



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底在香港國際機場開始運作，有關的準備工作現正繼續展開。為確保香港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該局保持緊密的工作關係。本部亦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。

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 at the HKIA in late 2006 continued. To ensure that aerodrome licensing requirements were and would 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 monitored the safety standards of the Shun Tak Heliport as well as the safety of domestic heliport operations.



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，本部對一貨運代理人提出檢控，該貨運代理人其後就三項違反《危險品（航空托運）（安全）規例》的指控向法庭認罪。除執行法例外，本部亦向空運業界提供有關空運危險品的培訓及簡報會並發出通告，務求提升業界對危險品之安全空運的認識。

為免香港迪士尼樂園受到飛機噪音及視覺滋擾而訂立的《飛航（飛行禁制）令》於二零零五年八月十六日開始實施。該令設立飛行禁區，除獲豁免或指定飛機外，均禁止飛越該禁區。

在航空保安方面，本部繼續透過定期的考察、檢查及審計，監察香港機場管理局和機場租戶禁區經營者於香港國際機場，以及航空公司於香港國際機場和信德直升機場實行的航空保安措施，以確保符合香港航空保安計劃的要求。為處理民航飛機上的難受管束和擾亂秩序行為，《2005年航空保安（修訂）條例》於二零零五年六月通過制訂，並於二零零五年十一月十日開始實施。

年內，本部積極參與國際事務，當中包括參加國際民用航空組織保安審計團，前往亞太區的三個締約國作保安審計；協助國際民用航空組織於二零零五年六月在香港舉辦了機場簡化手續亞太區研討會；協調民航處內各有關分部及其他政府部門，確保香港國際機場及空中交通服務在二零零五年十二月世界貿易組織第六次部長級會議舉行期間暢順運作；及聯同香港生署及香港機場管理局於二零零六年三月在香港舉辦了航空界禽流感研討會。

Safety of aircraft was also ensured through the implementation of obstruction control, monitoring of recreational aviation activities and enforcement of legal requirements on the safe transport of dangerous goods by air. During the year, a prosecution against a freight forwarder was instituted. The freight forwarder subsequently pleaded guilty to court for three contraventions of the Dangerous Goods (Consignment by Air) (Safety) Regulations. Apart from legal enforcement, the Division also provided dangerous goods training and briefings and issued advisory circulars to the air cargo industry with a view to raising the industry's awareness in respect of the safe carriage of dangerous goods by air.

The Air Navigation (Flight Prohibition) Order, which was enacted for the purpose of avoiding aircraft noise and visual disturbance to the Hong Kong Disneyland, came into operation on August 16, 2005. Under this Order, a Prohibition Area has been established within which no aircraft except those specified or exempted may operate.

On the aviation security side, the Division continued to monitor the implementation of aviation security measures by AAHK and Tenant Restricted Area (TRA) operators at HKIA as well as aircraft operators at HKIA and Shun Tak Heliport through regular surveys, inspections and audits to ensure compliance with the requirements of Hong Kong Aviation Security Programme. For tackling the unruly and disruptive behaviour onboard civil aircraft, the Aviation Security (Amendment) Ordinance 2005 was enacted in June 2005 and came into operation on November 10, 2005.

During the year, the Division actively participated in international activities, which included joining the International Civil Aviation Organization (ICAO) Universal Security Audit team to conduct security audits of three Contracting States in the Asia Pacific region; assisting ICAO in hosting the Asia Pacific Regional Seminar on Facilitation in Hong Kong in June 2005; coordinating with concerned Divisions within the Department and other Government Departments to ensure the smooth operation of HKIA and air traffic services during the Sixth Ministerial Conference (MC6) of the World Trade Organisation (WTO) held in December 2005; and organising a seminar on Avian Influenza Preparedness for the Aviation Sector jointly with Department of Health and AAHK in Hong Kong in March 2006.

安全事務主任監察航空公司
在香港國際機場的保安運作。
Safety officer checking the security
arrangements of airlines operating at HKIA.



機場安全

簽發機場牌照

本部繼續監察香港機場管理局的表現，確保該局符合機場牌照的要求。年內，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。本部亦派員觀察由香港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。因香港飛機工程有限公司興建新機庫而進行改動工程的N滑行道、延伸的G滑行道及三個增建的維修飛機停泊位於二零零五年中展開工程，並於二零零六年首季完成兩條滑行道及其中兩個停泊位的建築工程。而在二零零五年的第三季開始建造的五個自滑停機位，預計於二零零六年五月完成部分工程。本部將繼續密切監察有關工程，確保該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。機場北跑道已裝設一套新的快速離場滑行道指示燈，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。該套新指示燈在成功測試後，已於二零零五年底投入運作。另一方面，用作探測飛機及車輛擅自闖入跑道之飛機感應通訊系統的規劃測試，由於技術限制的關係，該計劃將於二零零六年四月終止。

年內，本部對機場設施及運作、飛行區保養維修、飛行區工作人員的培訓和安全管理系統的推行執行了 15 次審計和 127 次巡視。為確保香港機場管理局繼續符合本處對發牌的要求，本部也派員參與它對機場營運商的審核及就機

AIRPORT SAFETY

Aerodrome Licensing

The Division continued to closely monitor the performance of AAHK in complying with the aerodrome licensing requirements. Frequent inspections of the conditions of airfield pavements, visual aids and other airside facilities required for aircraft operations were conducted during the year. 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 building of a new hangar for the Hong Kong Aircraft Engineering Company Limited resulted in new works commencing in mid-2005 for the re-alignment of Taxiway N, construction of a new portion of Taxiway G and the addition of three new maintenance stands. Works on the two taxiways and two of the maintenance stands were completed in the first quarter of 2006. The construction of five direct taxi-out stands commenced in the third quarter of 2005 and they were expected to be partly commissioned in May 2006. The Division would continue to monitor these works closely to ensure that these new aircraft stands are designed and constructed to meet the aerodrome licensing requirements.

Enhancement work on the Aerodrome Ground Lighting (AGL) System continued during the year. Rapid Exit Taxiway Indicator Lights, a new installation aimed at providing pilots with distance-to-go information to the next runway exit in low visibility conditions and reducing runway occupancy time, were installed on the north runway and, after successful trial, were put into operation in late 2005. On the other hand, the project for the Dedicated Sensor Communication System that was designed to detect runway incursion by aircraft and vehicles would be withdrawn in April 2006 due to technical infeasibility.

During the year, the Division carried out 15 audits and 127 inspections on AAHK's airfield facilities and operations, airside civil and electrical and mechanical maintenance activities, training provided to airfield operational staff and implementation of a safety management system. To ascertain continuous compliance by AAHK with the aerodrome licensing requirements,



場新發展和對飛機運作有關的程序提供意見。本部亦監察香港機場管理局對飛機地面事故的調查工作，確保採取適當改善措施，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，香港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。本部將繼續監察香港機場管理局推行和改進該套適用於整個香港國際機場的安全管理系統。

本部監察機場消防隊的救援能力及香港機場管理局在策劃意外事件處理的表現。透過會議，三方面經常討論有關修改意外事件程序手冊、救援人員訓練、救援設備及意外事件演練等事項。在二零零五年十一月四日，機場進行週年飛機意外救援演習。是次演習模擬一架著陸中的航機，因機艙火警意外而宣佈進入全面緊急狀態，並於著陸後疏散機艙內的乘客，藉此機會使拯救人員熟習救援行動，而機場人員則實習有關應變程序和如何處理大批的死傷者及未有受傷的乘客。該演習亦有助機場所有機構作好準備，迎接新空中巴士 A380 型飛機的來臨。

年內，本部審核了九個香港國際機場的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，及提供機場運作和緊急應變計劃的最新資料。

本部透過嚴密監察香港機場管理局的表現，確保該局完全符合簽發機場牌照的要求。

the Division participated in the airfield franchisee audits convened by AAHK and furnished comments on the development of new airside facilities and procedures relating to aircraft operation. The Division also monitored the investigation of aircraft ground incidents conducted by AAHK to ensure that appropriate remedial measures were taken to prevent recurrence. With a view to achieving a high standard of safety at the HKIA, AAHK had implemented an airport-wide safety management system and regularly organised safety promotion campaigns. The Division would continue to monitor the implementation and enhancement of the airport-wide safety management system.

The Division also monitored the performance of the Airport Fire Contingent on their Rescue and Fire Fighting (RFF) capability and the emergency planning of AAHK. Regular meetings were set up between the three parties to discuss related matters such as amendments to the Emergency Procedures Manual, training of emergency personnel, availability of rescue equipment and emergency drills for airport operators. An annual aircraft crash and rescue exercise was conducted on November 4, 2005 simulating a landing aircraft that declared full emergency due to cabin on fire and subsequently evacuated passengers after landing. Rescue personnel took the opportunity to familiarise themselves with airport rescue operation while the airport operators practised on the emergency procedures and the handling of a large number of casualties and survivors. This exercise also contributed to the airport community's readiness for the anticipated operations of the new Airbus A380 aircraft.

During the year, the Division reviewed and approved nine amendments to the HKIA Aerodrome Manual and Emergency Procedures Manual to ensure that the information contained in the documents continued to conform to 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.



新空中巴士 A380 型飛機在香港國際機場運作

為確保新空中巴士 A380 型飛機在香港國際機場運作時，機場的設施能符合簽發機場牌照的要求，香港機場管理局於二零零四年五月完成了 A380 型飛機在香港國際機場運作的研究，繼而進行有關的提升工程，包括擴闊部分滑行道肩帶及提升停機坪設施，而預期在二零零六年第二季度完成的工程項目，已大致達成。在工程完竣後，香港國際機場將可獲准以 4F 等級運作，以迎接 A380 型飛機預期在二零零六年底或二零零七年初開始在香港提供服務。本部將會密切監察第二及第三期的工程拓展，確保其符合簽發機場牌照的要求。

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。本部繼續進行就該審計計劃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）》這兩部分的預備工作。繼本處的普遍安全監督審計計劃工作組決議採取各部協同型式制定本處有關監管機場、空管與飛機操作的安全綱領後，本處在二零零六年三月成立了一個跨部的安全綱領工作組。本部積極參與該組的工作。

航空保安

機場保安

本部透過定期的審計，監察香港機場管理局的表現，確保該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的要求。

年內，本部根據《航空保安條例》作出了三次禁區指定。第一次是為配合香港飛機工程有限公司在貨運停機坪內加設一個外場維護設施，並於二零零五年五月二十一日生效。第二次是

Operations of new Airbus A380 Aircraft at HKIA

To ensure HKIA's compliance with the aerodrome licensing requirements for the anticipated operations of the new Airbus A380 aircraft, AAHK completed a study on the operations of the A380 aircraft at HKIA in May 2004 and then launched the necessary upgrading works which included the widening of the shoulders of some taxiways and upgrading of apron facilities. The first phase of these works, which had been scheduled to complete in the second quarter of 2006, was generally completed. With such completion, HKIA would be licensed to code 4F standard to accommodate the anticipated operations of A380 aircraft to serve Hong Kong starting from end 2006 or early 2007. The Division would continue to closely monitor the development of the second and third phases of works to ensure that all relevant aerodrome licensing requirements would be fully met.

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. Preparatory work by this Division in respect of the ICAO's safety oversight audit on Annexes 14 and 18 continued. Following a decision by the Department's Universal Safety Oversight Audit Working Group to adopt a harmonised approach in the Department's safety programme for regulating airport, air traffic control and aircraft operations, a cross-divisional safety programme working group was formed in March 2006 and the Division actively participated in the work of this new working group.

AVIATION SECURITY

Airport Security

In monitoring the performance of AAHK to ensure compliance with the requirements of the Hong Kong Aviation Security Programme, the Division conducted regular audits on the aviation security measures implemented by AAHK at HKIA.

During the year, the Division conducted three designations of restricted area under the Aviation Security Ordinance. The first one was for the Hong Kong Aircraft Engineering Company Limited to construct a new line maintenance facility at cargo apron and was brought into



因應新翔天廊的建築工程而須重新整理機場禁區範圍，有關改變於二零零五年十月六日生效。第三次是將毗鄰香港國際機場的海域指定為禁區，有效期由二零零五年十二月九日早上八時正至二零零五年十二月十九日晚上十一時五十九分，目的是在世界貿易組織第六次部長級會議期間加強機場保安。

為配合香港國際機場的航空交通增長，多個租戶禁區經營者都開始實施新的發展計劃，以擴充在機場的營運。本部為這些項目的航空保安要求事宜提供意見，並透過定期的考察、檢查及審計，嚴密監察機場租戶禁區經營者實施航空保安措施的情況。

航空公司保安

本部繼續檢討及監察航空公司在香港國際機場及信德直升機場實行的航空保安措施，以確保符合香港航空保安計劃所列的標準和規定。年內，本部亦於香港註冊航空公司的多個海外航站進行定期視察。

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，更換一套嶄新的條碼科技自動行李辨認系統，並於二零零五年七月三十一日把此項新的條碼行李辨認系統結合無線射頻科技並應用於離港旅客之寄艙行李上。本部將繼續透過與香港機場管理局之定期會議，監察此項行李辨認系統的表現，以確保此系統能達到預定的水平。

立法會於二零零五年六月二十九日通過制訂《2005 年航空保安（修訂）條例》（《修訂條例》），並於二零零五年十一月十日開始實施。該《修訂條例》就在民航飛機上的難受管束或擾亂秩序行為施加刑事制裁，以及擴大香港的司法管轄範圍，以涵蓋非香港控制民航飛機在香港以外地方所犯的難受管束或擾亂秩序行為的罪行，而該民航飛機下一陸地點為香港境內。

effect on May 21, 2005. The second one was for the realignment of the airport restricted area arising from the construction works of the new SkyPlaza and the changes were effected on October 6, 2005. The third one was to designate the sea adjacent to HKIA as airport restricted area from 8 a.m. on December 9, 2005 to 11.59 p.m. on December 19, 2005 for enhancement of airport security during the MC6 of WTO.

To cope with the increasing air traffic at HKIA, several TRA operators have initiated development proposals to expand their operations at the airport. The Division provided advice on the aviation security requirements for these projects and closely monitored the implementation of aviation security measures at TRA through regular surveys, inspections and audits.

Airline Security

The Division continued to review and monitor the implementation of aviation security measures by aircraft operators at HKIA and Shun Tak Heliport to ensure their compliance with the standards and requirements stipulated in the Hong Kong Aviation Security Programme. During the year, inspections on the stations at overseas destinations served by Hong Kong registered aircraft had also been conducted.

On January 1, 2005, AAHK replaced the automated baggage reconciliation system (ABRS) at HKIA by a new barcode-based ABRS. To supplement the barcode-based ABRS, AAHK had implemented a Radio Frequency Identification (RFID) based ABRS on July 31, 2005 for departing hold baggage. Regular progress review meetings between AAHK and the Department would continue to ensure that the performance of the RFID-based ABRS meets the required performance standard.

The Aviation Security (Amendment) Ordinance 2005 (the Amendment Ordinance) was enacted by the Legislative Council on June 29, 2005 and came into operation on November 10, 2005. The Amendment Ordinance imposes criminal sanctions against unruly or disruptive behaviour offences committed on board civil aircraft, and extends Hong Kong's jurisdiction over unruly or disruptive behaviour offences committed outside Hong Kong on board non-Hong Kong controlled civil aircraft which next lands in Hong Kong.

機場簡化手續亞太區研討會於二零零五年六月在港舉行。

The Asia Pacific Regional Seminar on Facilitation held in Hong Kong in June 2005.



空運貨物保安

為符合國際民用航空組織之保安標準，香港自二零零零年三月已實施一套管制代理人制度。在此制度下，與民航處登記為管制代理人的貨運代理，需要為空運貨物提供保安管制措施，及檢查指定類別的貨物。至二零零六年三月三十一日止，共有 1 147 貨運代理登記為管制代理人。

本部進行定期檢查，以監督管制代理人能符合空運貨物之保安標準要求。為加強管制代理人制度的運作，本部繼續與業界合作，執行有關管制代理人培訓及 0.5% 隨機抽驗已知托運人以客機所付運貨物的要求。

簡化手續

本部繼續透過參與機場簡化手續委員會，監察國際民用航空公約《附件九（簡化手續）》內的標準及建議措施的實施情況。本部亦於年內為本地航空公司的機組人員發出了 2 042 張空勤人員證書，並續發了 9 589 張有效期於二零零五年十二月三十一日屆滿之空勤人員證書。新續證書有效期為五年。

本部為國際民用航空組織提供協助，於二零零五年六月二十一日至二十四日在香港舉辦了機場簡化手續亞太區研討會。

本處亦聯同香港衛生署及香港機場管理局於二零零六年三月十六日，在本港舉辦了航空界禽流感研討會。

Air Cargo Security

In compliance with the security standards of ICAO, Hong Kong has implemented the Regulated Agent Regime since March 2000. Under the regime, a cargo agent that is registered as a Regulated Agent with the Department is required to provide security control measures on consignments of air cargo and apply screening on prescribed sources of air cargo. As of March 31, 2006, a total of 1 147 cargo agents were registered as Regulated Agent under the system.

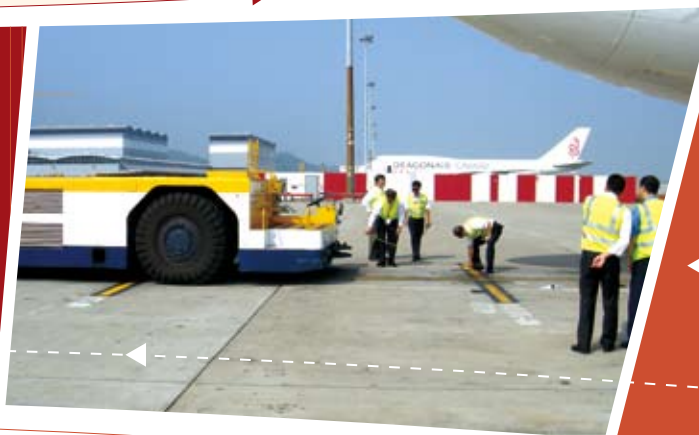
The Division conducted regular inspections to oversee the regulated agents' compliance with the required security standards relating to air cargo. To enhance the operations of the regulated agent regime, the Division continued to work with the industry to enforce the requirements on regulated agent training and the 0.5 per cent random screening of cargo from known consignors for carriage on board passenger flights.

Facilitation

The Division continued to monitor the implementation of the Standards and Recommended Practices of ICAO Annex 9 on Facilitation at HKIA through participation in the Airport Facilitation Committee. During the year, the Division issued 2 042 Crew Member Certificates (CMC) to the crew members of local aircraft operators and renewed 9 589 CMC for another five years upon their expiry on December 31, 2005.

The Division provided assistance to ICAO in hosting the Asia Pacific Regional Seminar on Facilitation in Hong Kong between June 21 and 24, 2005.

A seminar on Avian Influenza Preparedness for the Aviation Sector, jointly organised by Department of Health, AAHK and the Division, was also held in Hong Kong on March 16, 2006.



◀ 安全事務主任監察香港機場管理局進行的飛機地面事故調查。
Safety officer monitoring the investigation of aircraft ground incident conducted by AAHK.

安全監察

直升機場的運作及發展

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其機場手冊的規定。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。

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。西九龍直升機場於二零零六年二月停止運作。

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。本部亦繼續就不同的直升機場設計方案提供意見。

管制障礙物

本部繼續就建築和發展計劃及可行性研究等加以審核及提供意見，以確保符合航空安全要求。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、屯門—赤角幹線、屯門—大嶼山幹線、風力發電機及風力發電場等。而在香港國際機場內的主要項目則包括亞洲空運中心擴建、DHL 中亞區樞紐中心擴建、海天客運碼頭、航天廣場、亞洲國際博覽館、香港飛機工程有限公司機庫擴建及高爾夫球場等。

SAFETY REGULATION

Heliport Development and Operations

The Division continued to monitor the safety standards of Shun Tak Heliport through inspections and liaison with the heliport operator to ensure that the heliport was operated in accordance with its Heliport Manual. The Division also provided advice on the heliport's proposed developments and operational issues, including the future expansion of the Shun Tak Heliport.

The Division continued to monitor the safety of domestic heliport operations including the West Kowloon Heliport and the Peninsula Hotel Heliport. The former heliport ceased operation from February 2006.

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

Control of Obstructions

The Division continued to assess and provide inputs to various building and development projects and feasibility studies to ensure compliance with aviation safety requirements. The major projects and studies outside HKIA included the Hong Kong-Zhuhai-Macao Bridge, the Hong Kong-Shenzhen Western Corridor, the Stonecutters Bridge, the Tung Chung Cable Car, the Lantau Logistics Park, the Digital Terrestrial Television Project, the Tuen Mun - Chek Lap Kok Link, the link options between Tuen Mun and Lantau, the wind turbines and the wind farm. The major projects within HKIA included the Asia Airfreight Terminal expansion, the DHL Central Asia Hub expansion, the SkyPier, the SkyPlaza, the Asia World Expo, the Hong Kong Aircraft Engineering Company Limited hangar expansion and the golf course.

安全事務主任查核建築物高度。
Safety officer conducting building height checking.



東涌吊車工程中，橫跨東涌灣的一段吊纜，於二零零五年十月開始安裝。由於飛行服務隊直升機時常飛經該段吊纜將位處的海面，本處要求在該段吊纜附近，多裝一條附有障礙物標記及障礙物燈的標記纜索，用以清楚顯示該段吊纜的位置。該標記纜索，計劃於二零零六年四月安裝完畢，比東涌吊車的開始營運日期大概早兩個月。

本部繼續審核及監察雷射激光、探射燈和煙花表演以確保航空安全不受影響。維多利亞港的「幻彩詠香江」燈光匯演在二零零六年二月開始，首次在位於九龍的建築物加入雷射激光及探射燈表演。本部在新安排實行前作出評估，確保新安排符合航空安全規定。此外，本部亦就其他於維港演出的煙花表演及燈光表演，提供意見和在需要時作出規定，以保障航機安全。香港 迪士尼樂園在二零零五年九月開幕，本部在樂園開幕前繼續就煙花及燈光表演計劃提供意見，又於二零零五年四月監察了樂園的煙花測試，以確保航機安全不受影響。

本部於年內共批准了 52 宗機場高度限制短暫豁免的申請，以方便有關建築工程之進行及機場附近航行的船隻及其運作。

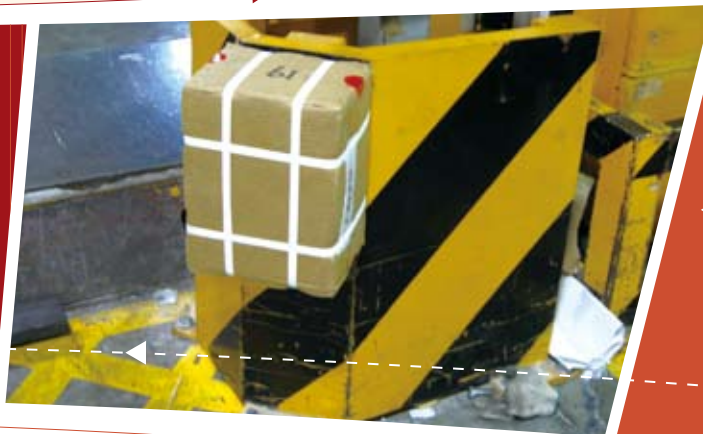
在海事處通力協助下，本部確保船隻不得駛進機場附近的海上限制區，以保障香港國際機場及重要無線電導航儀器的運作。年內，由海事處提出檢控的非法闖入限制區個案共有 17 宗。

Under the Tung Chung Cable Car project, installation of cables for the cable car system across the Tung Chung Channel commenced in October 2005. As helicopters of the Government Flying Service frequently fly over that part of the Channel where a section of the cables would be located, the Department required that a marker cable with marker spheres and obstacle lights be installed alongside that section of the cable car system in order to clearly indicate the location of the cables. The installation of the marker cable was planned for completion in April 2006, approximately two months ahead of the commissioning of the cable car system.

The Division continued to monitor the use of laser and search lights and fireworks displays at shows to ensure that aviation safety would not be affected. For the "Symphony of Lights" show at the Victoria Harbour, a major development relating to the arrangement for the provision of laser and search lights in the show was introduced in February 2006 which included the participation of buildings on the Kowloon side for the first time. The Division assessed the proposed change and ensured that aviation safety requirements were met before the proposal was implemented. The Division also provided advice and imposed requirements as necessary on various other light shows and fireworks displays in the Victoria Harbour area to safeguard aviation safety. Prior to the opening of Hong Kong Disneyland in September 2005, the Division inspected a fireworks display test in April 2005 and continued to provide advice on their planning of fireworks and lighting displays to ensure that aircraft safety would not be affected.

During the year, the Division issued 52 temporary Airport Height Restrictions exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the airport island.

With the assistance of the Marine Department, 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. During the year, 17 prosecutions against illegal entry into the MEZs were instituted by the Marine Department.



◀ 一批未申報為危險品（第九類）之磁石被委託從香港空運至杜拜。

A consignment of undeclared magnetised material (class 9 dangerous goods) was offered for air carriage from Hong Kong to Dubai.

飛行康樂活動

本部繼續監察滑翔傘、氣球、風箏及模型飛機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，並且不會影響民航飛機的運作。

飛行禁區

為免香港迪士尼樂園受到飛機噪音及視覺滋擾而訂立的《飛航（飛行禁制）令》，於二零零五年八月十六日開始實施。該法令規定任何飛機均不得飛越法令訂明的飛行禁區，惟按照航空交通管制指示或公布程序，以及因氣象因素而要迴避或技術故障而偏離該等指示或程序的飛機，執行滅火、防火、救生、疏散運送死傷者任務或警隊行動的政府飛行服務隊飛機，或獲特別豁免的飛機則除外。年內，本處根據該法令共批出 15 宗豁免，以便如電纜維修等必要工作得以進行。

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之要求。如果航空公司希望運載危險品，它們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。在批准兩間航空公司的新申請及 27 個續期申請後，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為 54 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貨運代理人對危險品處理的各項

Recreational Aviation Activities

The Division continued to monitor the safety of recreational aviation activities including paragliding, ballooning, kite flying and model aircraft flying to ensure that these activities were conducted in compliance with applicable aviation safety regulations and would not affect civil aircraft operations.

Flight Prohibition Area

For the purpose of avoiding aircraft noise and visual disturbance to the Hong Kong Disneyland, a Prohibition Area has been established under the Air Navigation (Flight Prohibition) Order which came into operation on August 16, 2005. The Order stipulates that no aircraft may operate within the Prohibition Area except those specified, such as aircraft flying in accordance with air traffic control instructions or published procedures, for the purpose of weather avoidance or deviation due to technical problems; aircraft of the Government Flying Service operating for the purposes of fire fighting or prevention, life-saving, casualty evacuation or police operations; and aircraft with specific exemption. During the year, 15 exemptions were granted under the Order to facilitate essential operation such as for maintenance of power cable.

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 27 permissions during the year, 54 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, the Dangerous Goods Office conducted both regular and ad hoc checking of their dangerous goods

送往政府化驗所進行分析之未申報
腐蝕性物質。
Undeclared corrosive substance sent to
Government Laboratory for analysis.



安排。為提高空運業界的危險品知識水平，危險品事務組本年內舉辦了兩次空運危險品規管課程和兩次有關危險品之安全空運簡報會，超過 200 名來自空運業界、政府部門及中國民用航空總局的人員參加。

年內，一貨運代理人因觸犯三項《危險品（航空托運）（安全）規例》，被法庭裁定有罪及罰款。該貨運代理人曾經提供未申報之「磁性材料」危險品由香港空運往杜拜，「磁性材料」被列為為第九類空運危險品並對飛行安全構成危險，因為它有可能干擾安裝在飛機上的導航儀器。

一些於本年內發生之較為嚴重危險品事故，包括在香港國際機場發現一架來自西安的航機，機上有一批未申報腐蝕性物質洩漏；在杜拜發現一架香港註冊的航機有腐蝕性物質洩漏，還有一批由香港託運至倫敦的飛機零件發現有易燃液體滲漏。而這些事故未有引致任何人命傷亡。危險品事務組對每一宗事故均作出調查並致力防止類似事故再發生。調查結果會透過危險品通告向本地空運業界及其他航空當局發佈。

為了解危險品空運要求的最新發展，本部與澳大利亞、加拿大、英國、美國及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空運危險品會議及工作坊。

handling activities. To help improving the dangerous goods standards of the industry, the Dangerous Goods Office organised two dangerous goods regulations enforcement courses and two briefings on the safe carriage of dangerous goods by air during the year with a total of over 200 participants from the air cargo industry, government departments and the General Administration of Civil Aviation of China.

During the year, a freight forwarder was found guilty and fined by court for three contraventions of the Dangerous Goods (Consignment by Air) (Safety) Regulations. The freight forwarder had offered a consignment of undeclared "magnetised materials" for carriage from Hong Kong to Dubai by air. "Magnetised materials" is classified as Class 9 dangerous goods and it is hazardous to flight safety because of its potential interference to the air navigation equipments onboard aircraft.

Some of the more serious dangerous goods incidents that occurred during the year included the leakage of undeclared corrosive substances originated from Xian and found onboard an aircraft at HKIA; the leakage of corrosive substances onboard a Hong Kong registered aircraft in Dubai; and the leakage of flammable liquid from aircraft parts consigned from Hong Kong to London. Fortunately, no injury or fatality resulted from these incidents. The Dangerous Goods Office had launched investigation into each of these incidents with an aim to prevent recurrence of similar incidents. Useful findings of the investigation were disseminated to local air cargo industry and other aviation authorities through the issuance of Dangerous Goods Advisory Circulars.

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 the Mainland. Staff of the Dangerous Goods Office also regularly participated in dangerous goods related international conference and workshops organised by ICAO and IATA.



◀ 本處人員參與在機場舉行的世貿第六次部長級會議演習。
Officers participate in the MC6 mock exercise held in the airport.

國際事務

國際民航組織全球航空保安審計計劃

本部繼續支持國際民航組織的全球航空保安審計計劃。年內，本部兩名已獲國際民用航空組織認可航空保安審計員資格的人員，以短期專家身份參與國際民用航空組織審計團，前往亞太區的三個締約國作保安審計。

世界貿易組織第六次部長級會議

世界貿易組織第六次部長級會議於二零零五年十二月十三日至十八日在香港舉行。本部獲委派為統籌辦公室，負責聯絡民航處各分部及其他政府部門，確保香港國際機場及空中交通服務在會議期間暢順運作。本部於二零零五年六月展開準備工作，包括參與由世貿香港部長級會議統籌辦事處、香港機場管理局和香港警務處主持的工作組；聯同香港機場管理局及香港警務處進行風險評估，制訂相關的應變計劃；協調各租戶禁區經營者，加強保安及制訂應變計劃；參與多個跨部門演習及組織了一次內部桌面演習；在會議期間將毗鄰香港國際機場的海域，劃定為禁區及增派保安員駐守於主要航空交通管制的通訊、導航及監察設施。

此外，為應付部分與會者將使用商用飛機來港出席會議而令有關飛機泊位需求增加，本部與香港機場管理局保持緊密的工作關係，策劃和審視在會議期間，商用停機坪不敷應用時的應變安排。在會議期間，本部派員駐守機場緊急應變中心，以便即時調配資源處理任何會影響機場運作之事故。

INTERNATIONAL ACTIVITIES

ICAO Universal Security Audit Programme

The Division continued to provide support to the ICAO Universal Security Audit Programme. During the year, two officers from the Division who have been qualified as ICAO certified aviation security auditors served as Short Term Experts of ICAO teams in the security audits of three Contracting States in the Asia Pacific region.

WTO MC6 Conference

The MC6 conference was held between December 13 and 18, 2005 in Hong Kong. The Division was nominated as the liaison office in coordinating with concerned Divisions within the Department and other Government Departments to ensure the smooth operation of HKIA and air traffic services during the conference period. To accomplish the task, the Division started the preparation works in June 2005, which included participation in various working groups chaired by the WTO Hong Kong Ministerial Conference Coordination Office, AAHK and the Hong Kong Police Force; risk assessment and formulation of corresponding contingency plans in conjunction with AAHK and the Hong Kong Police Force; coordination with TRA operators to implement additional security measures and develop contingency plans; participation in multi-agency exercises and organising a desk-top exercise within the Department; designation of the sea adjacent to HKIA as airport restricted area and deployment of additional security guards in key air traffic control communication, navigation and surveillance installations during the conference period.

Furthermore, to prepare for an increase in business aircraft movements to and from Hong Kong for the transport of delegates attending the conference, the Division had worked closely with AAHK to plan and review the contingency arrangement to cater for possible overflow of aircraft parking at the Business Aviation Center Apron around that period. The Division also manned the Airport Emergency Centre during the MC6 period to ensure immediate deployment of resources to deal with any possible incidents that could affect airport operations.