

航班事務及 國際事務 AIR SERVICES AND INTERNATIONAL AFFAIRS

航班事務部負責監察航空公司是否遵守規管定期航班服務的民用航空運輸協定及其他的安排，監管不定期航班服務，向經濟局提供資料作民用航空運輸談判用途，就本地航空公司的空運牌照申請向空運牌照局提供資料，就民航法規的制訂和修改提出建議，以及統籌回覆有關國際組織，特別是國際民航組織及亞太經濟合作組織的函件，並且統理政府代表出席這些組織所舉辦會議的事宜。

1. 航空服務

在一九九九至二零零零年度，全球大部分地區的經濟環境普遍開始出現改善。因此在年內，香港國際機場的乘客量達 29 609 657 人次，比去年上升7.3%，航空貨運量則高達 2 059 989公噸，比去年大幅上升25.3%。



隨着經濟情況改善，使用機場的乘客增多了。
More passengers used the airport as economic conditions improved.

國泰航空有限公司在年內繼續加強與其他航空公司的合作。客運服務方面，國泰航空公司年內與外國航空公司達成三項聯號客運服務安排，其一是與日本航空公司合作，從一九九九年四月開始於指定的香港與名古屋之間的航班上作出這種安排，其二是從一九九九年七月開始，與南非航空公司於香港與約翰內斯堡之間的航班上作出這種安排，而自一九九九年十月開始，國泰航空公司又與加拿大國際航空公司在指定的香港與多倫多及溫哥華之間的航班上提供聯號客運服務，這項聯號客運服務協議其後於二零零零年三月終止。貨運服務方面，國泰航空公司與敦豪國際速遞於一九九九年十二月六日簽署協議，自二零零零年三月六日起為敦豪國際速遞提供新的晚間貨運服務，來往香港與大阪、漢城、新加坡及台北之間，同時，這些航班也運載有限的乘客。此外，國泰航空公司繼續與德國航空公司聯營香港與法蘭克福之間的定期貨運服務，途經中東地區。

截至二零零零年三月三十一日，國泰航空公司提供的定期航班服務遍及的目的地共48個（包括由國泰航空公司與德國航空公司聯營，途經宰赫蘭、多哈、吉達、利雅德及沙迦的定期貨運服務）。機隊方面，截至二零零零年三月底，該公司機隊由63架飛機組成，計有12架A330-300型、14架A340-300型、一架B747-300型、19架B747-400型、四架B777-200型和七架B777-300型客機，以及四架B747-200型和兩架B747-400型貨機。

The Air Services Division is responsible for monitoring compliance by airlines in accordance with Air Services Agreements and other arrangements which govern scheduled air services, regulating non-scheduled air services, providing information to the Economic Services Bureau for air services negotiations, providing information to the Air Transport Licensing Authority regarding air transport licence applications by local airlines, proposing the enactment and amendment of civil aviation legislation, and coordinating responses and registering attendance of meetings with international organisations, particularly the International Civil Aviation Organization (ICAO) and the Asia Pacific Economic Co-operation (APEC).

I. AIR SERVICES

Economic conditions improved in most regions of the world in 1999/2000. As a result, the total passenger throughput at the Hong Kong International Airport (HKIA) during the year was 29 609 657, a moderate increase of 7.3 per cent compared with last year. The total air cargo throughput was 2 059 989 metric tonnes, a significant increase of 25.3 per cent compared with the previous year.

During the year, Cathay Pacific Airways Limited (CPA) continued to increase its scope of cooperation with other airlines. In respect of passenger services, CPA entered into three new codeshare agreements with foreign airlines - the first with Japan Airlines in April 1999 on specified services between Hong Kong and Nagoya, the second with South African Airways in July 1999 on services between Hong Kong and Johannesburg, and the third with Canadian Airlines International in October 1999 on specified services between Hong Kong and Toronto / Vancouver. However, the codeshare agreement with Canadian Airlines International was terminated in March 2000. As regards cargo services, CPA and DHL Worldwide Express entered into a partnership on December 6, 1999 under which CPA operated new overnight cargo services between Hong Kong and Osaka, Seoul, Singapore and Taipei



國泰航空公司提供新的晚間服務，來往香港與亞洲四個主要城市。

CPA operates new overnight services between Hong Kong and four major Asian cities.

starting from March 6, 2000. These services also included the carriage of a limited number of passengers. CPA and Lufthansa also continued to provide joint scheduled all-cargo services between Hong Kong and Frankfurt with intermediate stops in the Middle East.

As at March 31, 2000, CPA provided scheduled services to 48 destinations (including Dhahran, Doha,

致力提供安全而有效率的
航空運輸系統

COMMITTED TO PROVIDE A SAFE AND
EFFICIENT AIR TRANSPORT SYSTEM



國泰航空公司飛機。
Part of the CPA fleet.

在一九九九年上半年，港龍航空有限公司對其前往國內的定期航班服務作出輕微改變，於一九九九年五月開始停辦飛往天津的定期航班服務。另一方面，隨着國內與香港特別行政區政府於二零零零年二月二日達成航空運輸安排，港龍航空公司可進一步增加飛往國內的航班服務，以及把來往香港與長沙、桂林、海口、南京及武漢的不定期航班服務，轉為定期航班服務。港龍航空公司其後於二零零零年三月，把飛往這五個目的地的不定期航班服務轉為

定期航班服務。經過上述轉變後，港龍航空公司可運載貨物前往這五個目的地。截至二零零零年三月三十一日，港龍航空公司提供的定期航班服務遍及25個目的地，其中16個是國內的城市。截至二零零零年三月底，該公司機隊由12架飛機組成，計有五架A320-200型、兩架A321-200型及五架A330-300型飛機。

香港華民航空有限公司繼續以三架B747-200型貨機，經營飛往布魯塞爾、杜拜、曼徹斯特及大阪的定期貨運服務。

邁特捷出租飛機有限公司繼續以一架HS125-700型飛機，經營飛往亞洲區內多個目的地的不定期客運服務。

至於外國航空公司方面，Atlas Air在一九九九年八月恢復經營飛往香港的定期貨運服務。另一方面，維也納航空公司及柬埔寨航空公司分別於一九九九年十一月及二零零零年三月開始停辦飛往香港的定期航班服務。綜合以上改變，為香港提供定期航班服務的航空公司總數由62間微降至二零零零年三月底的61間。不過，來往香港的定期航班服務所遍及的目的地數目則由105個增至109個。詳情列於附錄甲。

年內，本部簽發168張經營許可證予以香港以外地方為基地的航空公司，為香港提供定期航班服務，並處理共1 981宗更改定期航班服務的申請。

本部亦簽發2 332張許可證，批准營辦來往香港的不定期航班服務。一如往年，這些不定期航班服務所遍及的目的地仍以國內城市為主。



年內，來往香港的定期航班服務遍及之目的地增多了。
The number of destinations served by scheduled services to or from Hong Kong increased in the year.

Jeddah, Riyadh and Sharjah served by joint scheduled all-cargo services of CPA and Lufthansa) from Hong Kong. At the end of March 2000, CPA has a fleet of 63 aircraft: 12 A330-300s, 14 A340-300s, one B747-300, 19 B747-400s, four B777-200s, seven B777-300s plus four B747-200 and two B747-400 freighters.

In the first half of 1999, Hong Kong Dragon Airlines Limited (HDA) made a small change in its scheduled services to the Mainland with the withdrawal of scheduled services to Tianjin in May 1999. However, this was overshadowed by a major highlight of the year concerning HDA's scheduled services to and from the Mainland in general. An air services arrangement was signed between the Mainland and Hong Kong authorities on February 2, 2000 for HDA to further expand services to the Mainland and to convert non-scheduled services to scheduled services on routes to Changsha, Guilin, Haikou, Nanjing and Wuhan. Subsequently, HDA commenced scheduled services to these five cities in March 2000. With the conversion of such non-scheduled services to scheduled services, HDA acquired the authority to carry cargo to these five cities. As a result of these changes, as at March 31, 2000, HDA provided scheduled services from Hong Kong to 25 destinations, including 16 cities in the Mainland. At the end of March 2000, HDA has a fleet of 12 aircraft: five A320-200s, two A321-200s and five A330-300s.



港龍航空公司飛機。(港龍圖片)
Part of the HDA fleet. (HDA photo)

Air Hong Kong Limited (AHK) continued to operate scheduled all-cargo services to Brussels, Dubai, Manchester and Osaka using three B747-200 freighters.

Metrojet Limited continued to operate non-scheduled passenger services to destinations in Asia using a HS125-700 aircraft.

As for foreign carriers, Atlas Air resumed scheduled all-cargo services to Hong Kong in August 1999. On the other hand, Lauda Air and Kampuchea Airlines suspended their scheduled services to Hong Kong in November 1999 and March 2000 respectively. As a result of these changes, the number of scheduled airlines serving Hong Kong decreased slightly from 62 to 61 at the end of March 2000. Nevertheless, the number of destinations served by scheduled services to or from Hong Kong increased from 105 to 109 during last year. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 168 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 1 981 applications for changes to the schedules.

The Department also issued 2 332 permits for the operation of non-scheduled services to and from Hong Kong. As in previous years, the majority of the cities served by these non-scheduled services were in the Mainland.

II. 運價

年內，本部處理共444宗航空公司的運價申請，涉及修訂來往香港的定期航班上的客運和貨運服務的運價。來往香港與其他地區的客運票價平均較去年提高約4至5%。貨運價格方面，由於年內燃油價格上升，航空公司於二零零零年二月開始對空運貨物徵收燃油附加費。除這些加費外，機票和貨運價格整體而言尚算平穩。

III. 國際民航組織的活動

為保持香港作為國際和區域航空中心的地位，以及方便履行國際民航組織的

區域性航行規劃程序所規定的職責和遵行基本法的規定，香港民航處繼續積極參與國際民航組織的活動。

年內，香港民航處處理共199份由國際民航組織發出的函件，這些函件涉及對民航的技術性事宜提供意見及資料。香港民航處代表亦在年內以中國代表團成員的身份出席10次限以國家為單位參加的國際民航組織會議，並以「中國香港」的名義參加22次不限以國家為單位參加的國際民航組織會議。以上32次會議的詳情見附錄乙。



民航處處長林光宇(左二)出席國際民航組織於越南舉行的一個會議。

Mr Albert Lam, Director of Civil Aviation (second from left) attended an ICAO conference in Vietnam.

IV. 亞太經濟合作組織的活動

香港民航處繼續以「中國香港」的名義參與亞太經濟合作組織的活動。年內，香港民航處處理共69份與亞太經濟合作組織有關的信件，對有關民航的技術性事宜提供意見及資料。香港民航處代表亦在年內參加三次亞太經濟合作組織的會議，詳情見附錄丙。

II. TARIFFS

During the year, the Division processed 444 tariff filings involving changes in tariffs for carriage of passengers and cargo on scheduled services to and from Hong Kong. Passenger fares to and from Hong Kong were on average increased by around 4 to 5 per cent compared with the previous year. As regards cargo rates, since the fuel cost rose during the year, airlines started to levy a fuel surcharge for cargo carriage starting from February 2000. Apart from these changes, air fares and cargo rates on the whole were relatively stable during the year.



民航處負責審批調整定期航班服務運價的申請。
Applications for changes in tariffs on scheduled services are processed by CAD.

III. ACTIVITIES OF ICAO

To maintain the status of Hong Kong as a centre of international and regional civil aviation and to facilitate the discharge of its responsibilities as prescribed under the regional air navigation procedures of ICAO as well as in accordance with the provisions in the Basic Law, the Department continued to participate actively in the activities of ICAO.

During the year, the Department handled 199 items of correspondence from ICAO which involved provision of comments and information on technical matters related to civil aviation. In addition, representatives of the Department attended 10 ICAO meetings which were limited to States as part of the delegation of the People's Republic of China and 22 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 32 meetings are provided in Appendix B.

IV. ACTIVITIES OF APEC

HK CAD continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, the Department handled 69 items of correspondence related to APEC which involved the provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended three APEC meetings during the year and details of these meetings are provided in Appendix C.

附錄甲

截至二零零零年三月來往香港的定期航班服務所遍及的目的地改變情況(與一九九九年三月比較)

(甲) 新增服務

新地點	經營者	每周班次
1. 長沙	港龍航空公司	三班A320型飛機來往香港及長沙
2. 濟洲	大韓航空公司	兩班A300型飛機來往濟洲及香港
3. 多哈	法國航空公司	一班B747型貨機由多哈至香港
	德國航空公司	一班B747型貨機由多哈至香港
	(與國泰航空公司聯營)	
4. 桂林	港龍航空公司	四班A320型飛機來往香港及桂林 三班A321型飛機來往香港及桂林
5. 海口	港龍航空公司	七班A320型飛機來往香港及海口
6. 南京	港龍航空公司	六班A320型飛機來往香港及南京 一班A321型飛機來往香港及南京
7. 帕果帕果	Kitty Hawk International*	一班B747型貨機由帕果帕果至香港
8. 塔什干	法國航空公司	一班B747型貨機來往塔什干及香港
9. 武漢	港龍航空公司	一班A320型飛機來往香港及武漢

* 前名為 American International Airways

(乙) 刪減服務

刪除地點	前經營者
1. 波士頓	聯合航空公司
2. 克拉克	菲律賓航空公司
3. 路易斯維爾	聯合包裹運送服務公司
4. 釜山	大韓航空公司
5. 維也納	維也納航空公司

附錄乙

一九九九年四月至二零零零年三月期間民航處代表出席的國際民航組織會議

會議名稱	地點	日期
航空交通管理運作概念專家組第一次會議	加拿大蒙特利爾	一九九九年三月二十九日至四月二日
「電腦公元二千年數位」應變計劃專責小組第七次分區會議	中國北京	一九九九年三月二十九日至四月二日
修訂最低高度間隔的實施專責小組第三次會議	美國火奴魯魯	一九九九年五月十日及十三日
航空法國際會議 - 華沙公約體系現代化	加拿大蒙特利爾	一九九九年五月十日及二十八日
航空貨運保安研習會	馬來西亞檳城	一九九九年六月十四日至十八日
機場運作設施策劃及啟用研習會	澳門	一九九九年六月二十一日至二十五日
超越障礙物專家組第12次會議	加拿大蒙特利爾	一九九九年六月二十八日至七月九日
亞太太平洋航空導航策劃及實施地區小組轄下通訊、導航及監視分組第三次會議	泰國曼谷	一九九九年七月十二日至十六日
亞太太平洋航空導航策劃及實施地區小組轄下航空交通服務、航空資料服務及搜索及拯救分組第九次會議	泰國曼谷	一九九九年七月十二日至十六日

Appendix A

Changes in the Destinations served by Scheduled Services to or from Hong Kong as at March 2000 (compared with March 1999)

(a) Additions

New Points	Operated By	Weekly Frequency
1. Changsha	Hong Kong Dragon Airlines	3 x A320 aircraft between Hong Kong and Changsha
2. Cheju	Korean Air	2 x A300 aircraft between Cheju and Hong Kong
3. Doha	Air France Lufthansa (joint services with Cathay Pacific Airways)	1 x B747 freighter from Doha to Hong Kong 1 x B747 freighter from Doha to Hong Kong
4. Guilin	Hong Kong Dragon Airlines	4 x A320 aircraft between Hong Kong and Guilin 3 x A321 aircraft between Hong Kong and Guilin
5. Haikou	Hong Kong Dragon Airlines	7 x A320 aircraft between Hong Kong and Haikou
6. Nanjing	Hong Kong Dragon Airlines	6 x A320 aircraft between Hong Kong and Nanjing 1 x A321 aircraft between Hong Kong and Nanjing
7. Pago Pago	Kitty Hawk International*	1 x B747 freighter from Pago Pago to Hong Kong
8. Tashkent	Air France	1 x B747 freighter between Tashkent and Hong Kong
9. Wuhan	Hong Kong Dragon Airlines	1 x A320 aircraft between Hong Kong and Wuhan

* Formerly known as American International Airways

(b) Deletions

Deleted Points	Previously Operated by
1. Boston	United Airlines
2. Clark	Philippine Airlines
3. Louisville	United Parcel Service
4. Pusan	Korean Air
5. Vienna	Lauda Air

Appendix B

ICAO Conferences and Meetings attended by Representatives from CAD between April 1999 and March 2000

Name of Conference or Meeting	Venue	Dates
First Meeting of the Air Traffic Management Operational Concept Panel	Montreal, Canada	March 29 - April 2, 1999
Seventh Year 2000 Contingency Planning Task Force Sub-Regional Meeting	Beijing, China	March 29 - April 2, 1999
Third Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Honolulu, USA	May 10 - 13, 1999
International Conference on Air Law - Modernisation of the Warsaw System	Montreal, Canada	May 10 - 28, 1999
Air Cargo Security Workshop	Penang, Malaysia	June 14 - 18, 1999
Workshop on Airport Operational Facilities Planning and Commissioning	Macau	June 21 - 25, 1999
12th Meeting of the Obstacle Clearance Panel	Montreal, Canada	June 28 - July 9, 1999
Third Meeting of the Communications, Meteorology, Navigation and Surveillance Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 12 - 16, 1999
Ninth Meeting of the Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 12 - 16, 1999

附錄乙 (續)

會議名稱	地點	日期
機場及航道設施管理地區研習會	菲濟楠迪	一九九九年七月十二日至十六日
修訂最低高度間隔的實施專責小組第四次會議	澳洲布里斯本	一九九九年八月十日及十二日
亞太太平洋航空導航策劃及實施地區小組轄下通訊、導航、監視及航空交通管理實施統籌分組第六次會議	泰國曼谷	一九九九年八月二十三日至二十七日
亞太太平洋航空導航策劃及實施地區小組第10次會議	泰國曼谷	一九九九年八月三十日至九月三日
航空交通管理運作概念專家組第二次會議	南非開普敦	一九九九年九月十三日至十七日
飛機意外調查及防止部一九九九年會議	加拿大蒙特利爾	一九九九年九月十四日至二十四日
亞洲及太平洋區民航局長第35次會議	越南河內	一九九九年九月十九日至二十四日
航空固定電訊網絡通訊中心經理 - 「電腦公元二千年數位」準備會議	新加坡	一九九九年十月二十六日至二十八日
亞洲及太平洋區簡化手續地區會議	澳門	一九九九年十一月一日至五日
危險品專家組第17次會議	加拿大蒙特利爾	一九九九年十一月一日至十二日
修訂最低高度間隔的實施專責小組第五次會議	日本東京	一九九九年十一月四日至五日
航空保安危難管理課程	紐西蘭奧克蘭	一九九九年十一月十五日至十九日
修訂最低高度間隔的實施專責小組第五 (a) 次會議	美國火奴魯魯	二零零零年一月二十日至二十二日
航空電訊網絡專家組第三次會議	加拿大蒙特利爾	二零零零年二月七日至十八日
亞洲及太平洋區民航局長第36次 (特別) 會議	新加坡	二零零零年二月二十一日至二十四日
航空交通管理運作概念專家組第三次會議	澳洲墨爾本	二零零零年二月二十一日至二十五日
航空電訊網絡的過渡專責小組第二次會議	泰國清邁	二零零零年三月六日至十日
修訂最低高度間隔第三次研討會	菲律賓馬尼拉	二零零零年三月十六日至十七日
亞太太平洋航空導航策劃及實施地區小組分組工作計劃覆檢專責小組會議	泰國曼谷	二零零零年三月二十日至二十二日
交通預測及經濟策劃地區研習會	印度新德里	二零零零年三月二十一日至二十五日
航空流動通訊專家組第七次會議	加拿大蒙特利爾	二零零零年三月二十二日至三十日
東南亞航空交通服務統籌小組第八次會議	菲律賓馬尼拉	二零零零年三月二十七日至三十一日
以商業方式策劃通訊、導航、監視及航空交通管理系統研習會	泰國曼谷	二零零零年三月二十八日至三十日

附錄丙

一九九九年四月至二零零零年三月期間民航處代表出席的亞太經濟合作組織會議

會議名稱	地點	日期
「電腦公元二千年數位」研討會	新加坡	一九九九年四月二十二日至二十三日
運輸工作小組第16次會議	中國香港	一九九九年十一月八日至十二日
運輸工作小組第17次會議	新加坡	二零零零年三月二十七日至三十一日

Appendix B (continued)

Name of Conference or Meeting	Venue	Dates
Regional Workshop on Airport and Route Facility Management	Nadi, Fiji	July 12 - 16, 1999
Fourth Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Brisbane, Australia	August 10 - 12, 1999
Sixth Meeting of the Communications, Navigation, Surveillance and Air Traffic Management Implementation Coordination Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	August 23 - 27, 1999
10th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	August 30 - September 3, 1999
Second Meeting of the Air Traffic Management Operational Concept Panel	Cape Town, South Africa	September 13 - 17, 1999
Accident Investigation and Prevention Divisional Meeting (1999)	Montreal, Canada	September 14 - 24, 1999
35th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Hanoi, Vietnam	September 19 - 24, 1999
Meeting of Aeronautical Fixed Telecommunication Network Communication Centre Managers on Year 2000 Readiness	Singapore	October 26 - 28, 1999
Facilitation Area Meeting for the Asia and Pacific Regions	Macau	November 1 - 5, 1999
17th Meeting of the Dangerous Goods Panel	Montreal, Canada	November 1 - 12, 1999
Fifth Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Tokyo, Japan	November 4 - 5, 1999
Aviation Security Crisis Management Course	Auckland, New Zealand	November 15 - 19, 1999
Fifth(a) Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Honolulu, USA	January 20 - 22, 2000
Third Meeting of the Aeronautical Telecommunication Network Panel	Montreal, Canada	February 7 - 18, 2000
36th (Special) Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Singapore	February 21 - 24, 2000
Third Meeting of the Air Traffic Management Operational Concept Panel	Melbourne, Australia	February 21 - 25, 2000
Second Meeting of the Aeronautical Telecommunication Network Transition Task Force	Chiang Mai, Thailand	March 6 - 10, 2000
Third Reduced Vertical Separation Minima Seminar	Manila, Philippines	March 16 - 17, 2000
Asia/Pacific Air Navigation Planning and Implementation Regional Group Sub-Group Work Programme Review Task Force Meeting	Bangkok, Thailand	March 20 - 22, 2000
Regional Workshop on Traffic Forecasting and Economic Planning	New Delhi, India	March 21 - 25, 2000
Seventh Meeting of the Aeronautical Mobile Communications Panel	Montreal, Canada	March 22 - 30, 2000
Eighth Meeting of the South-East Asia Air Traffic Services Coordination Group	Manila, Philippines	March 27 - 31, 2000
Workshop on Business Case Approach to Planning for Communications, Navigation, Surveillance and Air Traffic Management System	Bangkok, Thailand	March 28 - 30, 2000

Appendix C

APEC Conferences and Meetings attended by Representatives from CAD between April 1999 and March 2000

Name of Conference or Meeting	Venue	Dates
Year 2000 Symposium	Singapore	April 22 - 23, 1999
16th Meeting of the Transportation Working Group	Hong Kong, China	November 8 - 12, 1999
17th Meeting of the Transportation Working Group	Singapore	March 27 - 31, 2000