

致力於安全及有效率的航空系統
Committed to a Safe and Efficient Air Transport System

第一章 CHAPTER 1

處長報告、組織圖、交通
Director-General's Review,
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民航處處長林光宇太平紳士
Mr Albert Lam Kwong-yu, JP
Director-General of Civil Aviation



處長報告

回顧過去一年，無論對民航處或整個航空業來說都是充滿挑戰。在民航處方面，我們投入了大量資源，致力於重劃南中國海飛行空域的工作，從而達到提升亞太區航空交通服務效率和質素的目的。我很高興報告，香港已於二零零一年十一月順利和成功過渡至新航空交通服務安排。

在全球經濟不景和美國九一一事件的影響下，香港國際機場的航空客運和貨運量均告下跌，航空公司亦面對市民乘搭飛機失去信心的經營困境。此外，美國發生的不幸事件，亦令航空保安成為舉世關注的課題。為了履行使香港成為頂尖航空中心的重要使命，我們已迅速採取行動，制定和執行更嚴格的航空保安標準，並繼續維持既安全快捷又秩序井然的航空交通。

Director-General's Review

The year under review was exceptionally challenging to our Department and the aviation sector as a whole. Within CAD, we put in substantial amount of resources and efforts for the reorganisation of airspace over the South China Sea area, with a view to enhancing efficiency and quality of air traffic service in the Asia Pacific region. I am pleased to report that the transition to the new air traffic services arrangement in November 2001 was smooth and successful.

With the impacts of the global economic downturn and the September 11 incidents, Hong Kong International Airport (HKIA) experienced a drop in air passenger and cargo throughput, and airlines had a tough year due to the loss of public confidence in air travel. The tragic events in the United States also raised major security concerns worldwide. To fulfil our important mission to position Hong Kong as a leading centre of aviation, we took swift actions to set and enforce more stringent aviation security standards and continued to maintain a safe, orderly and expeditious flow of air traffic.

航空業的發展，並沒有因為過去數年經營環境欠佳而停滯不前。反過來說，本港的航空公司一直穩步擴充機隊，在本港運作和飛越本港空域的航機不斷增加，民航處也接到航空營運許可證的新申請。在上述各項發展中，本處都扮演着重要角色。我非常高興報告，本處雖然一直厲行節約，仍能做好規管航空業的工作，促進業界增長和發展，為本港整體經濟作出貢獻。

基於前述的不利情況，香港國際機場去年的航空客運量難免有所減少，尤幸跌幅輕微。去年進出香港國際機場的飛機乘客量為3 210萬人次（不包括100萬名過境乘客），較上一年下跌了1.6%，空運貨物則受商貿環境放緩而出現較為嚴重的影響。香港國際機場去年處理的貨物量共210萬噸，與二零零零／零一年度比較，跌幅為4.9%。貨運量減少，主要是歐美地區經濟增長放緩，加上台灣和日本出現經濟收縮所致。儘管客運和貨運量有所下降，全年航機流量卻錄得197 743架次，增幅為6.1%，反映出在香港國際機場升降的客機，越來越多屬於體型較小的型號，而飛機的運載比率整體上也出現下降。

客貨運量在年內雖有減少，但香港國際機場的國際航空貨運量一直高踞全

The difficult operating environment of the aviation industry in the last few years did not stop it from striving to move ahead. Local airlines have been expanding their fleet steadily, the number of aircraft operating at and overflying the territory has been climbing, and new applications for Hong Kong Air Operator's Certificate have also been received. Our Department has a significant role to play in all these developments. I am very pleased to report that CAD, though serving in a lean manner, has been able to provide unfailing regulatory support to help foster industry growth and development, which benefits the Hong Kong community as a whole.

The decline in passenger throughput at HKIA in the year was inevitable given the unfavourable circumstances. The percentage change, fortunately, was slight. A total of 32.1 million passengers (excluding one million in transit) passed through the airport, representing a decrease of 1.6 per cent when compared with the previous year. Air cargo, however, was more seriously affected by the slowdown in the trade environment. HKIA handled a total of 2.1 million tonnes of cargo in the year, a drop of 4.9 per cent as compared with 2000/01. The shrinkage was due mainly to the slowdown in economic growth in the United States and Europe and the economic contraction in Taiwan and Japan. Annual aircraft movements amounted to 197 743, i.e. a 6.1 per cent increase despite the downturn in passenger and cargo traffic. This reflects the increasing use of smaller passenger aircraft at HKIA and the overall decrease in aircraft load factor.

In spite of a drop in international passenger and cargo throughputs in the year, HKIA still ranked number one in

球，保持自一九九六年起的紀錄。國際客運量方面則自一九九七年排名第五，僅次於倫敦希斯路機場、巴黎戴高樂機場、法蘭克福機場和阿姆斯特丹機場。香港國際機場的國際航空網絡在亞太區堪稱首屈一指，服務範圍遍及全球130多個目的地，其中包括國內約40個航點。

在取得如此理想成績的情況下，加上中國加入世界貿易組織，以及香港特別行政區政府和香港機場管理局實施各項旨在加強香港國際機場競爭優勢的發展策略，香港航空業的發展前景是很樂觀的。

然而，倘沒有多家國際航空公司的長期支持，開辦往來香港的航線，香港亦難以繼續成為國際和地區的主要航空中心。在二零零一／零二年度，共有五家航空公司在香港國際機場開辦新的定期客運航班服務，包括越南太平洋航空公司、宿霧太平洋航空公司、埃塞俄比亞航空公司、泰國東方航空公司和芬蘭航空公司。此外，金鵬航空服務私人有限公司於年內開辦定期全貨運航線，部分航空公司亦開設新航點，例如阿的斯阿貝巴（由埃塞俄比亞航空公司開辦）、赫爾辛基（由芬蘭航空公司開辦），以及札幌和利雅得（由國泰航空

international air cargo throughput as in the case of the previous five years. In terms of international passengers, it has been the fifth after London Heathrow, Paris Charles de Gaulle, Frankfurt and Amsterdam since 1997. HKIA's international network is also the strongest in Asia Pacific, with the coverage of some 130 destinations including about 40 points in the Mainland.

With such impressive records, China's accession into the World Trade Organisation, and various development strategies implemented by the Hong Kong Special Administrative Region Government (HKSARG) and the Airport Authority Hong Kong (AAHK) to enhance the competitive edge of HKIA, the outlook for the growth in aviation in Hong Kong is very positive.

Nevertheless, Hong Kong would not have been able to maintain its status as a major international and regional aviation centre without the long-standing support of the many international airlines serving Hong Kong. In 2001/02, five new scheduled passenger airlines, namely Pacific Airlines, Cebu Pacific Air, Ethiopian Airlines, Orient Thai Airlines and Finnair, and one scheduled all-cargo carrier Transmile Air Services commenced operations at HKIA. Some airlines also introduced new destinations, namely Addis Ababa (by Ethiopian Airlines), Helsinki (by Finnair), and Sapporo and Riyadh (by Cathay Pacific Airways Limited (CPA)). These new services definitely enhance the hubbing status of HKIA.

As far as the Hong Kong airlines are concerned, CPA and Hong Kong Dragon Airlines Limited (HDA) continued to take delivery of new aircraft, which required CAD's certification. The

有限公司開辦)。這些新辦的服務無疑加強香港國際機場航空樞紐的地位。

至於本港的航空公司—國泰航空公司和港龍航空有限公司則繼續添置新飛機，而這些新飛機在交付前，必須由民航處核證。國泰航空公司購置的10架新飛機（計有五架空中巴士A330型和三架空中巴士A340型飛機，以及兩架波音B747型貨機）已於二零零一年年底投入服務。年內，港龍航空公司的機隊數目已由15架增至21架（新增的計有兩架空中巴士A330型、一架空中巴士A320型和一架空中巴士A321型飛機，以及兩架波音B747型貨機）。

二零零一年十月，香港國際機場跑道每小時最多容納47架次航機升降的時段，由每日中午十二時至下午六時，延長至每日上午九時至午夜十二時。香港國際機場要應付交通需求的增加，同時又要維持最高的安全和效率水平，有見及此，於二零零一／零二年年底，自上午九時至午夜十二時的跑道升降容量，已由每小時47架次增至49架次，並維持任何連續兩個小時的跑道總升降量不超過94架次。為配合特區政府和機管局把香港國際機場發展成為主要航空樞紐的計劃，本處會確保機場跑道容量逐漸提高，以應付日後的交通增長。

former's 10 new aircraft (five Airbus A330 and three Airbus A340 aircraft as well as two Boeing B747 freighters) commenced services by the end of 2001. The fleet of HDA increased from 15 to 21 in the year (the six new aircraft were two Airbus A330, one each of Airbus A320 and A321 aircraft, as well as two Boeing B747 freighters).

In October 2001, the hourly runway capacity of 47 movements at HKIA was extended from between noon and 6 p.m. to between 9 a.m. and midnight daily. To accommodate increased demand in traffic whilst maintaining the highest level of safety and efficiency, by the end of 2001/02, the hourly runway capacity for 9 a.m. to midnight was increased from 47 to 49 movements with the total runway movements in any two consecutive hours not exceeding 94. In line with the Government and AAHK's plan to develop HKIA into a major aviation hub, CAD will ensure that runway capacity will be enhanced progressively to meet traffic growth in years to come.

As part of the initiative to further optimise airspace utilisation by reducing the vertical separation standard between suitably equipped aircraft flying at altitudes above 29 000 feet, Hong Kong will implement Reduced Vertical Separation Minimum (RVSM) in October 2002. The new standard will enable more efficient aircraft operations, achieve better fuel economy for air transportation and help to minimise ground delay. Sufficient training on the new procedures will be provided to air traffic controllers before the implementation of RVSM.

為了充分利用飛行空域，本港將於二零零二年十月實施修訂高度間距的規定，把配備適當儀器和在29 000呎以上高度飛行的飛機之間的高度間距降低。新標準會使飛機運作更有效率，既可節省燃料，亦有助減少飛機在升降方面的延誤。在實施有關新規定前，本處會為航空交通管制員提供足夠訓練，以熟習新程序。

本處自一九九九年推行衛星通訊、導航及監察／航空交通管理系統實施計劃，旨在加強飛行安全和效率，計劃至今進展良好。數據化自動航站情報服務及數據化遠航氣象情報服務已於二零零一年四月開始運作，而經數據鏈路發放起飛前放行指示的服務，也於二零零一年十二月推出。至於其他系統的進一步試行運作，將會繼續進行。

二零零二年三月，本處簽發了航空營運許可證予中富航空有限公司經營直升機運作業務，這是特區政府成立以來簽發的首張航空營運許可證。此外，Jet Aviation Business Jets (Hong Kong) Limited要求簽發新的航空營運許可證，以採用龐巴迪全球特快的BD700型長程商用噴射機的營運申請，正在最後審理中。

The Satellite-based Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) Systems project undertaken by CAD since 1999 to enhance flight safety and efficiency has been progressing well. Digital-Automatic Terminal Information Services (D-ATIS) and Digital-Meteorological Information for Aircraft in Flight (D-VOLMET) were put into operational use in April 2001, while Pre-Departure Clearance (PDC) Delivery via data link was put into use in December 2001. Additional trials on other systems will continue.

In March 2002, our Department issued a Hong Kong Air Operator's Certificate (AOC) to CR Airways Limited for helicopter operation. It was the first initial issue of an AOC since the establishment of the HKSARG. The application for a new AOC from Jet Aviation Business Jets (Hong Kong) Limited for the operation of a Bombardier Global Express BD700 (a long range business jet aircraft) was also in the final stage of processing.

Hong Kong's expanding economic and sociological ties with the Pearl River Delta Region call for enhanced transport links, and helicopter services will play a more significant role. Further development of the services may require additional heliport facilities in the urban area. CAD therefore embarked on a consultancy study in April 2001 to assess the demand for helicopter services between Hong Kong, Macao and the Mainland, establish the need for new heliport facilities in the urban area and the corresponding economic costs and benefits, evaluate the shortlisted heliport sites and identify the best option for heliport development in the urban area, and formulate a comprehensive plan for the

隨着香港與珠江三角洲地區的經濟和社會連繫日益緊密，兩地的運輸網絡有必要增強。直升機服務的作用越來越重要，要進一步發展這服務，市區或須增設直升機場設施。為此，本處在二零零一年四月聘請顧問公司進行研究，以評估香港、澳門與國內之間的直升機服務需求，確定在市區興建新直升機場設施的需求及相應的經濟成本和效益，評審初步入選的各個直升機場選址和定出在市區興建直升機場的最佳方案，和就新直升機場的興建、撥款和日後的管理等事宜制定整體計劃。這項研究工作已接近完成階段，研究所得的結果將有助我們探討如何推動直升機服務的未來發展。

在九一一事件前，香港國際機場已實施嚴格的保安措施。在發生該宗不幸事件後，本處隨即要求有關方面加強航空保安措施，以恢復市民對乘搭飛機的信心。年內，本處同事與機管局、各家航空公司、租戶禁區營運人、機場保安有限公司和政府各執法機構緊密合作，致力在香港國際機場執行更嚴格的保安措施，包括發出保安指令禁止乘客攜帶刀具和有刀刃的物件進入機場禁區和機艙。

此外，本處亦與外國民航當局，特別是美國聯邦航空管理局保持聯絡，交換保安方面的資料，並協助航空公司按

development, funding and future management of any new heliport. The study was approaching the final stages and its findings would assist us in considering how to facilitate the development of helicopter services in future years.

Before the occurrence of the September 11 incidents, stringent security measures had already been in place at HKIA. Following the tragic events, CAD requested the concerned parties to step up aviation security and help restore confidence in air travel. In the year under review, my colleagues worked closely with AAHK, airlines, Tenant Restricted Area operators, the Aviation Security Company Limited and various government law enforcement agencies to implement more stringent security measures at HKIA. Security Directions were issued to prohibit the carriage of knives or bladed items into the airport restricted area and the aircraft cabin.

CAD also liaised with foreign aviation authorities, the Federal Aviation Administration of the United States in particular, to exchange security related information and help airlines to carry out additional security measures at HKIA as required by their respective authorities. In October 2001, CAD mandated the locked cockpit door policy for local airlines. Also, passenger access into the cockpit during flight has since been prohibited.

At CAD we remain proud of our remarkable team of dedicated staff for their effective and efficient service to the aviation industry and its related businesses in Hong Kong and elsewhere. Whether working in shifts around the clock or at outstations in various corners of the world, our staff always demonstrate a high level

照個別民航當局的要求，增強香港國際機場的保安措施。二零零一年十月，本處規定本地航空公司必須執行駕駛艙門上鎖的政策。乘客也不得在航機飛行期間進入駕駛艙。

本處員工克盡厥職，合作無間，為航空業和在香港及其他地方的相關行業提供高效率的服務，實在令本處引以為傲。不論是二十四小時輪班當值，還是在遍及世界各地的外站執勤，本處同事的表現都以高度專業和盡忠職守而見稱。這種質素正好說明部門去年在獲取有限新資源的情況下，仍然可以滿足擴展中的航空業界需求，達到真正的資源增值。

我很高興藉此機會，衷心感謝民航處所有同事不辭勞苦地工作。我又要多謝航空諮詢委員會各成員給予的寶貴意見，以及業界的諒解、合作和支持。民航處所有人員會本着團隊精神，全力以赴，繼續保持並進一步鞏固香港作為地區和國際主要航空中心的地位。



民航處處長
林光宇太平紳士

of professionalism and devotion to their duties. It was this quality that explained why the Department, with limited new resources last year, met the demands of an expanding industry while still achieving real advances in productivity.

I am pleased to have this opportunity to express my heartfelt thanks to all CAD staff for their conscientiousness, to members of the Aviation Advisory Board for their invaluable contributions, and to the aviation industry for their understanding, cooperation and support. You can rest assured that the team at CAD will continue to spare no effort in maintaining and enhancing Hong Kong's status as a leading regional and international aviation centre.

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

組織圖

ORGANISATION CHART



民航處處長
林光宇太平紳士
DIRECTOR-GENERAL
OF CIVIL AVIATION
Mr Albert Lam Kwong-yu, JP



民航處副處長
歐鏡源太平紳士
DEPUTY DIRECTOR-GENERAL
OF CIVIL AVIATION
Mr Alex Au Kang-yuen, JP





機場安全標準部
助理處長 (機場標準)
趙寶樹先生
Airport Standards Division
Assistant Director-General
(Airport Standards)
Mr George Chao Pao-shu



航空交通管理部
助理處長 (航空交通管理)
羅崇文先生
Air Traffic Management Division
Assistant Director-General
(Air Traffic Management)
Mr Norman Lo Shung-man



飛行標準及適航部
助理處長 (飛行標準)
梁汝強先生
Flight Standards &
Airworthiness Division
Assistant Director-General
(Flight Standards)
Mr Leung Yu-keung



工程及系統部
助理處長 (工程及系統)
梁煥然先生
Engineering & Systems Division
Assistant Director-General
(Engineering & Systems)
Mr Leung Woon-yin



航班事務部
助理處長 (航班事務)
郭桂源先生
Air Services Division
Assistant Director-General
(Air Services)
Mr Stephen Kwok Kwai-yuen



財務部
總庫務會計師
楊謝璐莉女士
Finance Division
Chief Treasury Accountant
Mrs Louisa Yang Tse Lo-lee

* 意外調查部
副意外調查總督察
* Accident Investigation Division
**Deputy Chief Inspector of
Accidents**



行政部
部門秘書
梁美美女士
Administration Division
Departmental Secretary
Ms Mimi Leung

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.

交通

航空公司

在這年內，共有72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	168 761
	貨運	18 911
加班機	- 客運	4 461
	貨運	739
包機	- 客運	1 217
	貨運	167

另外，共有20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	472
	貨運	30

此外，提供定期及不定期航班服務的航空公司共經營2 985班非運輸業務性質班機。

TRAFFIC

Airlines

During the year, 72 scheduled carriers operated the following number of flights :-

Scheduled services	- passenger	168 761
	cargo	18 911
Extra sections	- passenger	4 461
	cargo	739
Charter flights	- passenger	1 217
	cargo	167

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

Charter flights	- passenger	472
	cargo	30

Additionally, scheduled and non-scheduled carriers operated a total of 2 985 non-revenue flights.

飛機 Aircraft

	降落架次 Landings	起飛架次 Take-offs	總計 Total	較二零零零/ 零一年度 升跌百分比 % change over 2000 / 01
國際民航班機（直升機除外） Civil International (excluding helicopter movements)	98 878	98 865	197 743	+ 6.1
本地民航班機（小型飛機及直升機） Civil Domestic (light aircraft and helicopters)	5 484	5 480	10 964	- 7.3

客運 Passenger

抵港人次 Arrivals	離港人次 Departures	總計 Total	較二零零零/ 零一年度 升跌百分比 % change over 2000 / 01	過境人次 Transit	較二零零零/ 零一年度 升跌百分比 % change over 2000 / 01
16 033 275	16 084 604	32 117 879	-1.6	489 605	-18.9

貨運 (以公噸計) Freight (tonnes)

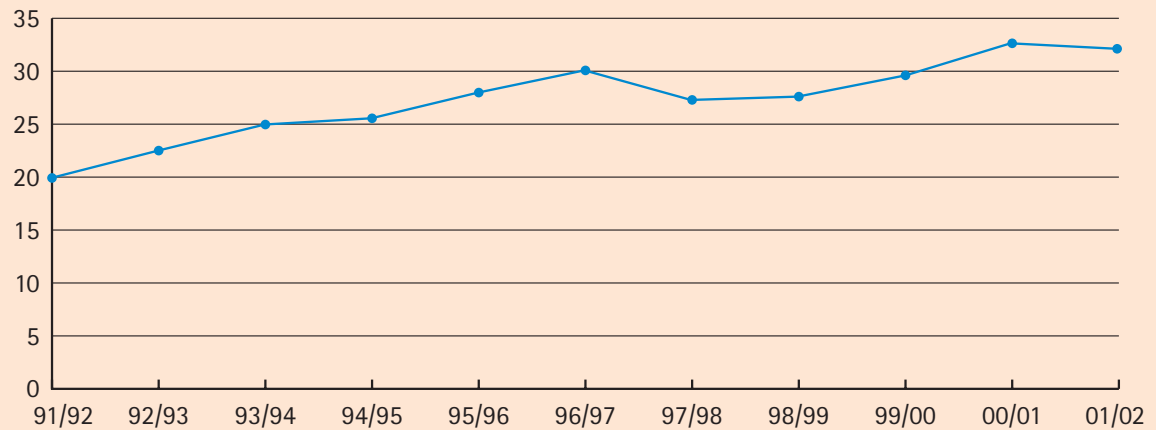
卸貨量 Unloaded	裝貨量 Loaded	總計 Total	較二零零零/ 零一年度 升跌百分比 % change over 2000 / 01
901 272	1 218 348	2 119 620	-4.9

郵遞 (以公噸計) Mail (tonnes)

卸貨量 Unloaded	裝貨量 Loaded	總計 Total	較二零零零/ 零一年度 升跌百分比 % change over 2000 / 01
8 859	16 593	25 452	-6.5

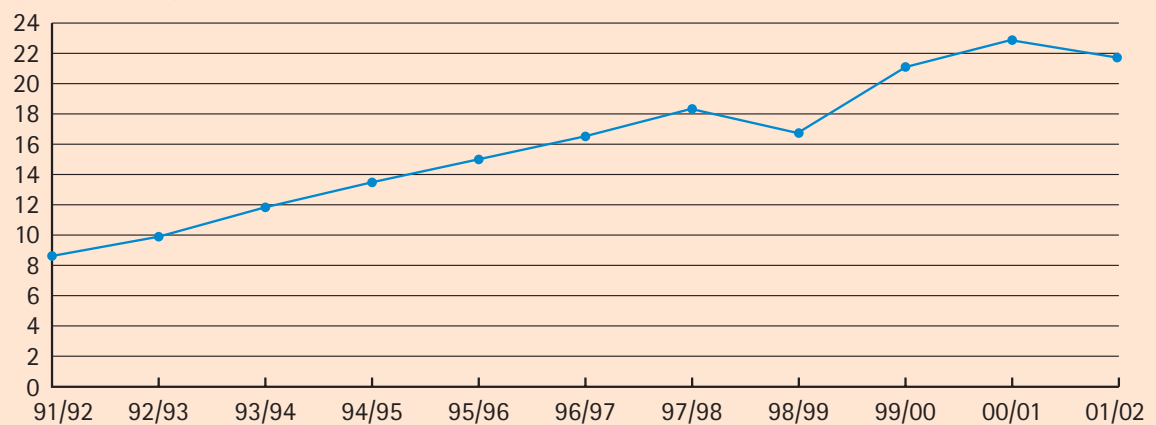
客運總計 Total Passengers 1991/92 - 2001/02

乘客數目 (百萬人次) Passengers (millions)



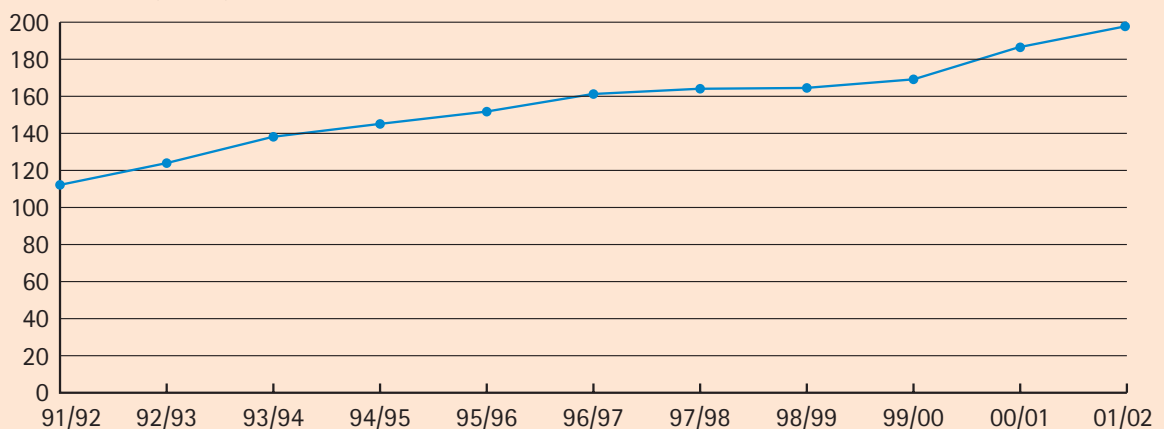
貨運總計 Total Cargo 1991/92 - 2001/02

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



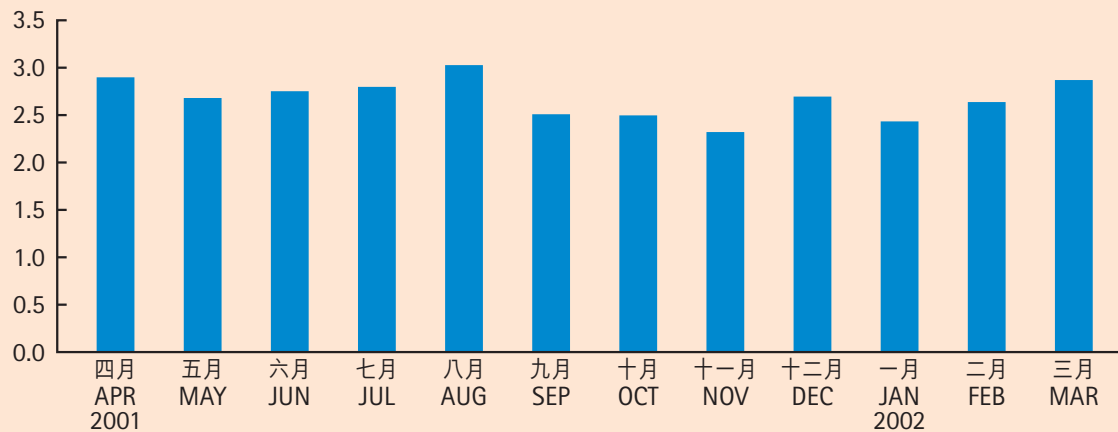
國際航機升降數目總計 Total International Aircraft Movements 1991/92 - 2001/02

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

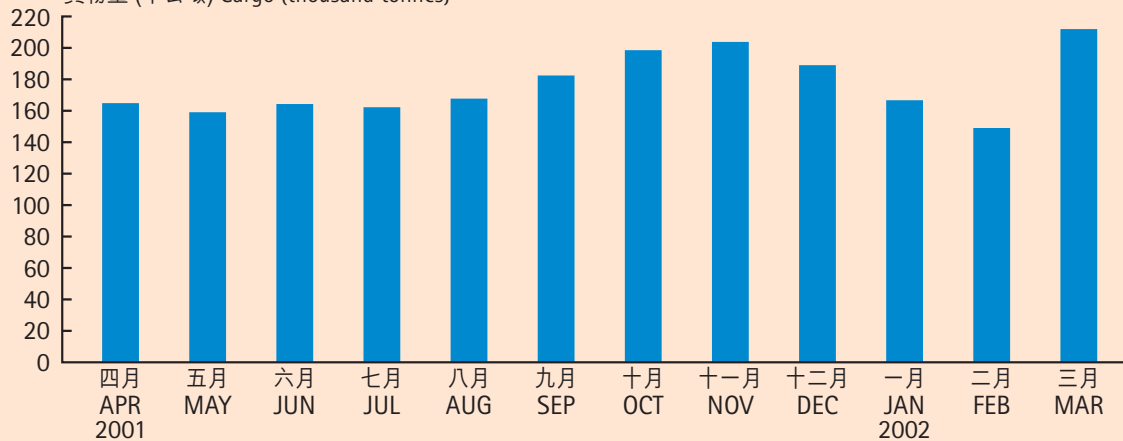


客運總計 Total Passengers : 32 117 879 人次

乘客數目(百萬人次) Passengers (millions)

**貨運總計 Total Cargo : 2 119 620 公噸 Tonnes**

貨物量(千公噸) Cargo (thousand tonnes)

**國際航機升降數目總計 Total International Aircraft Movements : 197 743 架次**

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

