Chek Lap Kok) recorded a slight increase of 1.1 per cent to 27.6 million. Civil international aircraft movements remained at a similar level as the previous year, i.e. at a total of 164 510 movements. However, air cargo throughput decreased by 8.5 per cent to 1.64 million tonnes, partly as a result of the disruption of cargo services on opening of the new Hong Kong International Airport in July 1998.

In 1998, despite the air cargo throughput being lower than the previous year, the Hong Kong International Airport remained the world's busiest airport in terms of international cargo. In terms of international passengers, it maintained in the fifth place after London Heathrow, Paris Charles de Gualle, Frankfurt, and Amsterdam.

The two local operators, Cathay Pacific Airways Limited (CPA) and Hong Kong Dragon Airlines Limited (HDA), continued to expand their fleet. By the end of March, the fleet size of CPA and HDA increased to 66 and 13 aircraft respectively.

1998 had been a very challenging year for the Department. The relocation of airport from Kai Tak to Chek Lap Kok was completed smoothly in stages from May to August 1998. The Air Traffic Control Centre and Control Tower at Chek Lap Kok were activated in the evening of July 5, 1998 in parallel with those in Kai Tak. When the last flight departed from Kai Tak, these air traffic control (ATC) facilities took over control of all air traffic operating into and out of Hong Kong. Kai Tak was officially closed at 0120 hours on July 6, 1998.

With the opening of the new Hong Kong International Airport at Chek Lap Kok, the

民航處經全面評審後，確定香港機場管理局能夠符合各項的機場發牌規定，於是在一九九八年六月二十八日向該局簽發首個機場牌照。

在新機場啟用前，我們已經與鄰近地區的民航當局達成協議，為珠江三角洲一帶的機場制訂一套綜合航空交通管理計劃。值得一提的是，要不是中國民用航空總局及澳門民用航空局的鼎力支持，相信我們不可能這麼快完成制訂這套計劃。由於新的航空交通管制系統全都運作順利，新機場的航空交通管制工作一直令人感到滿意。

年內，我們批准了兩家新的飛機維修公司 — 中國飛機服務有限公司及泛亞太平洋航空服務公司在新香港國際機場提供外場維修服務的經營權。我們也定期派員前往位於廈門的太古(廈門)飛機工程公司進行審查。

民航處在一九九八年八月公布了新飛行工作時間限制規條，並已按有關的新規定批准了本地航空公司的個別新飛行時間限制計劃。這些規條屬全新制訂，旨在規管飛行員的飛行時間，盡量減低他們的疲累。我們執行有關規條時，特別着重超長途的飛行，而自執行以來，一直十分順利。

鑑於二零零零年臨近，民航處於一九九八年九月成立了二千年數位問題工作小組，監察本港與航空安全及保安有關的主要機構的電腦系統修正工作進度。本處的航空交通管制系統於年內經測試後證實全部符合二千年數位標準，即使如此，我們仍會制訂應變計劃，加強保障，確保航空交通管制工作順利過渡千禧年。

回顧這一年來，我們為了能聘用中國民航總局的飛行校驗服務為新機場的導航系統進行定期的檢查，以及為第二條跑道

Department has assumed the role of an airport and aviation services regulator and a provider of ATC services.

The first aerodrome licence was issued to the Airport Authority Hong Kong on June 28, 1998 after comprehensive assessment of the Authority's compliance with the licensing requirements.

Prior to the opening of the new airport, agreement had been reached with neighbouring civil aviation authorities to formulate an integrated air traffic management plan for the airports in the Pearl River Delta. It should be noted that this plan would not have been completed so expeditiously had it not been for the full support of the General Administration of Civil Aviation of China (CAAC) and Macau Civil Aviation Authority. With the successful implementation of all the new ATC systems, ATC operations at the new airport have been functioning satisfactorily.

In this year, approvals were granted to two new aircraft maintenance companies, China Aircraft Services Limited and Pan Asia Pacific Aviation Services Limited, to perform line maintenance at the new HKIA. The Taikoo Aircraft Engineering Company Limited (TAECO) at Xiamen was also regularly inspected.

The Department published a new Flight Time Limitations (FTL) scheme in August and had approved such schemes for local airline operators with the new requirements. This is a pioneer scheme regulating the flying hours of flight crew in order to minimise fatigue. Particular emphasis has been paid on ultra-long haul operations and the scheme has been successfully introduced.

With the Year 2000 (Y2K) approaching, a Y2K Compliance Task Force was set up in September to monitor the progress of rectification

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能於預定的一九九九年五月啟用，做了相當多的準備工作。在第二條跑道啟用後，香港會進入雙跑道運作的新紀元。此外，本處亦會展開一項採用衛星通訊、導航和監察及航空交通管理系統的新計劃，以期進一步提高我們航空交通管制服務的質素。這項新計劃大約需要20年時間完成。儘管我們會推行這些新措施去改善服務，我們仍會努力確保民航處繼續在精簡的架構下維持有效率的運作。

最後，我謹藉此機會衷心感謝本處全體人員在過去一年的努力。他們不辭勞苦，盡忠職守，對維持香港作為世界頂尖航空中心的地位，作出了實質的貢獻。



民航處處長林光宇先生, JP

work in respect of computer systems of key aviation organisations in Hong Kong related to safety and security functionalities. All ATC systems were tested during the year and were confirmed to be Y2K compliant. Notwithstanding this, contingency plans will be put in place as an additional safeguard to ensure a safe and smooth ATC operation during the millennium rollover.

Considerable preparatory work was carried out during the year under review for employing the service of CAAC to conduct flight calibration on the air navigation systems for the new airport, and for the commissioning of the second runway which was scheduled to commence operation in May 1999. Consequent upon its commission, Hong Kong will enter into the era of dual-runway operations. The Department will also embark on a new project on satellite-based Communications, Navigation and Surveillance / Air Traffic Management (CNS/ATM) Systems to further improve the provision of air traffic services. This new initiative will take some 20 years to complete. Notwithstanding these new improvements, efforts will be exerted to ensure CAD will remain a lean and efficient organisation.

Finally, I would like to take this opportunity to express my heartfelt appreciation to all CAD staff for their hard work throughout the year. Their contributions have been essential in maintaining Hong Kong as one of the world's leading aviation centres.

A handwritten signature in blue ink, reading "Albert K.Y. Lam, JP".

**Director of Civil Aviation**  
**Mr Albert K.Y. Lam, JP**



***(前排中起)***

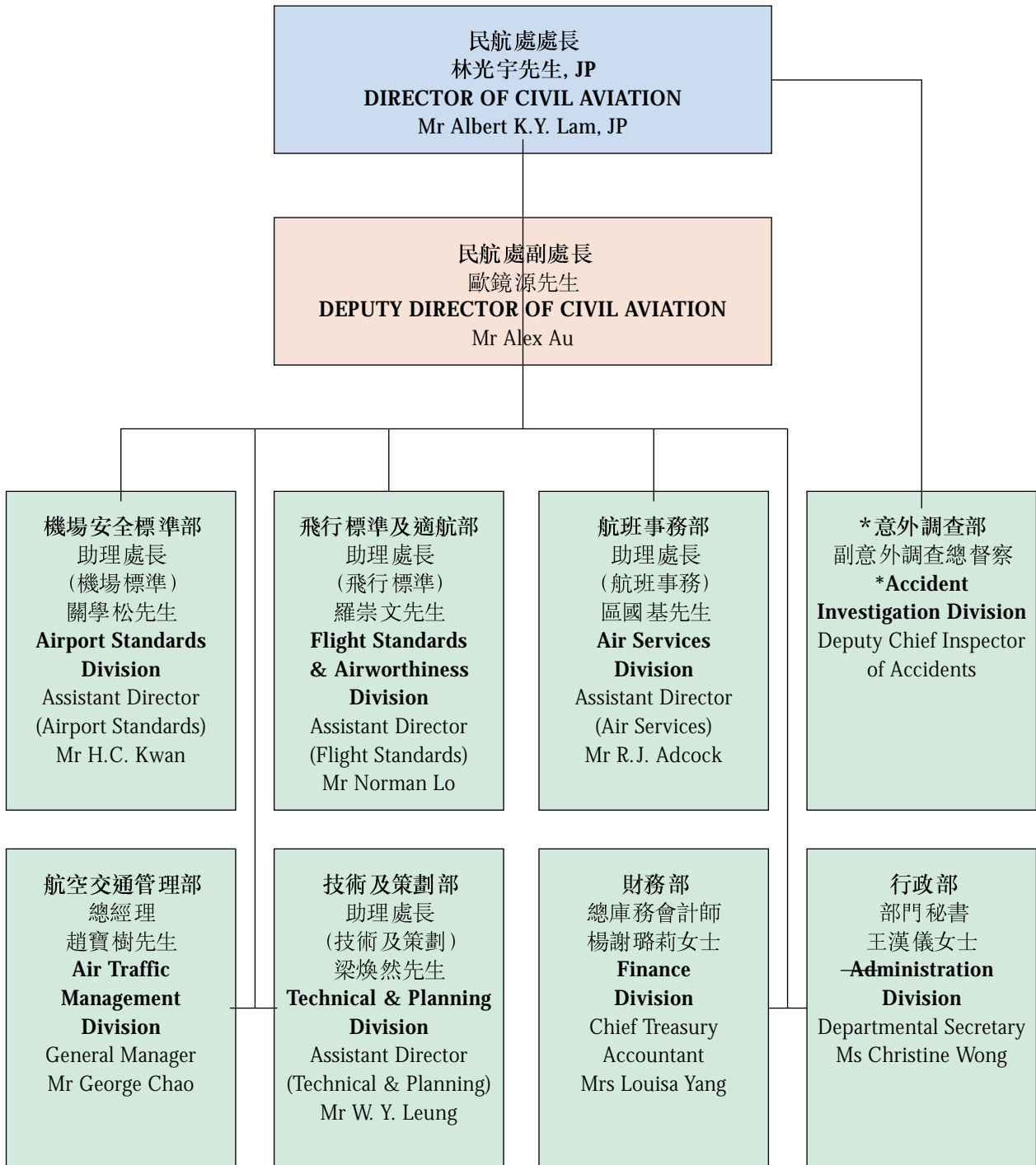
處長林光宇先生, JP, 副處長歐鏡源先生, 助理處長(機場標準)關學松先生, 總庫務會計師楊謝璐莉女士, 助理處長(技術及策劃)梁煥然先生, 航空交通管理部總經理趙寶樹先生, 助理處長(航班事務)區國基先生, 助理處長(飛行標準)羅崇文先生, 部門秘書王漢儀女士。

***(From the middle of front row)***

Director Mr Albert K. Y. Lam, JP, Deputy Director Mr Alex Au, Assistant Director (Airport Standards) Mr H. C. Kwan, Chief Treasury Accountant Mrs Louisa Yang, Assistant Director (Technical & Planning) Mr W. Y. Leung, Air Traffic General Manager Mr George Chao, Assistant Director (Air Services) Mr R. J. Adcock, Assistant Director (Flight Standards) Mr Norman Lo, Departmental Secretary Ms Christine Wong.

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組織圖 (一九九九年三月三十一日情況)  
ORGANISATION CHART (as at March 31, 1999)



意外調查  
Accident Investigation

- \* 民航處處長亦是意外調查總督察。意外調查部只有在有需要時才運作，屆時會從其他分部抽調經特別訓練人員作支援。
- \* The Director of Civil Aviation is also Chief Inspector of Accidents. The Accident Investigation Division is mobilised only when required by drawing specially trained staff from other Divisions.

## 交通

### 航空公司

在這年內，共有66間定期航班航空公司經營下列班機服務：

定期航機	- 客運	136 241
	貨運	12 281
加班機	- 客運	2 603
	貨運	500
包機	- 客運	10 123
	貨運	298

另外，共有七間不定期航班航空公司經營下列班機服務：

包機	- 客運	67
	貨運	1

此外，定期及不定期航班航空公司共經營2 396班非運輸業務性質班機。

## TRAFFIC

### Airlines

During the year, 66 scheduled carriers operated the following number of flights:

Scheduled services	- Passenger	136 241
	Cargo	12 281
Extra sections	- Passenger	2 603
	Cargo	500
Charter flights	- Passenger	10 123
	Cargo	298

7 non-scheduled carriers operated the following flights:

Charter flights	- Passenger	67
	Cargo	1

Additionally, scheduled and non-scheduled carriers operated a total of 2 396 non-revenue flights.

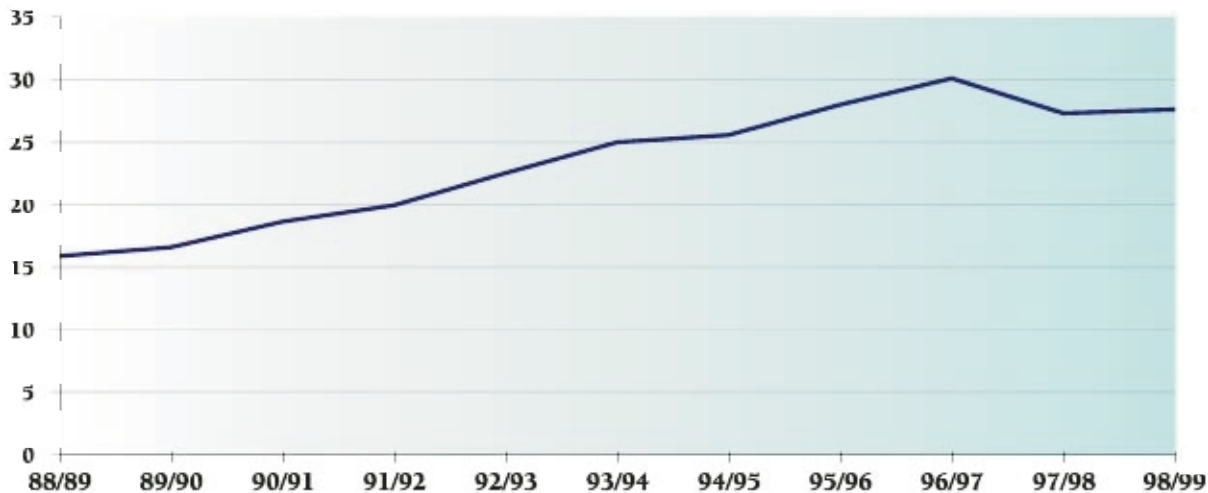
飛機 Aircraft					
	降落架次 Landings	起飛架次 Take-offs	總計 Total	較一九九七/九八年度 升跌百分比 % change over 1997/98	
國際民航班機 Civil International	82 248	82 262	164 510	+ 0.3	
本地民航班機 (小型飛機及直升機) Civil Domestic (light aircraft and helicopters)	6 507	6 538	13 045	- 13.2	
客運 Passenger					
抵港人次 Arrivals	離港人次 Departures	總計 Total	較一九九七/九八年度 升跌百分比 % change over 1997/98	經港人次 Transit	較一九九七/九八年度 升跌百分比 % change over 1997/98
13 822 830	13 777 740	27 600 570	+ 1.1	722 388	+ 4.7
貨運 (以公噸計) Freight (tonnes)					
	卸貨量 Unloaded	裝貨量 Loaded	總計 Total	較一九九七/九八年度 升跌百分比 % change over 1997/98	
	765 600	877 988	1 643 588	- 8.5	
郵遞 (以公噸計) Mail (tonnes)					
	卸貨量 Unloaded	裝貨量 Loaded	總計 Total	較一九九七/九八年度 升跌百分比 % change over 1997/98	
	12 157	13 920	26 077	- 1.3	

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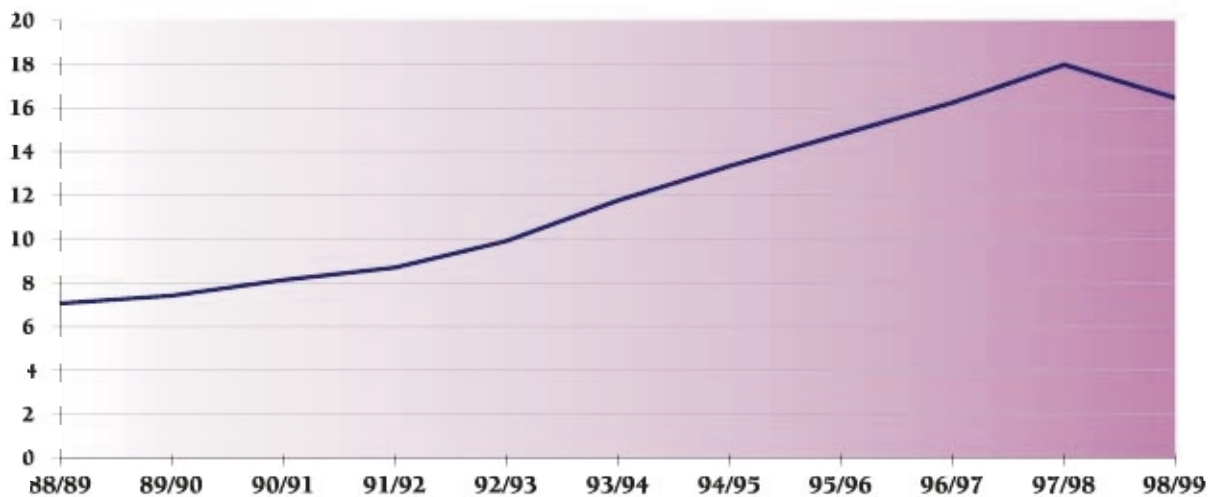
### 客運總計 Total Passengers 1988/89 – 1998/99

乘客數目 (百萬人次) Passengers (millions)



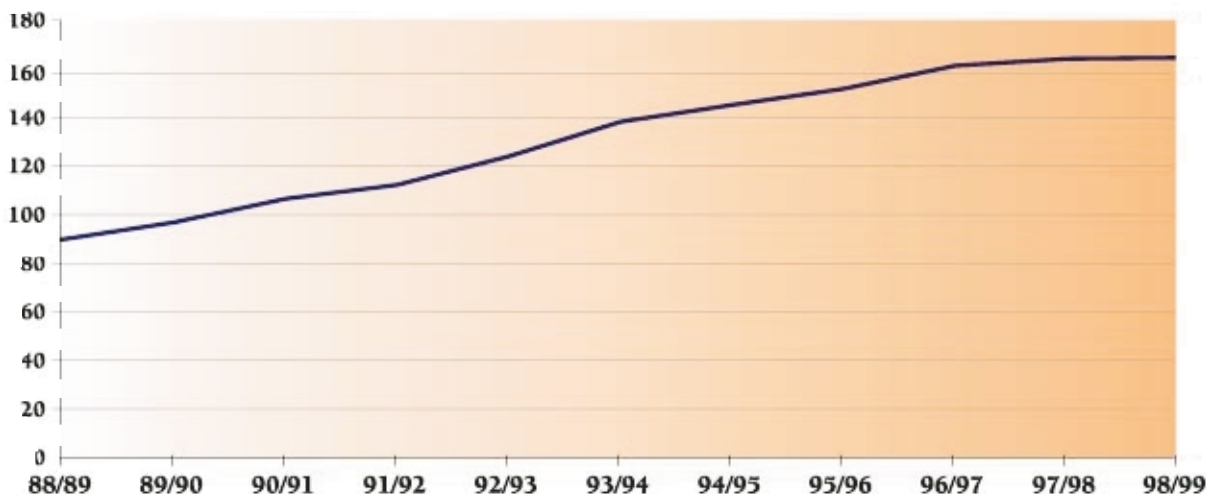
### 貨運總計 Cargo Traffic 1988/89 – 1998/99

貨物量 (十萬公噸) Cargo (hundred thousand tonnes)



### 國際班次總計 International Aircraft Movements 1988/89 – 1998/99

航機升降次數 (千架次) Aircraft Movements (thousands)



客運總計 Total Passengers : 27 600 570 人次

乘客數目(百萬人次) Passengers (millions)



貨運總計 Total Cargo : 1 643 588 公噸Tonnes

貨物量(千公噸) Cargo (thousand tonnes)



國際班次總計 Total International Aircraft Movements : 164 510 架次

航機升降次數(千架次) Aircraft Movements (thousands)

