

處長報告、 組織圖、交通 DIRECTOR'S REVIEW, ORGANISATION CHART, TRAFFIC



處長報告

這份年報是我們踏入新千禧年所印製的首份年報。今年，我們在設計上力求創新，期望更能展現本處上下一心，竭力維持香港作為全球其中一個主要航空中心的地位。

二零零零年為我們的業績紀錄翻開新的一頁。由於事前準備充足，加上時刻保持高度警覺，民航處與業務夥伴得以確保

本港航空界的各個電腦系統順利過渡至新的千禧年，進入二零零零年一月一日，以及安然渡過二月二十九日的閏年日子。

一九九九年五月二十六日是香港國際機場進入雙跑道運作的新紀元，亦是本港航空史上重要的里程碑。當日，北跑道在繁忙時間投入運作，以應付需求。自一九九九年八月三十一日起，北跑道與南跑道同時24小時運作。兩條跑道同時使用，不但提高機場的處理量，還使航空公司在航班編排上享有更大的彈性。一九九九年十月，可編排班次跑道容量由每小時37班次增至40班次，到了二零零零年三月更增至每小時45班次。

為進一步提高機場的處理量以及促進航空交通安全，香港國際機場裝設了精密跑道監察系統。這套系統能在高解象彩色顯示器上，展示飛機的準確位置、預測航迹和航向。這些有用的資料有助探測飛機有否偏離航道，在事故可能發生之前作出預測，並向航空交通管制人員發出警報，及早把問題解決。這系統現正在詳細測試中，稍後方可投入使用。香港國際機場是全球第四個設有這套系統的機場。美國的聖路易機場和明尼亞波利斯－聖保羅機場，以及澳洲悉尼機場亦正使用這套系統。

為應付萬一發生重大事故時的緊急需求，航空交通管制大樓以北增建了備用指揮塔。新建成的指揮塔在一九九九年八月九日移交本處裝置有關設備。一九九九年十二月，輔助航空交通指揮系統的整合工作順利完成，其後經過測試、評估和演習後，整套後備系統現已準備就緒，可在火警或嚴重事故發生以致主要航空交通管制設施受到影響時作應急之用。此外，後備設施亦可供作航空交通管制訓練及熟習機場運作練習用途。

DIRECTOR'S REVIEW

This is the first Annual Report we publish in the new millennium. By adopting an innovative design this year, we hope the Report can better illustrate the concerted efforts of the Civil Aviation Department (CAD) staff who have contributed to maintain Hong Kong as one of the world's leading aviation centres.

Year 2000 marked a new page in our achievement records. With thorough preparation and high vigilance, CAD and its business partners were able to ensure the smooth rollover of the various computer systems of the local aviation sector into the new millennium, i.e. January 1, 2000 as well as the leap year date, i.e. February 29, 2000.

A milestone was also achieved in the local aviation history with the Hong Kong International Airport (HKIA) entering into the era of dual runway operations on May 26, 1999. On that day, the north runway was implemented for peak hour use. Since August 31, 1999, the new runway has been put into 24-hour operations together with the south runway. With both runways in use, extra capacity as well as scheduling flexibility have been made available to the airline operators. The declared runway capacity was increased from 37 to 40 movements per hour in October 1999, and further to 45 per hour in March 2000.

With a view to increasing the airport capacity further and enhancing air traffic safety under dual runway operations, a Precision Runway Monitor (PRM) System has been installed at the HKIA. The system is capable of showing accurate aircraft positions together with their projected tracks and direction of travel on high resolution colour displays. This useful information would help to detect aircraft course deviations, predict blunders before they happen and provide alerts to air traffic controllers to resolve conflicts. The system is being evaluated before being put into operational use. The HKIA is the fourth airport in the world to install the PRM, which is now being used at St. Louis and Minneapolis – St. Pauls airports in USA, as well as Sydney Airport in Australia.

To cater for the unlikely event of major mishaps, a Backup Air Traffic Control Tower was constructed to the north of the main Air Traffic Control Complex. The new building was handed over to the Department for equipment installation on August 9, 1999. With the successful integration of the supplementary air traffic control systems in December 1999 and subsequent tests, evaluation and drills, the backup facilities are now in place for contingency use in case of fire or serious mishaps affecting the main air traffic control facilities. The facilities are also used for air traffic control training and familiarisation.

致力提供安全而有效率的
航空運輸系統

COMMITTED TO PROVIDE A SAFE AND
EFFICIENT AIR TRANSPORT SYSTEM

為符合國際民航組織就衛星通訊、導航及監察系統／航空交通管理系統所訂的全球實施計劃的規定，本處在二零零零年一月成立特別小組，專責處理地面航空交通管制系統過渡至新衛星系統的工作。這些新設施定能令本處的航空交通服務更臻完善。

此外，本處在二零零零年三月六日開始實施受規管託運商制度，加強空運貨物的保安，以配合國際民航組織新訂立的保安規定。截至二零零零年三月三十一日為止，本處共批核647份由貨運代理及貨物裝卸服務代理提出登記成為受規管託運商的申請。經視察獲選代理的業務後，證實該等公司的運作情況令人滿意。這個新制度推行成功，有賴航空貨運代理、貨運營運商及航空公司的通力合作。

隨着新香港國際機場的運作步入第二個年頭，本處繼續監察香港機場管理局的表現，以確保該局符合機場牌照的規定。為此，本處就飛機應急設施以及如何進行機場緊急事故訓練和演習，向機管局提供專業意見。由於早已制定高效率的空難拯救機制，故當中華航空公司一架麥道－11型飛機於一九九九年八月二十二日在香港國際機場出事時，有關人員能夠迅速和有效地進行緊急拯救工作。

事發後，本處立刻展開航空事故的督察調查程序，以探究事件成因。我們從各分部抽調具備有關專才的人員擔任意外調查督察，並安排海外機構派出調查員參與其事，調查工作一直進展良好，預料報告草稿可於二零零零年下半年完成。

去年，亞太區經濟復甦，香港國際機場的客貨運處理量亦隨之而錄得穩定的增長。截至二零零零年三月三十一日為止，客運量達2 960萬人次，升幅為7.3%，屬於中等；航空貨運量躍升至200萬噸，大幅增加25.3%；民用國際航班則錄得169 170架次，增幅為2.8%。

To comply with the Global Implementation Plan of the International Civil Aviation Organization (ICAO) for the satellite-based Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) systems, a special and dedicated project team was established in January 2000 to take forward the transition from terrestrial air traffic control systems to the new satellite-based systems. The new facilities will certainly improve the provision of air traffic services.

Also, in line with the new ICAO security provisions, a Regulated Agent Regime was launched on March 6, 2000 to enhance air cargo security. By March 31, 2000, a total of 647 applications from freight forwarders and cargo handling agents to register as Regulated Agents were approved. Inspections of selected agents were conducted and they were found to be operating satisfactorily. This pioneer scheme was successfully implemented with the excellent cooperation from air cargo agents, cargo terminal operators and airlines.

As the new HKIA proceeded into its second year of operation, the Department continued to monitor the performance of the Airport Authority Hong Kong (AAHK) in respect of its compliance with the aerodrome licensing requirements. In this regard, expert advice was provided to AAHK regarding the provision of aircraft emergency facilities and the conduct of airport emergency exercises and drills. With an efficient crash and rescue system in place, the emergency response to the China Airlines Boeing MD-11 accident which happened on August 22, 1999 at HKIA was expeditious and effective.

Immediately following the occurrence of that accident, an Inspector's Investigation into its cause(s) was instituted. With the expertise of the Inspectors of Accidents drawn from various Divisions of the Department as well as the participation of investigators from overseas institutions, investigation of the accident has been progressing well and a draft report is expected to be available in the latter part of 2000.

With the upturn of the economy in the Asia/Pacific Region, the HKIA registered a steady growth in the past year. For the period ending March 31, 2000, passenger figures reached 29.6 million, a moderate increase of 7.3 per cent; air cargo throughput jumped to 2 million tonnes, a significant rise of 25.3 per cent; and civil international aircraft movements recorded 169 170 flights, an increase of 2.8 per cent.

這些數字不但令人鼓舞，更有助保持香港在國際貨運量方面作為全球最繁忙機場的地位。就國際客運量而言，香港的排名維持在第五位，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。

截至二零零零年三月底為止，國泰航空有限公司機隊的63架飛機，提供由香港飛往48個目的地的定期航班。此外，國泰航空公司又於一九九九年十二月六日與敦豪國際速遞合夥，由二零零零年三月六日起，提供往來香港與四個亞洲主要城市的通宵客貨運服務。這項新的合營業務，進一步鞏固香港作為地區貨運樞紐的地位。

隨着國內與香港特別行政區政府在二零零零年二月二日訂立航空運輸安排以後，另一家本地營運商港龍航空有限公司亦得以增辦由香港飛往國內更多機場的定期航班。截至二零零零年三月底為止，港龍航空公司機隊的12架飛機提供飛往25個目的地的定期航班。

最後，我想向本處的業務夥伴致以謝意，無論我們的夥伴是政府部門或私營機構也好，他們的合作和支持，促進了香港航空業的發展。此外，我也要衷心感謝本處全體人員在過去一年的努力。政府推行資源增值計劃的第一年，本處節省了1%的開支，相等於508.9萬元，但本處同事依然克盡厥職，合作無間，以無比的工作熱誠，致力再創佳績。



民航處處長

林光宇先生, JP

Such encouraging figures helped to maintain HKIA's reputation as the world's busiest airport in terms of international cargo throughput. In terms of international passengers, it remained in the fifth place after London Heathrow, Paris Charles de Gaulle, Frankfurt, and Amsterdam.

By the end of March 2000, Cathay Pacific Airways Limited (CPA) provided scheduled services to 48 destinations from Hong Kong with its fleet of 63 aircraft. It also entered into a partnership with DHL Worldwide Express on December 6, 1999 to provide new overnight cargo and passenger services between Hong Kong and four major cities in Asia starting from March 6, 2000. This joint venture further enhanced Hong Kong's position as a regional cargo hub.

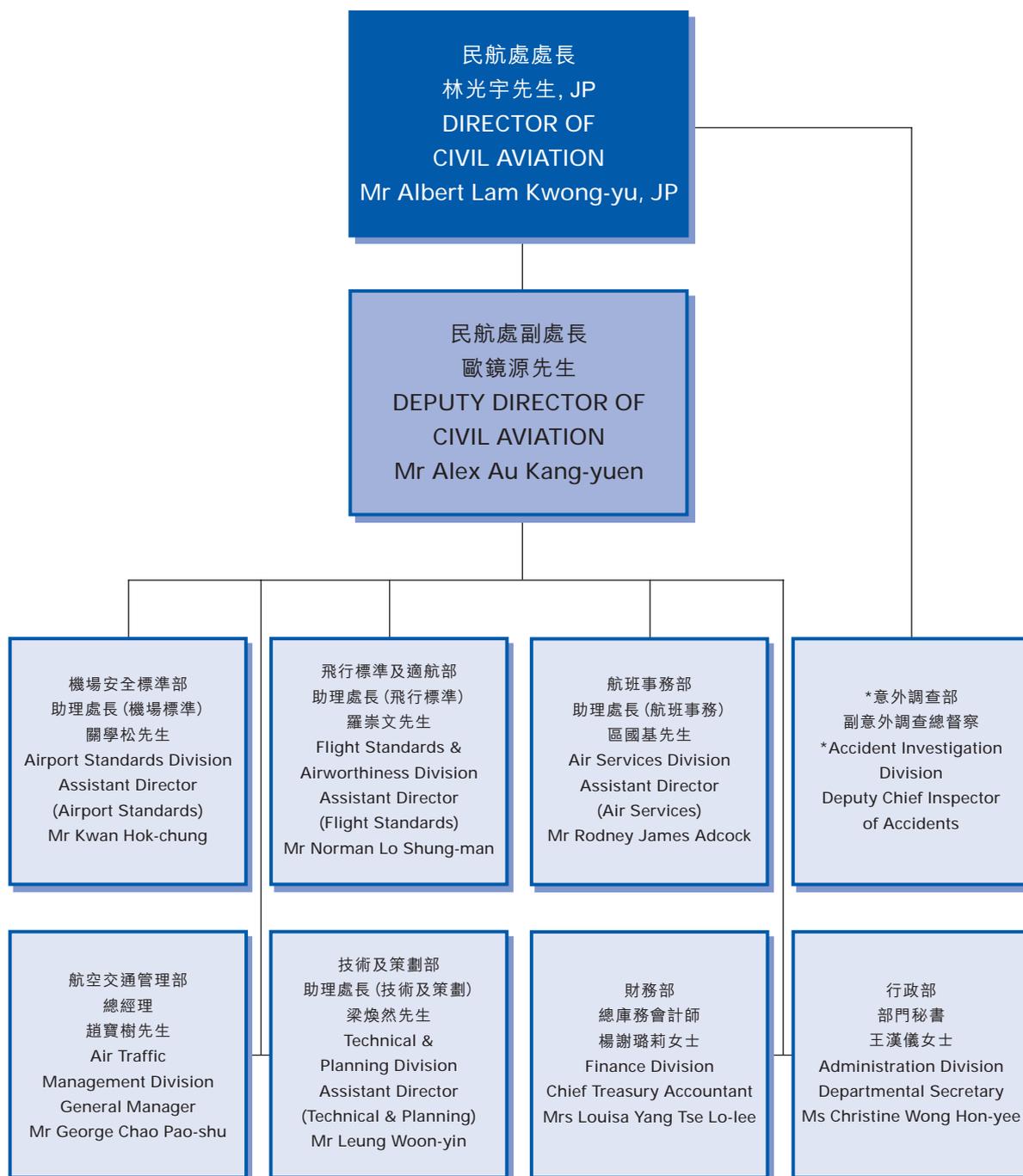
Another local operator, Hong Kong Dragon Airlines Limited (HDA) was able to add more destinations to its scheduled services from Hong Kong with the conclusion of an air services arrangement between the Mainland and Hong Kong Special Administrative Region on February 2, 2000. By the end of March, 2000, it provided scheduled services to 25 destinations with its fleet of 12 aircraft.

Before closing, I would like to thank the cooperation and support of our business partners in the government as well as in the private sector to foster the growth of the aviation industry in Hong Kong. Also, I would like to express my sincere appreciation to all CAD staff for their hard work throughout the year. In the first year of the launch of the government's Enhanced Productivity Programme, CAD achieved 1 per cent savings amounting to \$5.089 million. Under such trying circumstances, our colleagues remained devoted to their work while maintaining a high spirit of cooperation and enthusiasm. Their dedication and diligence are the major factors leading to the Department's continuous success in its achievements.



Mr Albert Lam Kwong-yu, JP
Director of Civil Aviation

組織圖 ORGANISATION CHART



意外調查

* 民航處處長亦是意外調查總督察。意外調查部只在有需要時才運作，屆時會從其他分部抽調經特別訓練人員作支援。

ACCIDENT INVESTIGATION

* 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.



(前排右起) 總庫務會計師楊謝璐莉女士，處長林光宇先生，JP，副處長歐鏡源先生，部門秘書王漢儀女士。

(後排右起) 助理處長(技術及策劃)梁煥然先生，助理處長(機場標準)關學松先生，
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。

(From the right of front row) Chief Treasury Accountant Mrs Lousia Yang Tse Lo-lee,
Director Mr Albert Lam Kwong-yu, JP, Deputy Director Mr Alex Au Kang-yuen,
Departmental Secretary Ms Christine Wong Hon-ye.

(From the right of back row) Assistant Director (Technical & Planning) Mr Leung Woon-yin,
Assistant Director (Airport Standards) Mr Kwan Hok-chung,
Air Traffic General Manager Mr George Chao Pao-shu,
Assistant Director (Air Services) Mr Rodney James Adcock,
Assistant Director (Flight Standards) Mr Norman Lo Shung-man.

我們的理想

致力提供安全而有效率的航空運輸系統

我們的使命

- 奠定香港為頂尖航空中心的地位
- 維持既安全快捷又秩序井然的航空交通
- 在香港飛行情報區及負責區內提供航班資料服務及警報服務
- 在飛機出現緊急情況及發生意外時，協調搜索和救援行動
- 制定機場安全及航空保安標準，並負責貫徹執行
- 確保在香港註冊的飛機和以香港為基地的航空公司符合既定的適航及營運標準
- 確保香港認可維修機構符合國際標準
- 確保在香港註冊的空勤人員及飛機維修工程師符合國際標準
- 監察航空公司有否遵守民用航空運輸協定

我們的信念

- 安全至上
- 專業精神
- 講求效率
- 嚴守標準
- 誠信可靠

Our Vision

Committed to Provide a Safe and Efficient Air Transport System

Our Mission

- Positioning Hong Kong as a leading centre of aviation
- Maintaining safe, orderly and expeditious flow of air traffic
- Providing flight information service and alerting service within the Hong Kong Flight Information Region and Area of Responsibility
- Coordinating search and rescue operation in the event of aircraft emergencies and accidents
- Setting and enforcing aerodrome safety and aviation security standards
- Ensuring compliance of established airworthiness and operational standards by Hong Kong registered aircraft and locally based airlines
- Ensuring Hong Kong approved maintenance organisations meet international standards
- Ensuring Hong Kong registered flight crew and aircraft maintenance engineer meet international standards
- Monitoring compliance by airlines with Air Services Agreements

Our Values

- Utmost concern for safety
- Professionalism
- Efficiency and effectiveness
- Compliance with standards
- Integrity

交通

航空公司

在這年內，共有63間提供定期航班服務的航空公司經營下列班機服務：

定期航機	— 客運	136 183
	貨運	14 455
加班機	— 客運	3 192
	貨運	1 074
包機	— 客運	11 203
	貨運	366

另外，共有15間提供不定期航班服務的航空公司經營下列班機服務：

包機	— 客運	189
	貨運	63

此外，提供定期及不定期航班服務的航空公司共經營2 445 班非運輸業務性質班機。

飛機

	降落架次	起飛架次	總計	較一九九八/ 一九九九年度 升降百分比
國際民航班機 (直升機除外)	84 584	84 586	169 170	+ 2.8
本地民航班機 (小型飛機及直升機)	6 144	6 146	12 290	- 5.8

客運

抵港人次	離港人次	總計	較一九九八/ 一九九九年度 升降百分比	經港人次	較一九九八/ 一九九九年度 升降百分比
14 855 492	14 754 165	29 609 657	+ 7.3	653 450	- 9.5

貨運 (以公噸計)

	卸貨量	裝貨量	總計	較一九九八/ 一九九九年度 升降百分比
	865 639	1 194 349	2 059 989	+ 25.3

郵遞 (以公噸計)

	卸貨量	裝貨量	總計	較一九九八/ 一九九九年度 升降百分比
	10 932	15 235	26 167	+ 0.3

註釋：由於四捨五入關係，個別項目的數字總和與合計／總計數字略有出入。

TRAFFIC

Airlines

During the year, 63 scheduled carriers operated the following number of flights : -

Scheduled services	- passenger	136 183
	cargo	14 455
Extra sections	- passenger	3 192
	cargo	1 074
Charter flights	- passenger	11 203
	cargo	366

15 non-scheduled carriers operated the following flights : -

Charter flights	- passenger	189
	cargo	63

Additionally, scheduled and non-scheduled carriers operated a total of 2 445 non-revenue flights.

Aircraft

	Landings	Take-offs	Total	% change over 1998/1999
Civil International (excluding helicopter movements)	84 584	84 586	169 170	+ 2.8
Civil Domestic (light aircraft and helicopters)	6 144	6 146	12 290	- 5.8

Passenger

Arrivals	Departures	Total	% change over 1998/1999	Transit	% change over 1998/1999
14 855 492	14 754 165	29 609 657	+ 7.3	653 450	- 9.5

Freight(tonnes)

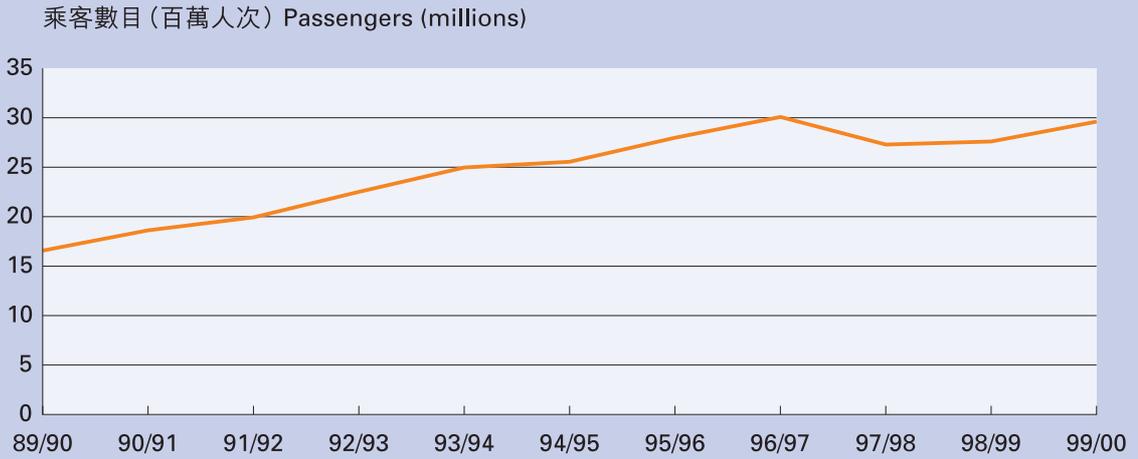
	Unloaded	Loaded	Total	% change over 1998/1999
	865 639	1 194 349	2 059 989	+ 25.3

Mail(tonnes)

	Unloaded	Loaded	Total	% change over 1998/1999
	10 932	15 235	26 167	+ 0.3

Note: Owing to rounding, there may be a slight difference between the sum of individual items and the total sum.

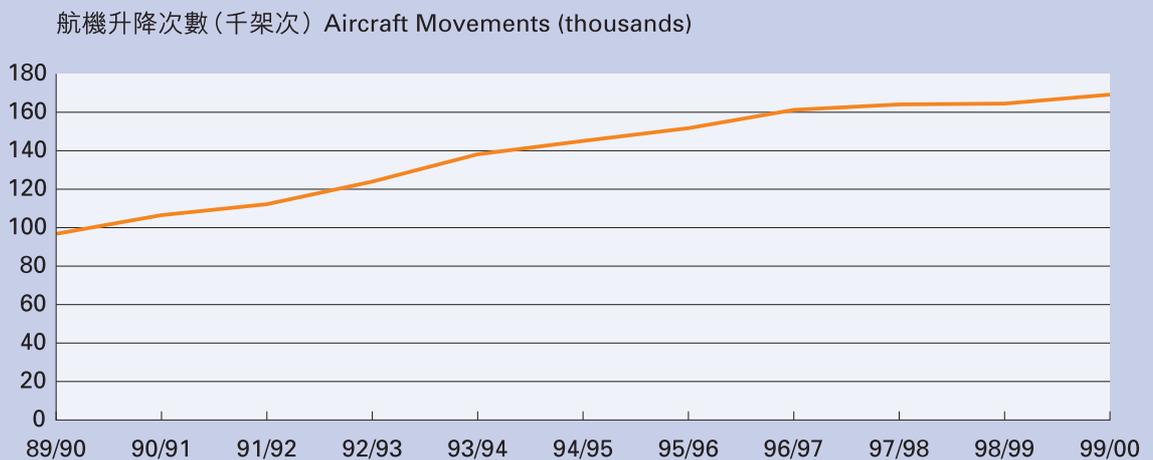
客運總計 Total Passengers 1989/1990 - 1999/2000



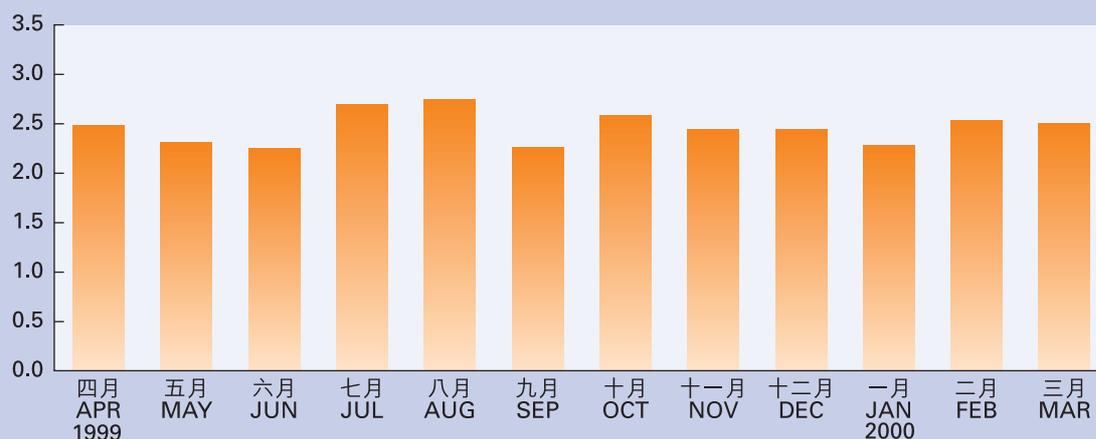
貨運總計 Total Cargo 1989/1990 - 1999/2000



國際班次總計 Total International Aircraft Movements 1989/1990 - 1999/2000



乘客數目 (百萬人次) Passengers (millions)



貨運總計 Total Cargo: 2 059 989 公噸 Tonnes

貨物量 (千公噸) Cargo (thousand tonnes)



國際班次總計 Total Internatinoal Aircraft Movements: 169 170 架次

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

