



機場安全標準

Airport Standards

機場安全標準部負責監管機場安全、航空保安、障礙物管制和空運危險品的工作。根據由本部執行的發牌機制，香港機場管理局（機管局）獲授權營運香港國際機場。本部也負責監察直升機場的運作安全和保安水平，並肩負協調機場簡化手續的任務。

The Airport Standards Division (APSD) is responsible for the regulatory functions in respect of airport safety, aviation security, control of obstructions and the safe transport of dangerous goods by air. Airport Authority Hong Kong (AAHK) is authorised to operate Hong Kong International Airport (HKIA) through a licensing mechanism administered by the division. The division also monitors the safety and security of heliport operations and assumes the role in coordinating airport facilitation.



機場安全標準

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機場安全

簽發機場牌照

機場安全標準部繼續執行對機管局的安全監督，以確保該局的表現符合《機場牌照發牌規定文件》的規定。

為確保香港國際機場持續符合機場牌照發牌規定，本部在年內進行了14次審計和122次巡查，範圍包括飛行區內的臨時和定期日常維修工程、飛行區路面狀況、目視助航設備、飛機運作所需的其他設施、安全管理系統的實施、緊急應變計劃、機場救援和滅火服務、由機管局和地勤服務公司為飛機提供的地面支援服務，以及機場擴建項目。本部也參與機管局對機場特許經營公司進行的審計，並監察機管局對飛機地面事故的調查工作，確保相關各方採取適當改善措施，以防同類事故重演。

年內，機管局推行了數項大型維修計劃，其中，主要滑行道刨鋪工程於二零一二年九月展開，整項工程預計在二零一三年十一月完成。為了盡量減少施工對機場運作的影響，本部與機管局保持密切聯絡，監察工程進度，並且不時巡查上述刨鋪工程。

客運停機位加建了登機橋，方便連接A380型飛機的上層客艙。

An additional airbridge was installed at a passenger parking stand for serving the upper deck of A380 aircraft.

AIRPORT SAFETY

Aerodrome Licensing

APSD continued to exercise safety oversight on the performance of AAHK to ensure compliance with requirements stipulated in the Aerodrome Licensing Requirements Document.

To ensure HKIA's continued compliance with the aerodrome licensing requirements, the division carried out 14 audits and 122 inspections during the year covering both ad-hoc and scheduled airside routine maintenance works, conditions of airfield pavements, visual aids, other facilities required for aircraft operations, implementation of the Safety Management System, emergency planning, airport rescue and fire fighting services, aircraft ground operations provided by AAHK and its ground handling agents as well as airfield expansion projects. The division also participated in the airfield franchisee audits carried out by AAHK and exercised oversight on the investigation of aircraft ground incidents conducted by AAHK to ensure that appropriate remedial measures had been taken by relevant parties to prevent recurrence.

Several large-scale airfield maintenance projects were undertaken by AAHK during the year. One such project involved a programme of pavement resurfacing of major taxiways. Commenced in September 2012, the whole programme was scheduled for completion in November 2013. To ensure that disruptions to normal airport operations were kept to the minimum while these works were on-going, the division liaised closely with AAHK to monitor the progress and conducted inspections from time to time on these resurfacing works.



機場安全標準部人員巡查北跑道的飛行區地面燈號系統。
APSD officers inspecting the airfield ground lighting system on the North Runway.



機管局於年內也展開多項改善工程，以應付新需求和/或進一步提升機場運作的安全和效率。其中一項工程旨在提升香港國際機場處理A380型飛機的能力。機管局在一個廊前客運停機位加建一條登機橋，以便連接A380型飛機的上層客艙。新登機橋已於二零一三年一月啟用。在該停機位重新投入服務前，本部聯同機管局多次實地巡查，以審核各項設施的性能水平。此外，機管局也計劃為另一個現時設有兩條登機橋的廊前客運停機位，改建其中一條登機橋，以便直接與A380型飛機上層客艙接合，從而增設一個A380型飛機的廊前客運停機位。這項改建工程預計於二零一三年年中展開。本部會繼續監察上述改善工程，確保新設施完全符合機場發牌規定。

近年，在香港國際機場升降的B747-8型飛機數目顯著增加。本部與機管局全面審視供這型號飛機使用的整體配套設施，為日後容納更多B747-8型飛機升降作好準備。

為應付航班增長，機管局於中場範圍和西面停機坪開展大型發展計劃。計劃包括興建一座客運廊、20個廊前停機位、16個遠方停機位和12個臨時停機位。整項計劃於二零一一年展開，預計於二零一五年年底竣工。年內已完成或啟用的部分包括：(一) T滑行徑和周邊六個臨時停機位；(二) N滑行道的臨時滑行旁道；(三) 把部分舊有N滑行道改稱為A3滑行道和M滑行徑；以及(四) 連接B滑行道與多條新設的滑行徑。本部在這些新設施啟用前實地巡查，確保符合機場發牌規定，且已制定相關運作程序。此外，多個相關項目已陸續展開，計有N滑行道的改道工程、連接貨運停機坪和西面停機坪的西面飛行區隧道入口開挖工程、機場中場新客運廊的建築工程，以及旅客捷運系統（即無人駕駛列車）的延展工程等。本部會繼續密切監察整項計劃的進度，確保飛行區安全運作，不受影響。

A number of enhancement projects were also launched by AAHK during the year to meet new demand and/or to further raise the safety and efficiency of airport operations. One such project was to further enhance the efficiency in handling A380 aircraft at HKIA. Modification works were carried out at a frontal passenger aircraft parking stand to install an additional airbridge for serving the upper deck of A380 aircraft. The new facility was commissioned in January 2013 and the division conducted several joint inspections with AAHK to check the performance of the facilities before putting the parking stand into operation. Besides, AAHK planned to provide one more A380 frontal passenger stand by reconfiguring one of the two existing airbridges at the stand so that it could dock directly to the upper deck of A380. This project was planned to commence in mid-2013. The division will continue to monitor the upgrading works to ensure that these new facilities will fully comply with the licensing requirements.

In view of the increasing number of B747-8 aircraft operating at HKIA in recent years, the division worked closely with AAHK on reviewing the overall operational feasibility of such aircraft at HKIA in preparation for more frequent operations.

To cater for traffic growth, AAHK had embarked on a large scale development project at the midfield and the western apron. The project comprised the construction of a concourse, 20 frontal stands, 16 remote stands and 12 temporary stands. Commenced in 2011, the entire project was targeted to complete by the end of 2015. Parts of the project completed during the year included (i) the opening of Taxiway T and six temporary parking stands; (ii) the construction of a temporary Taxiway N by-pass; (iii) the renaming of part of former Taxiway N to Taxiway A3 and Taxiway M; and (iv) tie-in works between Taxiway B and new Taxilanes. APSD had inspected these new facilities to ensure that they were built in compliance with the aerodrome licensing requirements and all procedures were in place before they were put into use. On-going projects included the re-alignment of Taxiway N, construction of entrances to Western Airfield Tunnel for linking the Cargo Apron and Western Apron, construction of Midfield Passenger Concourse and associated extension of Automated People Mover, etc. The division will continue to closely monitor the progress of the whole project to ensure that safety of airfield operations will not be compromised.

為確保機場運作安全順暢，本部聯同航空交通管理部和航空交通工程及標準部，參與機管局主持的委員會或工作小組，就機場各項基建發展計劃和《香港國際機場2030規劃大綱》提供意見。本部也就機管局推行的新操作程序和使用的新設備提供意見，以提升機場的安全水平和運作效率。

為減低飛機受鳥擊的風險，本部根據國際民航組織的指引，持續監察香港國際機場和附近地區所實施的雀鳥控制措施。本部又積極參與討論港珠澳大橋香港口岸和香港接線的景觀綠化設計，並就設計方案提供意見。

為測試緊急應變程序，以及加強機場各個營運者與相關應變單位處理飛機意外的協調能力，機管局於年內在香港國際機場舉行多次緊急應變演習。本部一直積極參與籌劃，並定期視察這些演習，其中一次是於二零一二年十一月二十八日舉行的年度大型飛機意外救援演習。是次演習模擬客機於香港國際機場起飛後不久，因發動機失去動力而撞向北衛星廊，引致航機和建築物起火，令多名乘客、機組人員和地面工作人員受傷。不同應變單位，包括機管局、相關政府部門和航空公司均參與演習，以測試各單位的緊急程序和應變能力，例如疏散航機上的乘客和機組人員，以及在北衛星廊疏散候機乘客和地面工作人員等。從籌備至完成演習，本部監察各階段的進展，並提出意見和建議，讓機管局和相關應變單位進一步改善緊急程序和應變能力。

如飛機因故障而未能在跑道上或主要滑行道上滑行自如，將會嚴重阻礙機場運作，影響航班升降。為減低影響，本部促請機管局提交相關的搶修飛機計劃。就此，機管局聯同維修和地勤公司等相關機構，於二零一三年一月成立「飛機搶修專責小組」，改善拖走受故障影響的飛機的程序，以及加強與相關機構的協調和合作。本部會持續監察專責小組的工作進度。

To ensure safe and smooth airport operations, APSD in collaboration with the Air Traffic Management Division and the Air Traffic Engineering and Standards Division participated in various committees or working groups convened by AAHK to provide inputs and comments on airport infrastructural development and HKIA Master Plan 2030 study. The division also provided inputs to new equipment and new operating procedures introduced by AAHK in order to enhance airport safety and operations.

To minimise the risk of bird strike, the division continued to monitor bird control measures at HKIA as well as in its vicinity in accordance with International Civil Aviation Organization (ICAO) guidance. In addition, the division was actively involved in discussions with parties concerned on landscaping issues related to the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road (HKLR) and providing inputs to the landscaping design proposals.

For the purpose of testing the emergency response procedures and enhancing the coordination between the aerodrome operator and relevant responding parties in dealing with aircraft accidents, AAHK conducted a number of drills and exercises throughout the year. APSD actively participated in the planning meetings and conducted regular inspections on these drills and exercises. One of them was the full-scale annual aircraft crash exercise conducted on 28 November 2012. The exercise simulated a departure flight which, shortly after taking off from HKIA, encountered total engine failure and crashed into the North Satellite Concourse (NSC). This led to aircraft accident and building fire, and resulted in passenger, crew and ground injury. Different responding parties, including AAHK, relevant government departments and the participating airline, took part in the exercise to test the emergency procedures and responses in evacuating passengers, flight crew and ground staff from the aircraft and the NSC building respectively. The division oversaw the preparation and operation of the exercise starting from planning until completion and provided comments and recommendations for AAHK and relevant responding parties to further enhance their emergency procedures and responses.

To reduce the adverse impact on airport operations caused by disabled aircraft on the runway or major taxiway, AAHK was urged to review the contingency plan for aircraft recovery operations. The Aircraft Recovery Task Force was set up by AAHK together with various concerned parties in the airport in January 2013 to enhance the preparedness for recovery actions and the coordination between concerned parties. APSD will continue to monitor the work progress of the Task Force.

安全監督

直升機場的運作和發展

機場安全標準部繼續監察直升機場的運作安全，並就規劃和設計區內直升機場，以及發展跨境直升機場，提供意見。

管制障礙物

本部審核多項建築和發展計劃及可行性研究，並提供意見，確保各項目符合機場高度限制和其他航空安全的要求。年內，經本部審核的主要項目和研究，在香港國際機場範圍以外的有港珠澳大橋工程的香港口岸和香港接線、廣深港高速鐵路、位於青衣島西南面的十號貨櫃碼頭、屯門赤鱸角接線，以及東涌餘下發展計劃。在香港國際機場範圍內的主要項目則包括香港國際機場中場範圍發展計劃和西面停機坪發展計劃。機管局擬備《香港國際機場2030規劃大綱》時，本部也就擴建機場後的機場高度限制和現正規劃的相關海上限制區，積極提供意見，以確保新航道安全。

SAFETY REGULATION

Heliport Operations and Development

APSD continued to monitor the safety of heliport operations and to provide advice on the planning and design of the domestic heliports as well as on the development of cross-boundary heliports.

Control of Obstructions

APSD assessed and provided advice on various building and development projects and feasibility studies to ensure their compliance with Airport Height Restrictions (AHR) and other applicable aviation safety requirements. The major projects and studies outside HKIA assessed during the year included HKBCF and HKLR under the Hong Kong-Zhuhai-Macao Bridge Project, the Guangzhou-Shenzhen-Hong Kong Express Rail Link, Container Terminal 10 at Southwest Tsing Yi, the Tuen Mun-Chek Lap Kok Link and the Remaining Development in Tung Chung. The major projects within HKIA assessed included HKIA's Midfield development project and the Western Apron development project. Besides, when HKIA Master Plan 2030 was prepared by AAHK, the division provided advice on AHR and the associated Marine Exclusion Zones (MEZs) being planned for an expanded airport system in order to ensure aviation safety of the new flight paths.



機場安全標準部人員巡視香港會議展覽中心旁的區內直升機場。
APSD officers inspecting the domestic heliport near the Hong Kong Convention and Exhibition Centre.

機場安全標準 Airport Standards

港珠澳大橋香港口岸的工地靠近香港國際機場雙跑道的航道。項目顧問和承建商必須使用船舶高度監測系統，讓本部考慮是否批准臨時豁免工作船受機場高度限制的申請。照片於本部人員檢查船舶高度監測系統時拍攝。
As the worksite of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities is close to the flight paths of the two runways of HKIA, project consultant and contractor were required to commission a vessel height monitoring system for consideration of applications for Airport Height Restriction exemption. This photo was taken during the site inspection of the vessel height monitoring system.



港珠澳大橋香港口岸的填海工程於香港國際機場東北對開水域進行，承建商會調派大量工作船建造人工島和相關的基礎設施。由於這項重要工程的填海位置靠近香港國際機場，並在雙跑道的航道之下，為了確保飛機的安全和避免機場運作受到干擾，本部主動要求港珠澳大橋香港口岸的項目顧問和承建商使用船舶高度監測系統。該系統全日24小時運作，監測在香港國際機場附近填海位置工作的機械/船隻的最高高度，以監督承建商遵守機場高度限制的規定。這項安排對本部考慮是否批准臨時豁免高身船隻受機場高度限制的申請，尤其重要。本部也密切監察承建商在遵守機場高度限制方面的表現，並視乎需要要求承建商採取改善措施。

港珠澳大橋香港接線的兩項工程已於年內動工，工程大部分於機場島以南和以東對開水域進行，部分更位於香港國際機場南跑道的航道之下。為了確保項目顧問和承建商在設計工程細節和考慮建造方法（包括選擇機器設備）時，會符合機場高度限制的規定，本部多次參與相關會議、工作坊、示範和演練，並不時提供意見。本部也要求其中一項工程使用類似的船舶高度監測系統。

年內，本部共批准139宗臨時豁免機場高度限制的申請，當中105宗涉及港珠澳大橋香港口岸的填海工程，以方便建築工程進行，以及在機場島附近的海事運作。

With the commencement of the reclamation works at the waters off the northeast of HKIA for the HKBCF, a large number of working vessels would be deployed by contractors to construct an artificial island on which infrastructures would be built. The HKBCF reclamation site was in close proximity to HKIA under the flight paths of the two-runway airport. To ensure aircraft safety and avoid any disruption to airport operations due to construction works of this strategic project, APSD took a proactive approach to require the project consultant and contractor to commission a vessel height monitoring system. It was designed to operate 24/7 for monitoring the highest altitude of machineries/vessels working at the reclamation site near HKIA and enhancing their compliance with the AHR requirements. This arrangement was particularly important for the division's consideration of applications for AHR exemption involving high aircraft vessels. The performance of the contractor in complying with the AHR was also closely monitored by staff of the division who would require remedial actions from the contractor as and when necessary.

The two HKLR projects associated with the Hong Kong-Zhuhai-Macao Bridge also commenced their works during the year. The majority of their works area were around the water south and east of the Airport Island and some were also under the flight paths of the South Runway of HKIA. The division participated in various meetings, workshops, demonstrations and drills, and offered advice from time to time to ensure that the project consultant and contractor, when designing the project details and determining the construction methods including the choice of construction plants, would fully comply with the AHR requirement. A similar vessel height monitoring system was also commissioned in one of these projects.

This year, the division issued 139 temporary AHR exemptions to facilitate construction works in the territory and vessel operations in the vicinity of the Airport Island of which 105 temporary AHR exemptions were issued to facilitate the works of the Hong Kong-Zhuhai-Macao Bridge – HKBCF Reclamation Project.

機場安全標準部人員審查船舶高度監測系統的即時網上資料。
APSD officers inspecting real time online information displayed on the website of the vessel height monitoring system.



本部得到海事處通力協助，繼續防止船隻駛進機場島附近的海上限制區，以免干擾航機和無線電導航儀器運作。年內，海事處針對非法闖入限制區，共提出11次檢控。

禁止燈光危害飛機航行

為確保航空安全不受危害，本部繼續監察各類激光、探射燈和煙花表演，如「幻彩詠香江」燈光匯演、國慶和農曆新年煙花匯演等，以及大廈外牆的燈光，尤其是有照明的廣告招牌，並提供意見。

一般飛行活動

本部繼續規管康樂飛行活動，包括滑翔傘、氣球、風箏、模型飛機、無人駕駛飛機系統等活動，確保這些活動在符合飛行安全規例的情況下進行，而且不會影響民航飛機的運作。

運載危險物品

機場安全標準部轄下危險品事務組根據國際民航組織和本地法例的規定，監管空運危險品。危險品事務組訂立了危險品許可證制度，航空公司必須符合相關的安全規定，才會獲發許可證，運載危險品進出或飛越香港。年內，危險品事務組共處理8宗空運危險品許可證申請及45宗許可證續期申請。截至二零一三年三月底，共有83家航空公司獲准運載危險品進出或飛越香港。此外，危險品事務組審批了32家機構，批准他們為航空公司、空運貨站、貨運代理人及付運人，開辦危險品訓練課程。該組又定期和突擊巡查航空公司、培訓機構、空運貨站、貨運代理人及付運人，監察是否符合托運危險品的安全規定。

With the assistance of the Marine Department, APSD continued to ensure the integrity of the MEZs established in the vicinity of the Airport Island to safeguard the operation of aircraft and radio navigational aids. During the year, 11 prosecutions against illegal entry into the MEZs were instituted by the Marine Department.

Prohibition of Lights Endangering Aircraft Operation

To ensure that aviation safety would not be compromised, APSD continued to monitor and give advice on the use of laser, search lights and fireworks displays at different shows such as "A Symphony of Lights", the National Day and Chinese New Year Fireworks Displays as well as other lighting displays at building facades, especially illuminated advertisement signs.

General Aviation Activities

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

CARRIAGE OF DANGEROUS GOODS

The Dangerous Goods Office of APSD regulated the safe transport of dangerous goods by air according to ICAO and local legal requirements. Through a dangerous goods permission system established by the Dangerous Goods Office, airlines must satisfy all pertinent safety requirements before they are permitted to carry dangerous goods to, from or over Hong Kong. This year, eight new and 45 renewal applications for dangerous goods permissions were processed. At the end of March 2013, 83 airlines were permitted to carry dangerous goods onboard their aircraft flying to, from or over Hong Kong. In addition, the Office approved 32 organisations for conducting dangerous goods training programmes for operators, air cargo terminals, air freight forwarders and air cargo shippers. Regular and ad-hoc inspections were conducted by the office to monitor the compliance of the airlines, training institutions, air cargo terminals, freight forwarders and shippers.

機場安全標準 Airport Standards

機場安全標準部人員向航空貨運業界講解空運鋰電池的新規定。
An APSD officer presenting to the air cargo industry on the new requirements on air transport of lithium batteries.

新印製的危險品須知單張。
Newly published dangerous goods information sheet.



發布安全規定

危險品事務組繼續通過教育和宣傳活動發布空運危險品的安全規定，以提高公眾對空運危險品的安全意識。年內，危險品事務組藉着簡介會，向空運業人員講解空運鋰電池的新要求，是次活動約有150人參加。此外，危險品事務組印製並派發了全新的空運危險品須知單張，以加強貨運代理人對托運危險品的認識。

法例

為使本地兩套規管空運危險品的法例與國際民航組織最新的危險品安全空運技術指令的規定一致，年內展開了修例工作。

與外地航空當局聯繫

危險品事務組與其他地方的民航當局定期保持聯絡。年內，該組先後與卡塔爾和美國的民航當局會面，交流經驗和資訊。

危險品事故

年內發生的危險品事故，主要涉及未經申報的危險品。為免類似事件重演，危險品事務組調查所有事故，並向在香港營運的航空公司和外國航空當局發布有用的調查結果。

Promulgation of Safety Requirements

The Dangerous Goods Office continued to promulgate safety requirements and promote the safe transport of dangerous goods by air through education and publicity. During the year, the Dangerous Goods Office gave a presentation on the safe transport of lithium batteries by air to the air cargo industry and around 150 participants attended. Besides, a new information sheet on the transport of dangerous goods by air was published and distributed to enhance the awareness of freight forwarders on consigning dangerous goods.

Legislation

To align the two sets of local legislation with the latest requirements of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, a legislative amendment exercise commenced in the year.

Liaison with Other Civil Aviation Authorities

The Dangerous Goods Office maintained regular contacts with other civil aviation authorities. During the year, the Dangerous Goods Office hosted meetings with officials from the civil aviation authorities of Qatar and the United States to exchange experience and information on regulatory matters.

Dangerous Goods Incidents

The incidents which occurred in the year were mainly related to undeclared dangerous goods. The Dangerous Goods Office launched investigations into all these incidents with an aim to prevent recurrence. Useful findings were disseminated to aircraft operators in Hong Kong and foreign aviation authorities.

航空保安

對香港國際機場營運者的保安監察

機場安全標準部通過審計和檢查，確保機管局和香港國際機場的各個營運者，包括租戶禁區營運者、航空公司，以及航機膳食和物品供應商，符合《香港航空保安計劃》的規定。

年內，本部根據《航空保安條例》處理兩宗禁區指定個案，其中一宗是重新配置香港商用航空中心的租戶禁區，另外一宗是把新落成的國泰航空貨運站內某些範圍劃為租戶禁區。本部人員在禁區指定生效前實地視察，確保進出禁區有足夠的管制措施保障。

AVIATION SECURITY

Security Oversight of Operators at the HKIA

APSD ensured that AAHK and the operators at HKIA, including tenant restricted area operators, aircraft operators and aircraft catering supplies and stores operators, complied with the requirements in the Hong Kong Aviation Security Programme through audits and inspections.

During the report period, the division processed two designations of restricted areas under the Aviation Security Ordinance. One of the designations was made for the reconfigurations at tenant restricted areas of the Hong Kong Business Aviation Centre. The other designation was to demarcate certain areas within the new Cathay Pacific Cargo Terminal as tenant restricted areas. Officers of the division conducted inspections prior to the commencement of the designations to ensure that sufficient protection was provided for controlling access to the restricted areas.



民航處主辦簡介會，講解香港管制代理人制度的新措施，以便配合國際民航組織由二零一三年七月十五日起生效的空運貨物新保安標準。

CAD organised the Information Session on Enhancement to Hong Kong's Regulated Agent Regime in Response to ICAO New Air Cargo Security Standards Applicable from 15 July 2013.

新修訂香港空運貨物保安管制代理人制度 (Regulated Agent Regime)

主辦機構：香港付貨人委員會 香港工業總會 珠三角工業協會 香港紡織業聯會 香港
協辦機構：深圳市僑商國際聯合會 深圳市加工貿易企業協會



空運貨物保安

自二零零零年三月起，香港實行管制代理人制度，以遵行國際民航組織的空運貨物保安標準。根據這項制度，每一名向民航處登記為管制代理人的貨運代理，必須為空運貨物實施保安管制措施，並檢查指定來源的貨物。本部持續檢查已登記的管制代理人，確保他們遵守管制代理人制度的規定。截至二零一三年三月三十一日，本處的登記冊上共有1 361名管制代理人。

為不斷改善管制代理人制度，本部與空運業界的代表組成工作小組，研究措施以加強供應鏈的保安。二零一二年年底，國際民航組織頒布新修訂的空運貨物保安標準。為遵行將於二零一三年七月十五日起生效的新保安標準，香港現行的空運貨物保安管制代理人制度將予以強化。修訂項目之一，是把管制代理人制度擴展至以全貨運航機運載的貨物。二零一三年年初，民航處在諮詢空運業界代表團體（包括香港付貨人委員會、香港貨運物流業協會有限公司和航空公司貨運聯絡小組等）後，制定了空運貨物新保安標準規定的文件，以符合國際民航組織新修訂的空運貨物保安標準。

難受管束人士的行為

為針對民航機上難受管束或擾亂秩序人士的行為，香港制定了《航空保安（修訂）條例》，對這類罪行施加制裁。年內，根據該條例檢控成功的個案共有五宗。

Air Cargo Security

Hong Kong has implemented a Regulated Agent Regime (RAR) since March 2000 to comply with ICAO cargo security standards. Under the RAR, a cargo agent registered as a Regulated Agent (RA) with CAD is required to provide security control measures on consignments of air cargo and apply screening on prescribed sources of air cargo. APSD continued to monitor the compliance of the RAs with the requirements of the RAR through inspections. As at 31 March 2013, there were 1 361 RAs registered with CAD.

With a view to continually enhancing the RAR, the division set up a working group which comprises representatives of the air cargo industry to identify measures for securing the supply chain. To ensure adherence to the new air cargo security standards promulgated by ICAO in late 2012 which will come into effect from 15 July 2013, the air cargo security RAR currently implemented in Hong Kong will be enhanced. One of the enhancements is the extension of the application of the RAR to cargo carried onboard all-cargo aircraft. In early 2013, after consulting the air cargo industry representative bodies (including the Hong Kong Shippers' Council, the Hong Kong Association of Freight Forwarding and Logistics Limited and the Carrier Liaison Group, etc.), CAD developed the new air cargo security requirement documents to ensure adherence to the new ICAO air cargo security standards.

Unruly Behaviour

To fight against unruly or disruptive behaviour committed by persons on board civil aircraft, the Aviation Security (Amendment) Ordinance was enacted to impose penalties on such offences. During the report period, there were five cases of successful prosecution under the Ordinance.

簡化手續

機場安全標準部藉參與機場簡化手續委員會，監察《國際民航公約》附件9所訂的標準和建議措施在香港國際機場實施的情況。年內，本部向香港登記航空公司的機組人員發出1 677張新空勤人員證書和續發四張空勤人員證書。

國際事務

國際民航組織亞太地區互助航空保安計劃

香港自二零零四年起，參加國際民航組織亞洲太平洋地區互助航空保安計劃。設立計劃的目的，是協助參與計劃的成員遵行《國際民航公約》附件9和附件17所訂的航空保安標準和建議措施，並提高航空保安能力。二零一二年七月，機場安全標準部派員出席在泰國曼谷舉行的保安計劃主導委員會第九次會議。

亞太區經濟合作組織（亞太經合組織）

機場安全標準部不時代表香港，參與亞太經合組織運輸工作小組轄下航空保安小組的工作。成立航空保安小組的目的，是提高各成員國和地區的航空保安水平。本部繼續協助航空保安小組制定航空保安指引。

國際民航組織全球航空保安審計計劃

為支援國際民航組織推行全球航空保安審計計劃，本部一名人員在二零一二年八月，以國際民航組織審計員身分，在泰國完成一項航空保安審計任務。

Facilitation

Through the participation in the Airport Facilitation Committee, APSD monitored the implementation of the Standards and Recommended Practices of ICAO Annex 9 at HKIA. During the year, 1 677 new Crew Member Certificates (CMCs) and 4 renewed CMCs were issued to the crew members of Hong Kong registered aircraft operators.

INTERNATIONAL ACTIVITIES

ICAO Cooperative Aviation Security Programme - Asia Pacific (CASP-AP)

Since 2004, Hong Kong has joined the CASP-AP established by ICAO. It aims at assisting states and administrations in the Asia Pacific region to comply with the standards and recommended practices for aviation security in ICAO Annexes 9 and 17, and to enhance their competence in aviation security. APSD attended the Ninth Steering Committee Meeting of the Programme held in Bangkok, Thailand in July 2012.

Asia-Pacific Economic Cooperation (APEC)

From time to time APSD has represented Hong Kong to participate in the Aviation Security Sub-Group (ASG) of the APEC Transportation Working Group, which was established with the objective of enhancing the security standards of member economies. The division continued to provide support to the ASG in the development of guidelines in aviation security.

ICAO Universal Security Audit Programme

To support the implementation of the ICAO Universal Security Audit Programme, an APSD officer completed, in the capacity as an ICAO auditor, an ICAO aviation security audit mission for Thailand in August 2012.