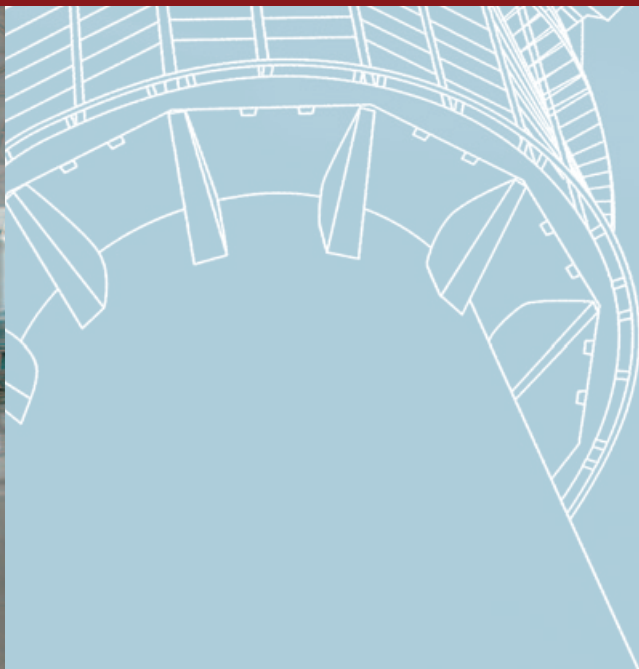


機場安全標準 Airport Standards



機場安全標準部的職責範圍包括簽發機場牌照、監察機場安全、監管航空保安、管制障礙物及監管危險品的空運，並肩負協調機場簡化手續的任務。

本部繼續監察香港國際機場的安全及航空保安水平。年內，客運停機坪、貨運停機坪及北跑道進行了多項改善、擴建及維修工程。此外，為應付新空中巴士A380型飛機預計於二零零六年運作的準備工作，現正繼續展開。為確保機場管理局能一如以往符合簽發機場牌照的要求，本部嚴密監察上述的工作並與他們保持緊密的工作關係。本部繼續監察信德直升機場的安全標準及其他本地直升機場的安全水平。為應付預期的直升機場發牌要求，本部制訂了有關發出直升機場牌照的程序和指引，以供牌照申請人參考。

The Airport Standards Division is responsible for aerodrome licensing, monitoring of airport safety, aviation security, control of obstructions and the safe carriage of dangerous goods by air as well as taking a coordinating role in airport facilitation.

The Division continued to closely monitor the safety and security standards at the Hong Kong International Airport (HKIA). During the year, there had been a number of improvement, expansion and maintenance works going on at both the passenger and cargo aprons and the north runway. Moreover, preparatory work for the anticipated operations of the new Airbus A380 aircraft in 2006 continued. To ensure that aerodrome licensing requirements were and will continue to be fully met, the Division closely monitored these works and maintained a close working relationship with the Airport Authority Hong Kong (AAHK). The Division also continued to monitor the safety standards of the Shun Tak Heliport as well as the safety of domestic heliport operations. In anticipation of the requirement for heliport licensing, the Division compiled a licensing requirements document to provide guidance to licence applicants on the procedure and requirements for obtaining an aerodrome licence for heliport.



為確保飛行安全，本部繼續對障礙物、飛行康樂活動及空運危險品作出監管。年內，本部對一宗違例氣球運作提出檢控及成功調查了一宗嚴重的危險品事故。此外，為提醒空運業界對危險品事故及危險品的新認識，本部於年內發出了數個危險品通告。

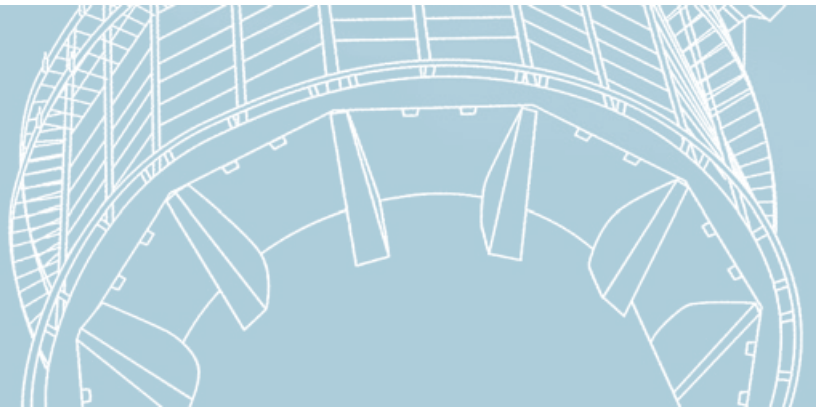
在航空保安方面，本部繼續監察機場管理局於香港國際機場實行的航空保安措施，以及航空公司於香港國際機場及信德直升機場所作出的保安安排。為遵照國際民用航空組織關於航空保安的一項新標準，本部制訂了一套香港航空保安質量控制計劃，並將有關詳情以附錄形式，加入於新修訂的香港航空保安計劃。為處理民航機上難受管束乘客的問題，本部跟從國際民用航空組織之有關建議，提出了《二零零五年航空保安(修訂)條例草案》，增訂新的罪行以針對有關問題。本部著力監察於香港國際機場應用的無線射頻科技合成自動行李辨認系統，並與業界商討加強管制代理人制度的運作。

本部繼續積極參與國際事務，包括參與國際民用航空組織的保安審計(以國際民用航空組織審計團的短期專家身份或以觀察員身份參與)。年內，本部代表中國香港接替新西蘭擔任亞太經濟合作組織航空保安專家小組的主席，並協助國際民用航空組織於二零零五年六月在香港舉辦機場簡化手續亞太研討會。在民航處處長的認可下，國際民用航空組織核准香港機場保安公司的航空保安訓練學院，成為國際民用航空組織亞太區分區航空保安培訓中心。

Safety of aircraft was also ensured through the implementation of obstacle control, monitoring of recreational aviation activities and enforcement of legal requirements on the safe transport of dangerous goods by air. During the year, one prosecution against illegal balloon operation was instituted and a detailed investigation into a very serious dangerous goods incident was successfully carried out. Furthermore, Dangerous Goods Advisory Circulars were issued to notify airlines about the occurrence of this dangerous goods incident as well as on some other findings with a view to raising the industry's awareness of the potential hazards.

On the aviation security side, the Division continued to monitor the implementation of aviation security measures by the AAHK at the HKIA and the security arrangements of aircraft operators operating at the HKIA and at the Shun Tak Heliport. To meet a new International Civil Aviation Organization (ICAO) standard on aviation security, the Division has developed the Hong Kong Aviation Security Quality Control Programme which has been incorporated as an appendix in the revised Hong Kong Aviation Security Programme. To tackle the unruly passengers problem and in line with an ICAO recommendation, the Division proposed an Aviation Security (Amendment) Bill 2005 to deal with offences committed by such passengers. The Division also continued to monitor the development and implementation of a Radio Frequency Identification-based baggage reconciliation system at the HKIA and work with the industry to enhance the operation of the Regulated Agent Regime.

The Division continued to actively participate in international activities including ICAO security audits (either as Short Terms Experts of ICAO teams or as observers). During the year, the Division represented Hong Kong, China to take over the Chair of the Experts Group of the Asia Pacific Economic Corporation on Aviation Security from New Zealand and was assisting the ICAO to host the Asia Pacific Regional Seminar on Facilitation to be held in Hong Kong in June 2005. With the endorsement of the Director-General of Civil Aviation, the Training Academy of the Aviation Security Company Ltd was accredited by ICAO as an ICAO Asia Pacific Sub-Regional Aviation Security Training Centre.



機場安全

簽發機場牌照

本部繼續監察機場管理局的表現，確保該局符合機場牌照的要求。本部經常巡察機場道面、目視助航設備及其他飛行區內飛機運作所需設施的狀況。本部亦派員觀察由機場管理局負責的飛行區內臨時及定期維修工程，以及飛行區內新設施的工程項目。機場管理局於二零零四年中開始貨運停機坪擴建工程，建造可容納三架空中巴士A380型貨機或五架MD-11型貨機的新停機位。本部會繼續密切監察有關工程，確保工程完全符合簽發機場牌照的要求。

機場地面燈系統的質素在年內不斷提升，其中與機場北跑道地面燈系統有關的構件，即飛機感應通訊系統，本定於二零零四年三月開始進行測試，惟因出現技術問題，測試暫被中止。經本部聯同機場管理局研究後，系統經過重新設計及提升部份主要組件，將於二零零五年中開始進行新一階段測試。為使飛行員在低能見度時更容易掌握跑道出口距離及減少跑道佔用時間，機場北跑道已裝設一套新的快速離場滑行道指示燈，並將於二零零五年五月投入運作。

AIRPORT SAFETY

Aerodrome Licensing

The performance of AAHK in complying with the aerodrome licensing requirements was closely monitored by the Division. Frequent inspections of the conditions of airfield pavements, visual aids and other airside facilities required for aircraft operations were carried out. The Division also witnessed ad-hoc and scheduled airside maintenance works as well as the construction of new airside facilities carried out by AAHK. The construction of the cargo apron extension works comprising of additional aircraft parking stands capable of accommodating three Airbus A380 freighters or five smaller MD-11 freighters at HKIA started in mid-2004. The Division continues to monitor the works closely to ensure that these aircraft stands are designed and constructed to meet the aerodrome licensing requirements.

Upgrading work on the Aerodrome Ground Lighting (AGL) System continued during the year. The Dedicated Sensor Communication System, an associated component in the AGL System for the north runway, had been under testing since March 2004 but the testing was later suspended due to some technical issues. The system was subsequently re-configured with major components upgraded after a joint review by this Division and the AAHK. Acceptance testing of this re-configured system would be re-started in mid-2005. Rapid Exit Taxiway Indicator Lights, a new installation aimed at enhancing pilots with distance-to-go information to the next runway exit in low visibility conditions and reducing runway occupancy time, were being installed on the north runway and was expected to be operational in May 2005.



安全事務主任向機場消防隊人員了解新的消防救援車輛設備。
A Safety Officer being briefed by AFC personnel on the new Rescue Fire Fighting vehicle.



本部對機場設施及操作程序、飛行區保養維修、飛行區工作人員的培訓、機場營運商的監察和安全管理系統的推行，執行了13次審計和132次巡視。本部亦監察機場管理局對飛機地面事故的調查工作，確保採取改善措施，以防同類事故再發生。為使香港國際機場的安全達至高水平，機場管理局已推行一套適用於整個香港國際機場的安全管理系統，並經常組織安全推廣運動。本部會繼續監察機場管理局推行和改進該套安全管理系統。

本部監察機場消防隊的救援能力及機場管理局的緊急應變計劃。三方面經常透過會議，檢討意外事件程序手冊的內容、救援人員訓練、救援設備及緊急演習。在二零零四年十一月二十六日，機場進行每年一度的飛機意外演習，測試救援人員於航機墜海後的救援能力。同月機場消防隊亦更換了兩部擁有更大運載化學泡沫及載水能力的消防車。香港國際機場的救援級別被提升至國際民用航空組織的第十級，為於二零零六年來港的新型空中巴士A380型作好準備。機場消防隊因應自機場開幕以來所累積的工作經驗，提出建議更改值班工時，由12小時改為24小時。本部同意機場消防隊提出的建議，二零零五年二月起試行六個月。新制度試行至今反應理想，救援表現並無受影響。

The Division carried out 13 audits and 132 inspections on AAHK's airfield facilities and operational procedures, airside civil and electrical and mechanical maintenance activities, training provided to airfield operational staff, the monitoring of their franchisees and the implementation of a safety management system. The Division also monitored the investigation of aircraft ground incidents conducted by AAHK to ensure that remedial measures had been taken to prevent recurrence. With a view to achieving a high standard of safety in the HKIA, AAHK had implemented an airport-wide safety management system and regularly organised safety promotion campaigns. The implementation and enhancement of the airport-wide safety management system would be continuously monitored by the Division.

The Division continued to monitor the performance of the Airport Fire Contingent (AFC) on their Rescue Fire Fighting (RFF) capability and the emergency planning of AAHK. Regular meetings were set up between the three parties to discuss on the related matters such as amendments to the Emergency Procedure Manual, training of emergency personnel, availability of rescue equipment and emergency drills for airport operators. An annual aircraft crash exercise was held on November 26, 2004 simulating an aircraft crashed at the sea for rescue personnel to familiarise themselves with sea rescue operation. In November 2004, AFC had also replaced two of their rescue vehicles with larger foam and water capacity. As such, the RFF coverage of HKIA had complied with the ICAO Category 10 requirement in anticipation for the arrival of new A380 aircraft in 2006. In the light of the experience gained since airport opening, AFC proposed to change their shift pattern from 12 hours to 24 hours. The Division agreed to a six months trial of the change commencing in February 2005. The trial had been favourable with no compromise with the AFC's response performance noted.



本部亦審核了九次關於香港國際機場機場手冊及緊急應變程序手冊的修訂，以確保其內容繼續符合機場牌照的要求，並提供機場運作和緊急應變計劃的最新資料。

年內，本部透過嚴密監察機場管理局的表現，確保該局完全符合簽發機場牌照的要求。

首個在香港國際機場供飛機滑行使用的停機位
首個在香港國際機場供飛機以滑行進入及駛出模式運作的停機位，在二零零五年二月建成，以回應航空業界的要求。本部與機場管理局緊密合作，包括進行風險評估及制訂合適程序，確保此設施的運作是合乎機場發牌的要求。預計明年將會有更多這類新停機位在香港國際機場建成。

新空中巴士A380型飛機在香港國際機場運作
新空中巴士A380型飛機預計於二零零六年在香港國際機場運作，為確保屆時機場的設施能符合簽發機場牌照予機場管理局的要求，有關準備工作已於二零零三年展開。機場管理局於二零零四年五月完成了新A380型飛機在香港國際機場運作的研究，並籌備進行有關的提升工程，包括擴闊部份滑行道肩帶及提升停機坪設施。本部正密切監察有關發展，確保新飛機獲准於香港國際機場運作前，所有相關的簽發機場牌照已完全符合要求。

The Division also reviewed and approved nine amendments to the HKIA Aerodrome Manual and Emergency Procedures Manual to ensure that the information contained in the documents was in continuing conformance with the aerodrome licensing requirements and reflected the latest developments in aerodrome operations and emergency planning.

The Division had ensured that all aerodrome licensing requirements were fully met by AAHK in the year through close monitoring of its performance.

First aircraft stand at HKIA for taxi-in/out operation

To cater for different requirements from airlines, AAHK introduced the first parking stand at HKIA for aircraft taxi-in/out operation by its own power in February 2005. The Division worked closely with the AAHK in regard to risk assessment and working procedure to ensure that this new facility met aerodrome licensing requirements. More stands with the same mode of operations are expected to be introduced in the coming year.

Operations of new Airbus A380 Aircraft at HKIA

Preparatory work to ensure the compliance of AAHK with the aerodrome licensing requirements for the anticipated operations of the new Airbus A380 aircraft in 2006 started in 2003. AAHK completed a study on the operations of the A380 aircraft at HKIA in May 2004 and was preparing to launch the necessary upgrading works which included widening of the shoulders of some of the taxiways and upgrading of apron facilities. The Division has been closely monitoring the development to ensure that all relevant aerodrome licensing requirements will be fully met before the operation of this new type of aircraft at HKIA.



國際民用航空組織普遍安全監督審計計劃

國際民用航空組織將於二零零五年開始以綜合系統型式，進行全球普遍安全監督審計計劃，用以確保各締約國切實執行所有有關航空安全的標準。本部繼續進行上述系統審核內有關國際民用航空公約《附件十四〈機場〉》及《附件十八〈危險物品航空安全〉》的預備工作，包括制訂《機場牌照簽發手冊》，及廣泛地檢討了相關的簽發機場牌照要求，向牌照申請人提供指引。同時，為使國際民用航空組織可計劃及執行有關安全監督審計，本部已應國際民用航空組織要求，完成了關於《附件十四》及《附件十八》的檢查表，並為《航空活動問卷》提供了中國香港的有關資料。此等文件將於二零零五年五月如期提交國際民用航空組織。

監察直升機場的發展及安全運作

本部繼續監察信德直升機場，以確保該直升機場的運作符合機場手冊的規定。本部亦就該直升機場的發展建議和運作給予意見，其中包括信德直升機場的未來擴建工程。就直升機場發牌的要求，本部制訂了《直升機場牌照發牌規定文件》，詳列有關發牌的程序和指引，供牌照申請人參考。

本部繼續監察供本地航班使用的直升機場，包括西九龍直升機場及半島酒店直升機場等。在西九龍直升機場於二零零四年九月獲批准夜間運作之前，本部派員視察其照明系統及有關設施，確保夜間運作安全。

發展供本地航班使用的永久直升機場及跨境直升機場的研究仍在進行中。本部繼續就不同的直升機場設計方案提出意見。

Universal Safety Oversight Audit by ICAO

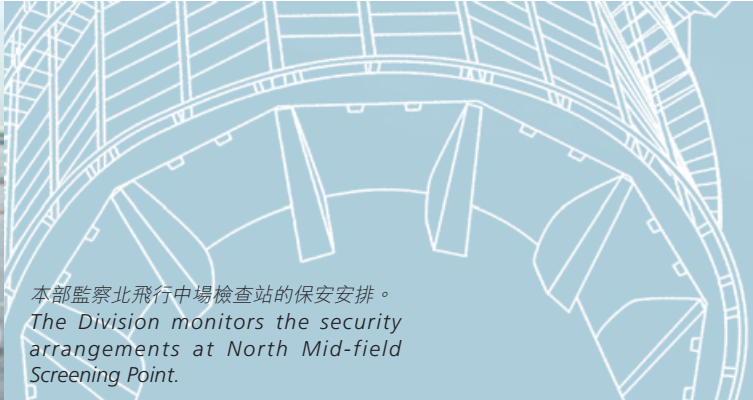
The ICAO Universal Safety Oversight Audit Programme, which aims at ensuring compliance with the safety related Standards by the Contracting States, has adopted a comprehensive systems approach encompassing all the safety related ICAO Annexes. The Programme is due to commence in 2005. Preparatory work by this Division in respect of the ICAO's safety oversight audit on Annexes 14 and 18 continued. An Aerodrome Licensing Manual was compiled to serve as a guideline for the process of licensing aerodromes and an extensive document review in its aerodrome licensing requirements was conducted. The Division also contributed actively in the completion of the ICAO State Aviation Activities Questionnaire for Hong Kong, China and the Compliance Checklists on Annexes 14 and 18. These documents will be submitted to the ICAO by end of May 2005 as scheduled to enable the ICAO to plan and conduct the safety oversight audit.

Monitoring of Heliports Development and Operations

The Division continued to monitor the safety standards of the Shun Tak Heliport through inspections and liaison with the heliport operator to ensure that the heliport was operated in accordance with the Heliport Manual. The Division also continued to provide advice on the heliport's proposed developments and operational issues, including the future expansion of the Shun Tak Heliport. In anticipation of the requirement for heliport licensing, the Division compiled an Aerodrome Licensing Requirements Document (Helicopter) to provide guidance to licence applicants on the procedure and requirements for obtaining an aerodrome licence for heliport.

The Division continued to monitor the safety of domestic heliport operations including West Kowloon Heliport and Peninsula Hotel Heliport. Lighting installations and other related facilities for night operations at West Kowloon Heliport were inspected before commencement of such operations in September 2004.

Studies on permanent domestic and cross-boundary heliport development were on-going and the Division continued to give advice on various heliport design proposals.



本部監察北飛行中場檢查站的保安安排。
The Division monitors the security arrangements at North Mid-field Screening Point.

航空保安

機場保安

為遵照國際民用航空組織附件十七《航空保安》新的標準，本部制訂了一套香港航空保安質量控制計劃，並將有關詳情以附錄形式，加入於新修訂的香港航空保安計劃。年內，本部曾進行三次審計，以確保機場管理局於香港國際機場實行的航空保安措施，符合香港航空保安計劃所列的規定。

年內，本部根據航空保安條例作出了兩次禁區指定。第一個是敦豪空運(香港)有限公司營運的新租戶禁區，此禁區為該公司在亞洲區的貨運中心，亦為香港國際機場內的第九個租戶禁區，於二零零四年六月二十日啟用。第二個是為配合亞洲空運中心在貨運停機坪的第二期發展項目，及在客運大樓三樓中央貨物安全驗查通道海關出口管制點的改動。由於上述改動，本部公布新機場禁區圖，於二零零四年八月三十一日生效。

本部亦向一些租戶禁區經營者就他們的擴充計劃的保安事宜提供意見。

AVIATION SECURITY

Airport Security

To meet a new standard of Annex 17 to the Convention on International Civil Aviation on Security, the Division has developed the Hong Kong Aviation Security Quality Control Programme which has been incorporated as an appendix in the revised Hong Kong Aviation Security Programme. During the year, the Division conducted three audits on the aviation security measures implemented by the Airport Authority Hong Kong at Hong Kong International Airport to ensure compliance with requirements of the Hong Kong Aviation Security Programme.

During the year the Division conducted two designations of restricted area under the Aviation Security Ordinance. The first one was for a new tenant restricted area (TRA) which was operated by the DHL Aviation (Hong Kong) Ltd as its Central Asia Hub. The TRA was the ninth in the HKIA and was brought into operation on June 20, 2004. The second one was for the Asia Airfreight Terminal Phase 2 development project at the cargo apron and the modification of the Customs & Excise exit control point at Central Goods Screening Channel on Level 3 of the Passenger Terminal Building. In the wake of the works the airport restricted area plans were amended and brought into effect on August 31, 2004 to reflect the changes in the airport restricted area boundary.

The Division also provided advice to a number of TRA operators on the security requirements for their expansion plans at their respective TRA.



安全事務主任審視離境檢查通道的保安检查工作。
A Safety Officer inspects the security screening work at Departures Screening Channels.

航空公司保安

本部繼續監察航空公司在香港國際機場及信德直升機場的保安安排，以確保符合香港航空保安計劃包括相關航空公司保安計劃所列的標準和規定。本部亦定期視察在香港註冊的航空公司在多個外站的運作情況。

香港機場管理局於二零零五年一月一日起於香港國際機場提供一套嶄新的條碼行李辨認系統。機場管理局亦研究引入一套使用無線射頻科技合成的自動行李辨認系統。本部將繼續監察此項行李辨認系統的推行，以確保此系統能順利實施及提供有效的服務予各航空公司。

美國運輸安全管理局為進一步保障航空安全，由二零零五年四月十四日開始，將打火機列入其違禁物品清單內。這項規定適用於所有飛往美國及美國航空公司營運的航班的乘客。民航處為配合此項規定，與香港機場管理局及有關航空公司緊密合作，確保受影響的乘客獲得相關資訊，以便作出相應安排。

Airline Security

The Division continued to monitor the security arrangements of aircraft operators operating at HKIA and Shun Tak Heliport to ensure their compliance with the standards and requirements stipulated in the Hong Kong Aviation Security Programme including respective aircraft operator security programmes. Inspections were also made regularly to out-stations served by Hong Kong registered aircraft operators.

On January 1, 2005, AAHK took over the provision of a new barcode-based automated baggage reconciliation system in HKIA. The Division continued to monitor the development and implementation of the Radio Frequency Identification (RFID) – based baggage reconciliation system by AAHK to complement the barcode-based system to ensure a smooth and effective service provided to all aircraft operators at HKIA.

With a view to coping with an enhanced measure to improve aviation security implemented by the US Transportation Security Administration (TSA) from April 14, 2005 which prohibits carriage of lighters on all flights operated to the United States and by US aircraft operators, the Division worked closely with AAHK and concerned aircraft operators to promulgate the new TSA requirement to the affected passengers.



鑑於近年航空公司所報告涉及難受管束或有擾亂秩序行為的乘客的事件，在數目和嚴重程度方面均有所增加，香港政府擬跟從國際民用航空組織之有關建議，向立法會提交《二零零五年航空保安(修訂)條例草案》，建議增訂新的罪行，以針對在民航機上的難受管束乘客問題，並且擴大香港的司法管轄權範圍至正在香港以外地方航行，而飛機的下一着陸地點在香港境內的非香港控制的民航機上所犯的罪行。有關草案已於二零零五年三月在立法會進行首讀。

管制代理人制度

為符合國際民用航空組織空運貨物的保安標準，本處自二零零零年三月實施一套管制代理人制度，此制度使所有可提供貨物保安的貨運代理可登記為管制代理人，並列明需要接受檢查的貨物類別。

本部繼續與業界商討加強管制代理人制度的運作，並進行定期檢查，持續監察管制代理人的工作及水平。

為加強管制代理人的運作標準，本部與業界商討後，加強培訓要求，規定由二零零六年一月一日起，每位管制代理人須最少保持有兩名員工曾完成一項民航處認受的管制代理人培訓課程。

To tackle the increasing number and gravity of reported incidents involving unruly passengers in recent years and to be in line with the ICAO's recommendation, the Government introduced the Aviation Security (Amendment) Bill 2005 to deal with the offences committed by unruly passengers on board civil aircraft and to extend Hong Kong's jurisdiction over certain offences committed on board non-Hong Kong controlled aircraft outside Hong Kong, if its next place of landing is in Hong Kong. The Bill was presented to the Legislative Council for first reading in March 2005.

Regulated Agent Regime

To comply with the standard on air cargo security set by ICAO, Hong Kong has implemented a Regulated Agent Regime since March 2000. Under this Regime, cargo agents who can provide protection of cargo can be registered as Regulated Agent and the sources of cargo required to be screened are specified.

The Division continued to work with the industry to enhance the operation of the Regulated Agent Regime. Continuous monitoring of Regulated Agents' operations and standards were effected through regular inspections.

In order to enhance the operational standards of the Regulated Agents, the Division, after consultation with the industry, imposed a training requirement from January 1, 2006, whereby each Regulated Agent must maintain at least two staff members who have attended a RAR training programme acceptable to CAD.



簡化手續

本部透過參與機場簡化手續委員會，監察《國際民用航空組織附件九(簡化手續)》內的標準及建議措施的實施情況。在日常運作方面，本部於年內為本地航空公司的機組人員發出了1 893張空勤人員證書。

本部亦正協助國際民用航空組織於二零零五年六月在香港舉辦機場簡化手續亞太區研討會。

國際事務

本部繼續積極參與亞太經濟合作組織運輸工作小組的活動。二零零五年三月，本部代表中國香港接替新西蘭擔任航空保安專家小組的主席。

本部的三名人員獲國際民用航空組織接納為認可航空保安審計員。他們以短期專家的身份參與國際民用航空組織審計團，前往亞太區的六個締約國作保安審計。在二零零四年五月，國際民用航空組織在中國進行保安審計，本處人員以觀察員身份參與民航總局代表團。

香港機場保安公司申請其航空保安訓練學院為國際民用航空組織亞太區分區航空保安培訓中心。該申請在得到民航處處長的支持及認可後，獲國際民用航空組織核准。

Facilitation

Through participation in the Airport Facilitation Committee, the Division monitored the implementation of the Standards and Recommended Practices of the ICAO Annex 9 on Facilitation at HKIA. On the operation side, the Division issued 1 893 Crew Member Certificates to the crew members of local aircraft operators during the year.

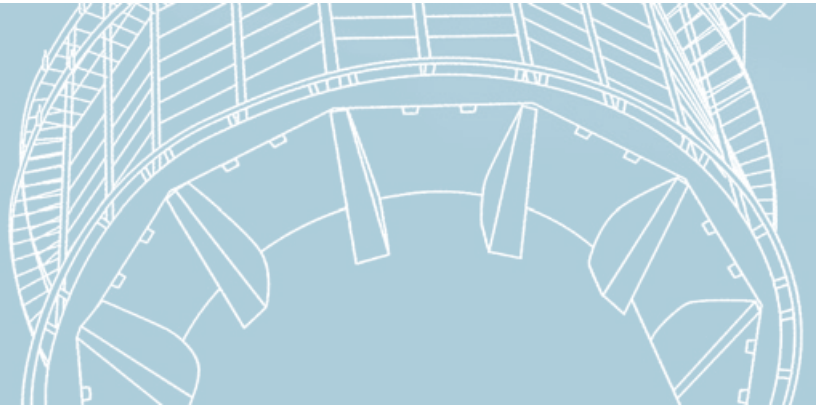
The Division is assisting the ICAO to host the Asia Pacific Regional Seminar on Facilitation in Hong Kong in June 2005.

International Activities

The Division continued to actively participate in the APEC Transportation Working Group activities. In March 2005, the Division represented Hong Kong, China to take over the Chair of the Experts Group on Aviation Security from New Zealand.

Three officers of the Division were accepted by ICAO as certified aviation security auditors. They have served as Short Term Experts of ICAO teams in the security audits of six Contracting States in the Asia Pacific region. In May 2004, CAD officers participated in the CAAC team as observers in the ICAO audit on China.

The Hong Kong Aviation Security Company Ltd applied for its Training Academy as the ICAO Sub-Regional Aviation Security Training Centre in the Asia Pacific Region. With the support and endorsement of the Director-General of Civil Aviation, ICAO approved the application and granted the accreditation.



安全監察

管制障礙物

本部於年內繼續審核建築和發展計劃以保障航空安全。涉及的主要項目包括港珠澳大橋、深港西部通道、昂船洲大橋、東涌吊車、大嶼山物流園、數碼地面電視，以及在香港國際機場內的工程如亞洲空運貨站擴建、跨境碼頭、航天廣場及國際展覽中心等。

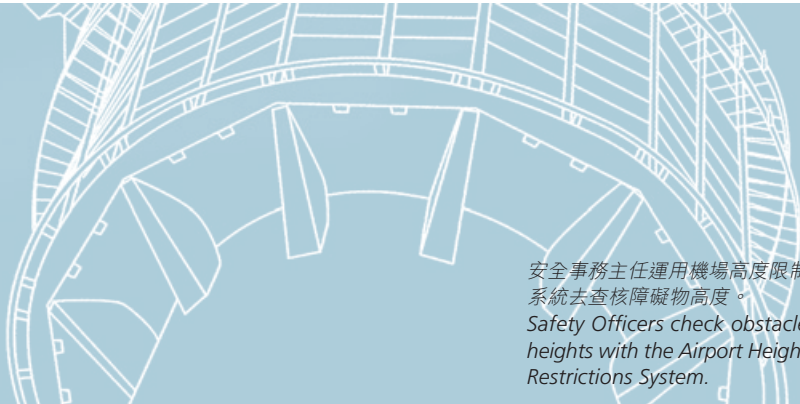
維多利亞港的「幻彩詠香江」燈光匯演自二零零三年十二月開始演出以來，推行了一些有關改變雷射激光及探射燈照射安排的建議。在每一次建議執行之前，本部會作出評估，確保建議符合規定。本部亦就其他燈光表演，如二零零四年八月舉行的「光影水躍」激光水幕匯演作出規定，確保航空安全不受影響。本部繼續就維港煙花表演，以及位於大嶼山的香港迪士尼樂園的煙花表演計劃提供意見，以保障航機安全。本部亦於二零零五年一月監察了香港迪士尼樂園的煙花測試。

SAFETY REGULATION

Control of Obstructions

The Division continued with the vetting of building and development plans to ensure compliance with aviation safety requirements. Major projects assessed included Hong Kong-Zhuhai-Macao Bridge, Hong Kong-Shenzhen Western Corridor, Stonecutters Bridge, Tung Chung Cable Car, Lantau Logistics Park, proposals on Digital Terrestrial Television Implementation and Asia Airfreight Terminals, Cross-boundary Ferry Pier, SkyPlaza and International Exhibition Centre at HKIA.

There had been proposals on making changes to use of laser and search lights in the “Symphony of Lights” show since its launch in December 2003 and each proposal was assessed to ensure that requirements of the Division were met before the proposal could be implemented. The Division also imposed requirements on other light shows including “Aqua Fantasia” in August 2004 to ensure that aviation safety was not affected. The Division continued to provide advice on fireworks display in Victoria Harbour as well as on planning of fireworks displays in the Hong Kong Disneyland in Lantau in order to ensure safe operation of aircraft. The Division also inspected the fireworks displays test in the Hong Kong Disneyland in January 2005.



安全事務主任運用機場高度限制系統去查核障礙物高度。
Safety Officers check obstacle heights with the Airport Height Restrictions System.



房屋及規劃地政局局長經考慮本部建議後，於二零零四年五月批出了一宗機場高度限制的豁免，容許電視廣播有限公司擴建位於南丫島的電視信號轉播站，以提高廣播服務穩定性。此外，本部共批准40宗機場高度限制短暫豁免的申請，以便本地建築工程進行及在機場附近航行船隻之運作。

In the light of the Division's advice, the Secretary for Housing, Planning and Lands granted a permanent exemption from the Airport Height Restrictions in May 2004 for Television Broadcasts Limited's construction of a building extension to its existing transposer station in Lamma Island to enhance the reliability of its broadcasting services. In addition, the Division issued 40 temporary Airport Height Restrictions exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the airport island.

在海事處通力協助下，本部確保船隻不得駛進機場附近的海上限制區，以保障香港國際機場及重要無線電導航儀器的運作。年內，由海事處提出檢控的非法闖入限制區個案共有九宗。

The Division continued to ensure the integrity of the Marine Exclusion Zones (MEZs) established in the vicinity of the airport island to safeguard the operation of HKIA and its essential radio navigation equipment with the assistance of the Marine Department. During the year, nine prosecutions against illegal entry into the MEZs were instituted by the Marine Department.

監察飛行康樂活動

本部繼續監察滑翔傘、降落傘、氣球及風箏等康樂活動的飛行安全，以確保上述活動在符合飛行安全法例的情況下進行，並且不會影響國際民航飛機的運作。年內，本部對一宗違例氣球運作提出檢控。

Monitoring of Recreational Aviation Activities

The Division continued to monitor the safety of recreational aviation activities, including paragliding, parachuting, ballooning and kite flying to ensure that these activities were conducted in compliance with applicable aviation safety regulations and did not affect international civil aircraft operations. One prosecution against illegal balloon operation was instituted in the year.



本部對一間香港航空公司上海浦東國際機場的貨物接收系統進行檢查。
An audit on a Hong Kong airline's cargo acceptance system in Shanghai Pudong International Airport.

香港機械模型會於元朗大棠的模型飛機飛行場地基本工程完成後，於二零零四年四月起開始運作。為確保安全操作，本部除了就該會製訂的飛行守則提供意見，亦監察場地的飛行活動安全。

運載危險物品

本部的危險品事務組繼續監管危險品之運載，以確保符合國際民用航空組織和法定要求。按規定航空公司如要運載危險品，必需符合危險品許可證簽發機制下所訂定的各項國際及本地要求。年內民航處批准兩間航空公司的新申請及48個續期申請，現時獲民航處批准空運危險品進出或飛越香港的航空公司總數達53間。此外，危險品事務組亦有定期和突擊巡查各空運貨物付運人和發運人對危險品處理的各項安排。為提高空運業界的水平，危險品事務組為來自航空公司、政府部門及內地民航局的七十多位學員、提供了四次空運危險品規管課程和研討班。

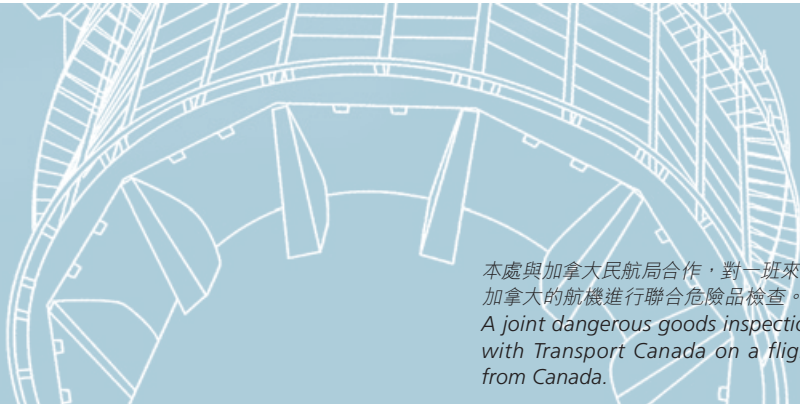
年內，一班從國內寧波市來港的客機，於二零零四年五月十九日發生了嚴重的危險品事故，在航行途中五個載有有毒物質的金屬筒於飛機貨艙內出現洩漏。該種有毒物質是嚴

Subsequent to completion of the initial site formation works, the Hong Kong Model Engineering Club commenced model aircraft flying activities at the flying site at Tai Tong, Yuen Long in April 2004. To ensure safety of operations, the Division provided comments on the Club's flight operations manual and conducted inspections to monitor the flying activities.

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of the Division continued to enforce the ICAO and legal requirements on the safe transport of dangerous goods by air. Through a dangerous goods permission system, airlines are required to comply with all ICAO and local requirements before they can carry dangerous goods onboard their aircraft. With the approval of two new applications and renewal of 48 permissions during the year, 53 airlines are now permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong. For air cargo shippers and freight forwarders, their dangerous goods handling activities were also regularly and randomly checked by the dangerous goods office. To help improving the dangerous goods standards of the industry, the dangerous goods office had organised four dangerous goods regulations enforcement classes and briefings with a total of over 70 participants from the airlines, government departments and Mainland China civil aviation authorities.

During the year a very serious dangerous goods incident happened onboard a passenger flight from Ningbo, Mainland China, to Hong Kong on May 19, 2004. Five metal drums of toxic chemical leaked inside the aircraft cargo hold during flight. The toxic chemical, which is



本處與加拿大民航局合作，對一班來自加拿大的航機進行聯合危險品檢查。
A joint dangerous goods inspection with Transport Canada on a flight from Canada.



禁以飛機運載的，卻透過偽造的文件通過了貨物接收檢查系統並成功登機。幸好該航機的客艙和貨艙空調系統是完全分開，所有乘客和機員並沒有受有毒物質影響。但在後期的卸貨行動中，六名貨運工人及消防員卻因而受傷。事後，在中國民航華東地區管理局的協助下，一個詳細的事故調查得以完滿進行。危險品事務組亦作出跟進，對該航空公司在國內華東地區的所有外站，進行了貨物接收系統運作的詳細檢查，以確保錯誤申報的危險品不能再次運載於航機內。

為了了解空運危險品運載要求的最新發展，本部與澳大利亞、加拿大、英國、美國和中國內地的民航局保持緊密的聯絡。此外，危險品事務組亦有定期派員參加國際民用航空組織和國際航空運輸協會舉辦的各類危險品會議及工作坊。

年內，本部向各航空公司發報數個危險品通告，包括上述的危險品事故，鋰電池在航機上意外起火的危險性，以及在市場上發現一種不符合規定並且不適合運載危險品的UN鋼筒等。

forbidden to be transported by air, had been consigned with forged documents and passed through the cargo acceptance checking system. It was fortunate that the separation of ventilation system between the cargo hold and the passenger cabin had prevented air passengers and flight crews from being intoxicated. But during subsequent cargo unloading operations, six cargo loaders and firemen were injured by the toxic chemical. A detailed investigation into the incident was successfully carried out with the assistance of the General Administration of Civil Aviation of China's (CAAC) Eastern China Regional Administration Office. As a follow-up action, the Dangerous Goods Office had led an extensive audit on the cargo acceptance system of all the airline's outstations in Eastern China region to prevent the recurrence of loading misdeclared dangerous goods onboard aircraft.

To keep track of the developments of the international requirements for the safe transport of dangerous goods by air, regular contacts were maintained with other civil aviation authorities such as Australia, Canada, United Kingdom, United States of America and Mainland China. Staff of the Dangerous Goods Office had also regularly participated in dangerous goods related international conference and workshops organised by ICAO and IATA.

During the year, Dangerous Goods Advisory Circulars were issued to notify airlines about the occurrence of the above-mentioned dangerous goods incident, the revelation of the extreme hazard of lithium battery if it was inadvertently ignited onboard aircraft, and the identification of a type of sub-standard UN steel drums in the market which is not suitable for transport of dangerous goods by air.