



民航處處長林光宇先生，JP  
Mr Albert Lam Kwong-yu, JP  
Director-General of Civil Aviation

## 處長報告

回顧過去一年，隨着香港、東南亞和東北亞各國的經濟情況有所改善，香港國際機場的航空交通量亦錄得穩定的增長。在截至二零零一年三月三十一日的12個月內，飛機乘客人數跳升到3 260萬人次，國際民航飛機流量錄得186 450架次，與對上一年比較，兩者均大幅增加10.2%。年內，航空貨運量亦增至220萬公噸，增幅為8.2%。二零零一年一月二十四日農曆年初一，我們的航空交通管制員處理的航班數目更多達645班，創下新的單日最高紀錄，而每日處理航班平均數目則為530班。

上述驕人數字實有助香港國際機場保持全球最繁忙機場之一的美譽。在國際貨運量方面，香港國際機場排名世界第一，在國際客運量方面則名列第五位，僅次於倫敦希斯路機場、巴黎戴高樂機場、法蘭克福機場，以及阿姆斯特丹機場。

事實上，隨着多家航空公司增辦定期航班，香港國際機場每周處理的航班總數已增加至3 800多班。隨着交通量上升，由二零零一年三月二十五日起，我們的航空交通管制員在繁忙時間所處理的航班數目，已由每小時45架次增加至47架次。

年內，民航處先後接受過兩次審核；首次審核範圍是本處有關人員執照的頒發、航空器適航性和航空器的運行的安全監察工作，而另一次審核的，則是本處的航空交通管制系統。兩次審核的結果均令人滿意，我們在上述兩方面的表現，均獲肯定為達至甚高的專業水平。

國際民航組織的安全審查小組於二零零零年十一月十七至二十四日來港進行審核。小組成員對民航處的安全監察程序評價甚高。他們尤其感到印象深刻的是本處在安全監察方面顯然盡過很大努力，他們並且指出本處和本港航空公司之間已明顯地建立起密切的合作關係，攜手促進和確保飛行安全。這些嘉許對我們來說，肯定起着極大的鼓舞作用。

在航空交通管制(空管)運作方面，我們認為新落成的香港國際機場已運作兩年多，應該是時候對本港的空管系統進行全面的檢討。為此，我們委託了英國民航局的安全規管小組，在二零零零年十二月四至八日期間檢討本港的空管系統。

英國民航局檢討小組的結論是，本港空管系統的運作不但安全，水平也很高。檢討小組提出了多項有用的建議，有助本處繼續提供先進的空管服務。



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

### Director-General's Review

In the year under review, the air traffic volume at the Hong Kong International Airport (HKIA) registered a steady increase as a result of the improved economic situations in Hong Kong as well as in the Southeast and Northeast Asian countries. For the 12-month period ending March 31, 2001, passenger figures rose to 32.6 million, while civil international aircraft movements recorded 186 450 flights, both representing a significant rise of 10.2 per cent as compared with the figures in the previous year. Air cargo throughput also reached 2.2 million tonnes, an increase of 8.2 per cent. A record high of 645 aircraft movements as against a daily average of 530 flights were handled by our air traffic controllers on January 24, 2001, the Lunar New Year's Day.

Such impressive figures have helped to maintain HKIA's reputation as one of the world's busiest airports. In terms of international cargo throughput, it ranked No.1. In terms of international passengers, it remained in the fifth place after

London Heathrow, Paris Charles de Gaulle, Frankfurt, and Amsterdam.

In fact, with the additional number of scheduled services offered by airlines, the total number of flight movements at HKIA has increased to more than 3 800 per week. The number of flights handled by our air traffic controllers per hour has gone up from 45 to 47 during the busy hours from March 25, 2001 onwards to cope with the higher volume of traffic.

During the year, CAD has been audited twice, once on the safety oversight function of the Department pertaining to Personnel Licensing, Aircraft Airworthiness and Aircraft Operation, and the other on our air traffic control (ATC) system. To our satisfaction, the results of both audits confirmed that CAD had been performing to a very high and professional standard.

The International Civil Aviation Organization (ICAO) safety team conducted the audit in Hong Kong from November 17 to 24, 2000. The team members spoke highly of the standard of CAD's



處長向財政司司長曾蔭權詳述民航處工作。  
DGCA briefed Mr Donald Tsang, Financial Secretary on the work of CAD.

我們正積極回應跟進，務求香港得以繼續提供高水平的空管服務，同時配合航空交通的預期增長。

本處於一九九九年展開衛星通訊、導航及監察／航空交通管理系統計劃，藉此提升效率並進一步加強飛行安全。計劃自推出以來，一直進展良好。我們正繼續仔細試驗系統的各個構件，並已就各系統進行運作測試。已測試的系統包括自動從屬監察系統／管制員和飛行員聯繫用的數據鏈路通訊系統、透過數據鏈路提供的自動航站情報服務和遠航氣象情報服務、透過數據鏈路運作的起飛前放行指示系統，以及初步測試的航空通訊網絡。飛行員和航空公司對這些新系統都反應良好，而部分已發展成熟的系統，則會於短期內投入運作。

設於備用航空交通管制大樓頂層的精密跑道監察系統經過一連串的測試和評估後，已由二零零一年三月二十二日起逐步投入運作。系統專門監察平衡跑道的升降活動，藉此促進飛行安全。我們會繼續進行研究，探討系統的其他應用範圍，以期進一步提升運作效率。

在二零零零／二零零一年度內，國泰航空公司添置了八架飛機，其旗下機隊共有71架飛機，由本港開出的定期航班遍達50個航點。年內，該公司除繼

續致力開辦新的定期客運航班，擴展其服務網絡外，還與其他航空公司經營聯號服務以擴大合作範圍。

另一家本地航空公司－港龍航空有限公司－也擴展了服務網絡。年內，該公司首次營辦前往杜拜、阿姆斯特丹、曼徹斯特及上海的全貨運航線。這是港龍業務發展的里程碑，因為該公司以往只經營亞洲地區的客運航班。截至二零零一年三月底，港龍機隊共有15架飛機，提供定期航班往來29個航點。年內，港龍機隊增添了三架飛機。

為協助本地航空公司舉辦更多訓練課程，以增加每年畢業的飛行學員數目，本處已投入所需的人手和資源，於二零零零年初推出CAD 509許可審定計劃。根據該項計劃，香港或外地的飛行訓練機構如符合有關資格，可獲本處批准舉辦入職商用飛機飛行員訓練課程，並直接向畢業學員頒發具備儀表飛行等級的香港商用飛機駕駛執照。計劃推出以後，民航處曾為澳洲英國宇航航空訓練學校（一家位於澳洲阿德萊德的飛行訓練機構），進行許可審定。經審閱所需的技術文件，並派員到阿德萊德對該校的設施、飛機和教官進行一連串的視察和審核後，本處於二零零零年六月批准該校為國泰和港龍舉辦飛行員飛行訓練課程。該校遂成為香港以外首



處長向中國民航總局空中交通管理局局長陳海鞠介紹機場的保安安排。  
DGCA showed Mr Chen Haiju, Director-General, Air Traffic Management Bureau, CAAC the security arrangement at HKIA.



safety oversight procedures. They were particularly impressed by the amount of work that had obviously been done by CAD on safety oversight, adding that CAD apparently had a close working relationship with the local airlines to promote and ensure flight safety. These favourable remarks certainly were very encouraging to us.

On ATC operation, we believed that it was timely to conduct a comprehensive review on Hong Kong's ATC system after more than two years of operation at the new HKIA. Hence, the United Kingdom Civil Aviation Authority (UKCAA) Safety Regulation Group was appointed to conduct a review on Hong Kong's ATC system from December 4 to 8, 2000.

The conclusion made by the UKCAA Review Team was that the Hong Kong ATC system is safe and of a high standard. The Team made very useful recommendations to assist CAD in maintaining the state-of-the-art ATC services. We are responding positively to these recommendations. Our follow-up actions will enable Hong Kong to continue to provide high standard ATC services as well as to cater for the anticipated growth in air traffic.

The Satellite-based Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) Systems project undertaken by CAD since 1999 to enhance efficiency and further improve flight safety has been progressing well. Detailed investigation work on the various elements of the CNS/ATM systems continues. Operational trials have been performed on various systems, including the Automatic Dependent Surveillance/Controller-Pilot Data Link Communication, the Automatic Terminal Information Service and Meteorological Information for Aircraft In Flight via

data link, Pre-Departure Clearance via data link, and Preliminary Aeronautical Telecommunication Network. Positive feedback from pilots and airlines on these new systems has been received, and some mature systems will be brought into operational use in the near future.

The Precision Runway Monitor (PRM) system installed at the top of the Backup Air Traffic Control Complex was also put into operational use in phases from March 22, 2001 after a series of tests and evaluation. It is designed to monitor approaches to and departures from parallel runways so as to enhance flight safety. Further studies will continue to be carried out to explore other applications of the PRM system with a view to further enhancing operational efficiency.

Cathay Pacific Airways Limited (CPA) acquired eight more aircraft in 2000/2001. The airline provided scheduled services to 50 destinations from Hong Kong with its fleet of 71 aircraft. It continued to develop its network during the year by introducing new scheduled passenger services and increased its scope of cooperation by code-sharing its services with other airlines.

Another local operator, Hong Kong Dragon Airlines Limited (HDA) also enjoyed expansion of its service network. For the first time in its history, the airline introduced all-cargo services to Dubai, Amsterdam, Manchester and Shanghai. This was a milestone in the development of its services as it previously operated only passenger services in the Asian Region. By the end of March 2001, HDA provided scheduled services to 29 destinations with its fleet of 15 aircraft. Three aircraft were added to its fleet in the year.





處長向國務院副總理吳邦國講解空管運作。  
DGCA introduced to Vice Premier Wu Bangguo the air traffic control operations.

家獲得CAD 509許可審定，可舉辦商用飛機飛行員訓練課程的飛行學校。我們會繼續進行監察，確保該校維持我們一貫要求的各項標準。

在本年度的年報，你會發現本處的高級管理層換了新的英文職稱(中文職稱則維持不變)。我的新職稱是Director-General of Civil Aviation，而副署長則是Deputy Director-General of Civil Aviation。五位助理署長的職稱也改為Assistant Director-General。新職稱在二零零一年一月一日起開始使用，而改換職稱的目的，是希望與國際慣例和準則看齊，恰如其分地反映本處高級管理層的地位和職責。此外，新職稱也更能反映香港在國際航空界的地位。在同一天，本處並進行了小規模的改組，把原屬技術及策劃部的策劃組轉隸航班事務部。

改組工作有助提升本處的效率。本處的每位員工繼續盡心竭力為本港航空界和相關行業服務。我謹藉此衷心感謝他們的努力和支持。本處致力提供安全和有效率的航空運輸系統，並會透過處內所有人員的竭誠服務、政府各相關決策局和部門的支援，以及本處與私營機構的業務伙伴多方合作，繼續貫徹這個宗旨。



民航處處長  
林光宇先生，JP



In order to facilitate local airlines' efforts to increase the annual output of cadet pilots by conducting more training courses, CAD put in the necessary manpower and resources to introduce the CAD 509 approval scheme in early 2000. It is a scheme under which a suitably qualified flying training organisation, in or outside Hong Kong, may be approved by CAD to conduct ab-initio commercial pilot training courses for the direct issue of a Hong Kong Commercial Pilot Licence with an Instrument Rating. In June 2000, CAD granted approval to BAE Systems Flight Training (Australia) Pty. Ltd., a flying training organisation in Adelaide, Australia, to conduct flying training for the cadet pilots of CPA and HDA, after screening all the necessary technical documents and conducting a series of on-site inspections and audits on its facilities, aircraft and instructors. This is the first flying school outside Hong Kong to obtain the CAD 509 approval to conduct flying training of commercial pilots. We will continue to monitor the college to ensure that the required standards are maintained.

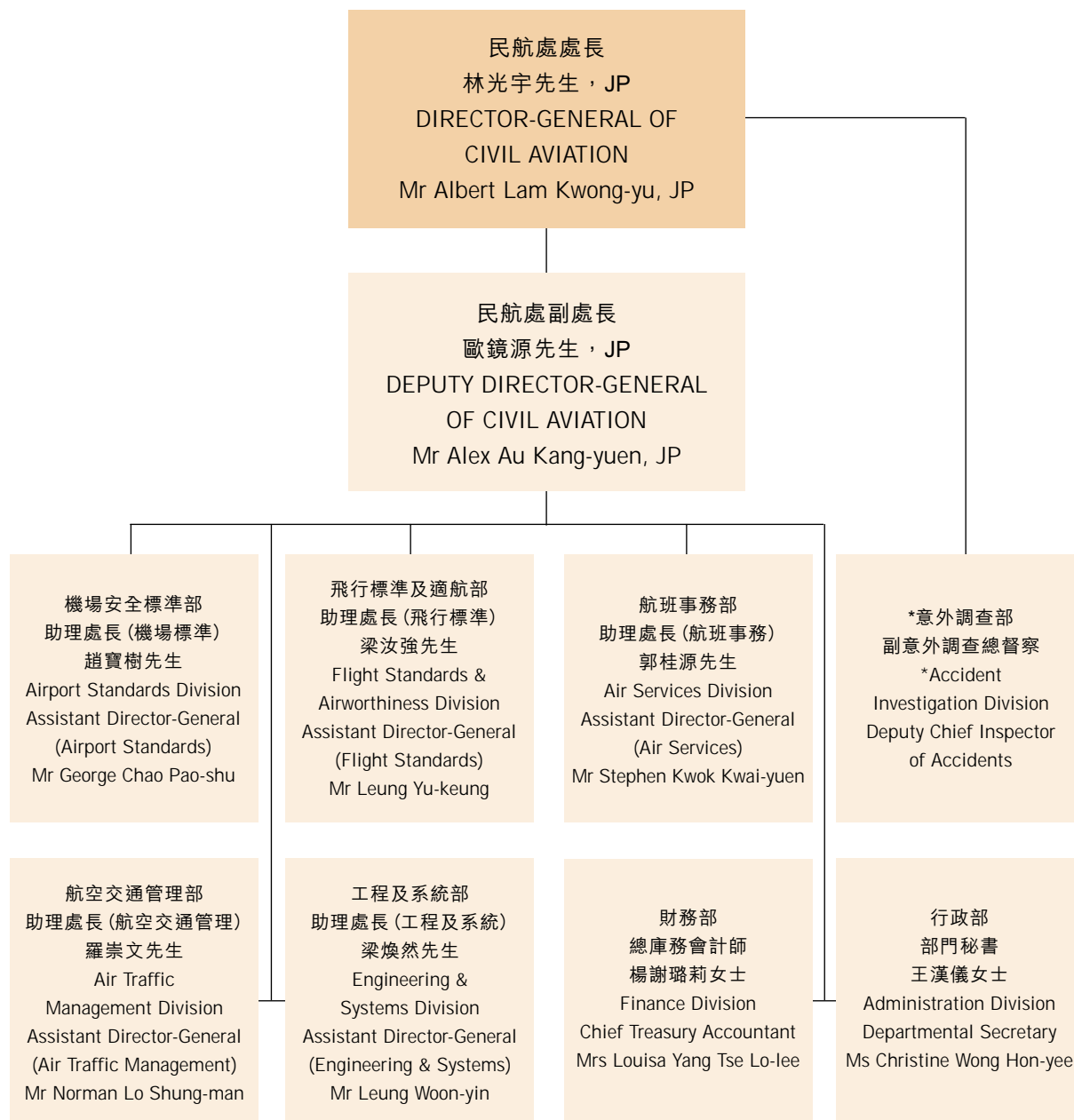
You will notice in this Report that the senior management of CAD has adopted new titles. My new title is Director-General of Civil Aviation while that of my deputy is Deputy Director-General of Civil Aviation. The title of the five Assistant Directors has also been changed to Assistant Director-General.

The purposes of the retitling, which took effect on January 1, 2001, were to align with the internationally accepted practice and protocol as well as to properly reflect the status, duties and responsibilities of the senior management personnel of CAD. The adoption of the new titles can also better reflect the status of Hong Kong in the international aviation community. Starting from the same day, the Department also underwent a slight reorganisation with the transfer of the Planning Section from the former Technical and Planning Division to the Air Services Division.

The restructuring effort helped to enhance the efficiency of the Department. Every staff member remains dedicated to serving the aviation community and related businesses in Hong Kong, and I would like to extend to them my fullest appreciation for their efforts and support. CAD is committed to provide a safe and efficient air transport system, and will continue to do so with the devotion of all our staff, the support of the relevant government bureaux and departments, and the cooperation of our business partners in the private sector.

Mr Albert Lam Kwong-yu, JP  
Director-General 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-General 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，部門秘書王漢儀女士，處長林光宇先生，JP，副處長歐鏡源先生，JP，助理處長(航空交通管理)羅崇文先生，助理處長(航班事務)郭桂源先生

(From the right of front row) Chief Treasury Accountant Mrs Louisa Yang Tse Lo-lee, Departmental Secretary Ms Christine Wong Hon-ye, Director-General of Civil Aviation Mr Albert Lam Kwong-yu, JP, Deputy Director-General of Civil Aviation Mr Alex Au Kang-yuen, JP, Assistant Director-General (Air Traffic Management) Mr Norman Lo Shung-man, Assistant Director-General (Air Services) Mr Stephen Kwok Kwai-yuen

(後排右起) 助理處長(工程及系統)梁煥然先生，助理處長(機場標準)趙寶樹先生，助理處長(飛行標準)梁汝強先生  
(From the right of back row) Assistant Director-General (Engineering & Systems) Mr Leung Woon-yin, Assistant Director-General (Airport Standards) Mr George Chao Pao-shu, Assistant Director-General (Flight Standards) Mr Leung Yu-keung



## 交通

### 航空公司

在這年內，共有65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	159 023
	貨運	17 940
加班機	— 客運	2 712
	貨運	636
包機	— 客運	2 463
	貨運	439

另外，共有26間提供不定期航班服務的航空公司及其他類別的航空公司經營下列班機服務：

包機	— 客運	406
	貨運	105

此外，提供定期及不定期航班服務的航空公司共經營2 726班非運輸業務性質班機。

### 飛機

	降落架次	起飛架次	總計	較一九九九／ 二零零零年度 升跌百分比
國際民航班機 (直升機除外)	93 222	93 228	186 450	+ 10.2
本地民航班機 (小型飛機及直升機)	5 918	5 906	11 824	- 3.8

### 客運

抵港人次	離港人次	總計	較一九九九／ 二零零零年度 升跌百分比	經港人次	較一九九九／ 二零零零年度 升跌百分比
16 352 260	16 284 058	32 636 318	+ 10.2	603 551	- 7.6

### 貨運 (以公噸計)

	卸貨量	裝貨量	總計	較一九九九／ 二零零零年度 升跌百分比
	956 469	1 273 076	2 229 545	+ 8.2

### 郵遞 (以公噸計)

	卸貨量	裝貨量	總計	較一九九九／ 二零零零年度 升跌百分比
	11 073	16 151	27 224	+ 4.0

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, 65 scheduled carriers operated the following number of flights:

Scheduled services	– passenger	159 023
	cargo	17 940
Extra sections	– passenger	2 712
	cargo	636
Charter flights	– passenger	2 463
	cargo	439

26 non-scheduled carriers and other private operators operated the following flights:

Charter flights	– passenger	406
	cargo	105

Additionally, scheduled and non-scheduled carriers operated a total of 2 726 non-revenue flights.

### Aircraft

	Landings	Take-offs	Total	% change over 1999/2000
Civil International (excluding helicopter movements)	93 222	93 228	186 450	+10.2
Civil Domestic (light aircraft and helicopters)	5 918	5 906	11 824	- 3.8

### Passenger

Arrivals	Departures	Total	% change over 1999/2000	Transit	% change over 1999/2000
16 352 260	16 284 058	32 636 318	+ 10.2	603 551	- 7.6

### Freight (tonnes)

	Unloaded	Loaded	Total	% change over 1999/2000
	956 469	1 273 076	2 229 545	+ 8.2

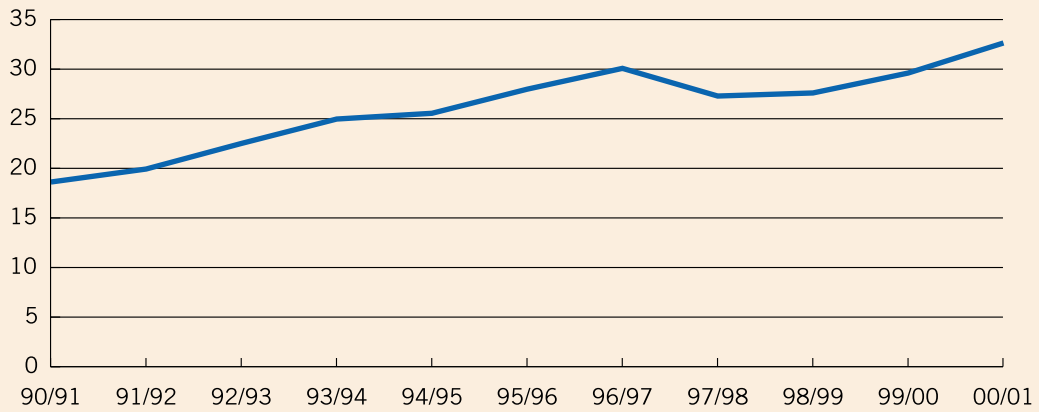
### Mail (tonnes)

	Unloaded	Loaded	Total	% change over 1999/2000
	11 073	16 151	27 224	+ 4.0

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

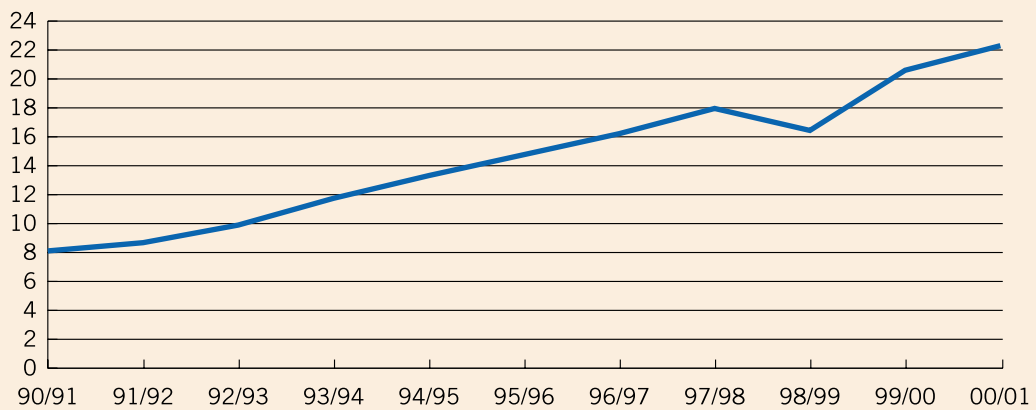
## 客運總計 Total Passengers 1990/1991 – 2000/2001

乘客數目(百萬人次) Passengers (millions)



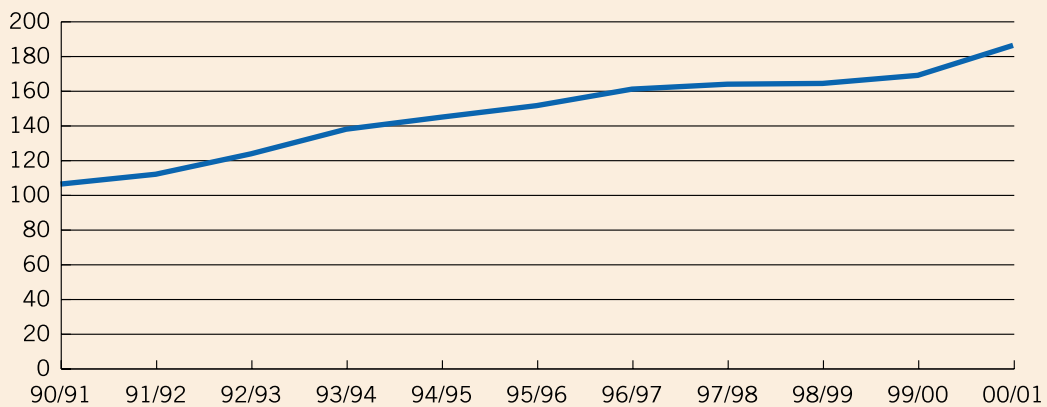
## 貨運總計 Total Cargo 1990/1991 – 2000/2001

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



## 國際班次總計 Total International Aircraft Movements 1990/1991 – 2000/2001

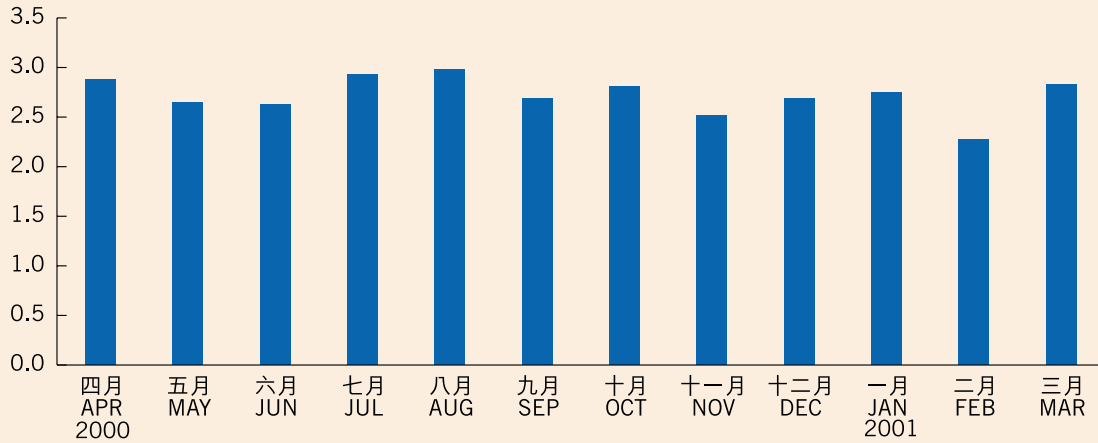
航機升降次數(千架次) Aircraft Movements (thousands)





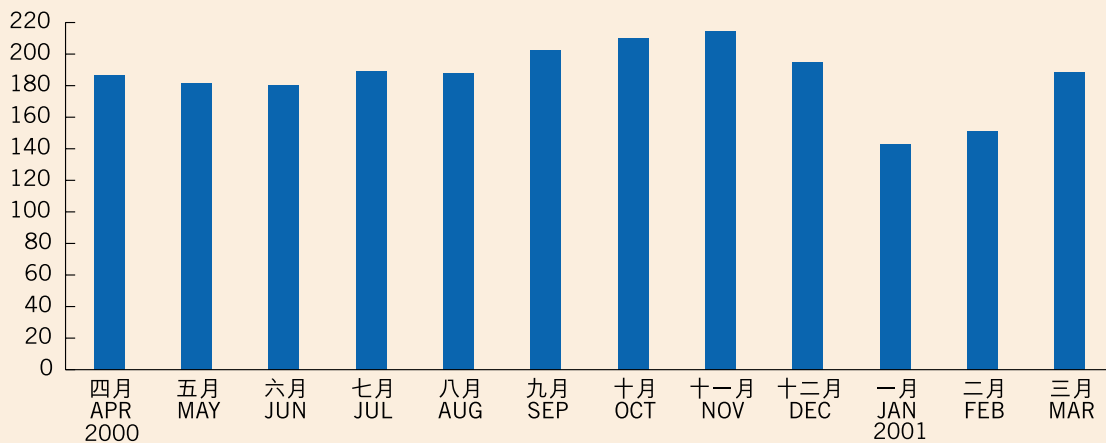
客運總計 Total Passengers: 32 636 318 人次

乘客數目 (百萬人次) Passengers (millions)



貨運總計 Total Cargo: 2 229 545 公噸 Tonnes

貨物量 (千公噸) Cargo (thousand tonnes)



國際班次總計 Total International Aircraft Movements: 186 450 架次

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

