



# 航班事務及技術行政 AIR SERVICES AND TECHNICAL ADMINISTRATION



民航處於二零零一年一月一日改組後，原屬技術及策劃部的策劃組已轉至航班事務部，並改名為技術行政組。改組後，航班事務部負責監察航空公司是否遵守民用航空運輸協定及其他管限定期航班服務的安排，監管不定期航班服務，向經濟局提供資料，作民航運輸談判之用，向空運牌照局提供資料，作為該局考慮本地航空公司的空運牌照申請之用，檢討民航法例和提出修訂建議，統籌部門向國際組織（特別是國際民航組織及亞太經濟合作組織）提供意見及參與其活動，與香港機場管理局定期檢討空運需求的預測，統籌向國際組織提供航空交通的統計數字，監察飛機起降時段的分配及航空公司的航班是否準時起降，以及監察來往香港國際機場航機的噪音及飛行路線。

年內，本部處理的本地航空公司及外地航空公司定期航班服務申請增多了，使來往香港的定期航班服務所遍及的目的地數目上升至129個。由於燃油價格上升，本部在仔細考慮後，批准來往香港的定期客運和貨運服務運價上調。

## 1. 航空服務

在二零零零／二零零一年內，來往香港的空運繼續增加。香港國際機場的乘客量比去年上升10.2%，達到32 636 318人次。航空貨運量較去年上升8.2%，高達2 229 545公噸。

國泰航空有限公司在年內繼續擴展其服務網絡，分別在二零零零年九月及二零零一年三月開辦至卡拉奇與德里的定期客運航班服務。至二零零一



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

Following the reorganisation of the Department on January 1, 2001, the Planning Section formerly under the Technical and Planning Division was transferred to the Air Services Division and renamed Technical Administration Section. After the transfer, the Air Services Division is now responsible for monitoring compliance by airlines 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 for consideration of licence applications by local airlines, reviewing and proposing changes to civil aviation legislation, coordinating the Department's inputs to and participation in the activities of international organisations, particularly the International Civil Aviation Organization (ICAO) and the Asia Pacific Economic Co-operation (APEC), coordinating periodic review of air transport demand forecasts with the Airport Authority Hong Kong and supply of air traffic statistics to international organisations, monitoring the allocation of runway slots and time-keeping performance of airlines, and monitoring the noise and flight track of aircraft operating to and from the Hong Kong International Airport (HKIA).



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國泰機隊日漸增大。  
The CPA fleet is expanding.

年三月底，國泰航空公司提供往返香港的定期航班服務所遍及的目的地數目已由去年的48個增至50個。國泰航空公司亦與土耳其航空公司經營往來伊斯坦堡與香港的聯號服務，及與馬來西亞航空公司經營往來吉隆坡／檳城與香港的聯號服務，以加強該公司與其他航空公司的合作。

為配合其服務網絡的擴展，國泰航空公司把機隊由63架擴充至二零零一年三月底的71架，計有15架A330-300型、15架A340-300型、19架B747-400型、五架B777-200型和七架B777-300型客機，以及七架B747-200型和三架B747-400型貨機。

港龍航空有限公司亦擴展其服務網絡。該公司於二零零零年四月開始經營往來三亞之不定期客運航班服務，並於二零零零年六月將之轉為定期航班服務。港龍航空公司亦開展全貨機服務，該公司使用一架租賃的B747貨機於二零零零年七月開辦往來杜拜、阿姆斯特丹及曼徹斯特的定期貨運航班服務，

及於二零零零年八月開辦往來上海的不定期貨運航班服務。這是港龍航空公司業務發展的一個里程碑，因該公司以往只經營在亞洲區內的客運服務。基於上述發展，港龍航空公司提供往返香港的航班服務所遍及的目的地數目，已由去年的25個增至本年的29個，其中服務國內城市數目亦由16個增至17個。為配合其航班服務的擴展，港龍航空公司的機隊已由12架增至15架。在二零零一年三月底，該公司有七架A320-200型、三架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，經營往亞洲區多個目的地的不定期客運服務。



In the year, the Division processed more applications for scheduled services from both local airlines and foreign carriers, which helped to bring the number of destinations served by such services to and from Hong Kong to 129. Applications for tariff increase for the carriage of passengers and cargo on scheduled services due to increase in fuel price were also approved by the Division after careful consideration.

## I. AIR SERVICES

The traffic carried by air to and from Hong Kong continued to increase in 2000/2001. The total passenger throughput at HKIA during the year increased by 10.2 per cent compared with the previous year, to 32 636 318 passengers. The total air cargo throughput at HKIA also increased by 8.2 per cent compared with last year, to 2 229 545 metric tonnes.

Cathay Pacific Airways Limited (CPA) continued to develop its network during the year by introducing new scheduled passenger services to Karachi and Delhi in September 2000 and March 2001 respectively. At the end of March 2001, the number of destinations served by CPA's scheduled services from Hong Kong increased from 48 to 50 when compared with the previous year. It also increased its scope of cooperation with other airlines by code-sharing its services between Hong Kong and Istanbul with Turkish Airlines, and between Hong Kong and Kuala Lumpur/Penang with Malaysian Airline System.

To cope with the expansion of its service network, CPA increased its fleet from 63 to 71 at



港龍的服務網絡在年內有所擴展。  
HDA enjoys expansion of its service network.

the end of March 2001, comprising 15 A330-300s, 15 A340-300s, 19 B747-400s, five B777-200s, seven B777-300s, seven B747-200 freighters and three B747-400 freighters.

Hong Kong Dragon Airlines Limited (HDA) also enjoyed expansion of its service network. The airline operated non-scheduled passenger services to Sanya from April 2000 and converted them to scheduled services from June 2000. The airline also introduced all-cargo services to Dubai, Amsterdam and Manchester in July 2000, and non-scheduled all-cargo services to Shanghai in August 2000, using a leased B747 freighter. This was a milestone in the development of HDA's services as the airline previously operated only passenger services in the Asian Region. As a result of these developments, the number of destinations served by HDA increased from 25 to 29 as compared with last year. Among these 29 destinations, the number of Mainland cities also increased from 16 to 17. To cope with the expansion in services, HDA's fleet increased from 12 to 15 and as at the end of March 2001, it comprised seven A320-200s, three A321-200s and five A330-300s.



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港聯直升機有限公司繼續以一架Bell 206型、一架Sikorsky S76型及兩架Aerospatiale SA315B型直升機在香港提供客運包機空中作業服務，以及提供來往香港與澳門的客運包機服務。於二零零零年九月，該公司以其S76型直升機，首辦往來香港與深圳的客運包機服務。

直升機服務(香港)有限公司繼續以兩架Aerospatiale SA315B型及一架AS355N型直升機，在香港提供客運包機及空中作業服務。

至於外國航空公司方面，美國大陸航空公司於二零零一年三月二日開辦經北極往返紐約至香港的不停站定期客運服務，開展美國東岸與香港不停站服務的新時代。德國漢莎航空公司於二零零一年三月二十五日開辦往來慕尼黑至香港的定期客運航班服務。另一方面，Kitty Hawk International在二零零



零年五月一日停辦往來香港的定期貨運服務。繼楓葉航空公司收購加拿大國際航空公司後，後者所經營的服務於二零零零年十月二十二日起由前者接管及營辦。

區內的服務方面，在二零零零年五月，巴基斯坦國際航空公司開辦往來卡拉奇／伊斯蘭堡／曼谷與香港的定期客運航班服務，又於十一月開辦往來拉合爾與香港的服務。P.T. Mandala Airlines則在二零零零年五月開辦往來印尼巴淡島與香港的定期貨運航班服務。在二零零零年七月，安琪航空公司開辦往來曼谷至香港的定期客運服務。

香港與國內的航空服務方面，從二零零零年五月起，國內五間航空公司(中國國際航空公司、中國東方航空公司、中國南方航空公司、中國西南航空公司及中國北方航空公司)把往來19個國內航點(即北海、長春、長沙、桂林、貴陽、海口、哈爾濱、合肥、濟南、梅縣、南昌、南京、南寧、屯溪、溫州、武漢、煙台、湛江和鄭州)與香港之間的不定期航班服務改為定期航班，又在二零零一年一月把另一個國內不定期航點(石家莊)也改為定期航點。因此，連接香港和國內的定期航班遍及航點數目已增至37個。

綜合以上改變，提供往來香港定期航班服務的航空公司總數由61間增至二零零一年三月底的63間。這個數目在年內曾一度上升至65間。來往香港的定期航班服務所遍及的目的地數目亦由109個增至129個。詳情列於附錄甲。



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.

Helicopters Hong Kong Limited continued to operate one Bell 206, one Sikorsky S76 and two Aerospatiale SA315B helicopters for local passenger charters and aerial work. The airline also operated passenger charters between Hong Kong and Macau. In September 2000, the airline operated its first helicopter charter between Hong Kong and Shenzhen using the Sikorsky S76 helicopter.

Heliservices (Hong Kong) Limited continued to operate two Aerospatiale SA315B and one AS355N helicopters for local passenger charters and aerial work.

As for foreign carriers, Continental Airlines commenced non-stop scheduled passenger services via the North Polar route between New York and Hong Kong on March 2, 2001, marking a new era of non-stop service between the east coast of USA and Hong Kong. Lufthansa German Airlines introduced its scheduled passenger services between Munich and Hong Kong from March 25, 2001. On the other hand, Kitty Hawk International suspended its scheduled all-cargo services to Hong Kong on May 1, 2000. Following the acquisition of Canadian Airlines International by Air Canada, the former's services were taken over and combined with those operated by the latter from October 22, 2000.

As regards services in the region, Pakistan International Airlines introduced its scheduled passenger services between Karachi/Islamabad/Bangkok and Hong Kong in May 2000, and between Lahore and Hong Kong in November 2000. P.T. Mandala Airlines also introduced its scheduled all-cargo services between Batam, Indonesia and Hong Kong in May 2000. In July 2000, Angel Airlines commenced its scheduled passenger services between Bangkok and Hong Kong.



For services between Hong Kong and the Mainland, five Mainland carriers (namely Air China, China Eastern Airlines, China Southern Airlines, China Southwest Airlines and China Northern Airlines) converted their non-scheduled services between 19 points in the Mainland (namely Beihai, Changchun, Changsha, Guilin, Guiyang, Haikou, Harbin, Hefei, Jinan, Meixian, Nanchang, Nanjing, Nanning, Tunxi, Wenzhou, Wuhan, Yantai, Zhanjiang and Zhengzhou) and Hong Kong to scheduled services in May 2000, and further converted another non-scheduled point (Shijiazhuang) to become a scheduled point in January 2001. As a result, the number of Mainland points served by scheduled services to and from Hong Kong increased to 37.



航班事務部負責審批徵收貨運燃油附加費的申請。  
Applications for imposing cargo fuel surcharge are processed by the Air Services Division.

年內，本部簽發157張經營許可證予以香港之外地方為基地而為香港提供定期航班服務的航空公司，並處理共2 181宗更改定期航班服務的申請。

由於一些飛往國內城市的不定期航班服務改為定期航班服務，本部所簽發營辦來往香港的不定期航班服務的許可證數目減至1 272張。

### II. 運價

年內，本部處理共436宗涉及修訂來往香港的定期航班客運和貨運服務的運價申請。由於燃油價格上升，來往香港與其他地區的客運票價於二零零零年四月提高約3%，二零零零年十二月再提高約3%。貨運燃油附加費在二零零零年十月按每公斤貨物增加0.2元至0.4元，但這項附加費已在二零零一年二月取消。

### 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服務規定的職責和遵行基本法的規定，本處繼續積極參與國際民航組織的活動。

年內，本處與國際民航組織往來的函件增至289份。這些函件大多涉及對民航的技術性事宜，包括徵求意見或提供資料。同時，本處人員以中國代表團成員的身份出席五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23次不限以國家為單位參加的國際民航組織會議。以上28次會議的詳情見附錄乙。



As a result of the above changes, the number of scheduled airlines serving Hong Kong increased from 61 to 63 by the end of March 2001. During the year, the number once rose to a peak of 65. The number of destinations served by scheduled services to and from Hong Kong also increased from 109 to 129. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 157 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 2 181 applications for changes to the schedules.

Since some non-scheduled services to cities in the Mainland were converted to scheduled services, the number of permits issued by the Division for operation of non-scheduled services to and from Hong Kong reduced to 1 272.

## II. TARIFFS

During the year, the Department processed 436 filings concerning changes in tariffs for carriage of passengers and cargo on scheduled services to and from Hong Kong. Due to increase in the fuel price, there was a general increase of 3 per cent in fares for carriage of passengers on scheduled services to and from Hong Kong in April 2000, and a further increase of 3 per cent in December 2000. The cargo fuel surcharge was increased by \$0.2 to \$0.4 per kilogram in October 2000, but this increase was removed in February 2001.

## III. ACTIVITIES OF INTERNATIONAL CIVIL AVIATION ORGANIZATION (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 services 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 number of correspondence between ICAO and the Department increased to 289. The majority of the correspondences from ICAO sought our comments or provided information on technical matters related to civil aviation. In addition, representatives of the Department attended five ICAO meetings which were limited to States as part of the delegation of the People's Republic of China, and 23 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 28 meetings are provided in Appendix B.

## IV. ACTIVITIES OF ASIA PACIFIC ECONOMIC CO-OPERATION (APEC)

CAD continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, the Department handled 57 items of correspondence concerning APEC. The majority of the correspondence from APEC sought our comments or provided information on technical matters related to civil aviation. Representatives of the Department attended five APEC meetings during the year. Details of these meetings are provided in Appendix C.



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### IV. 亞太經濟合作組織的活動

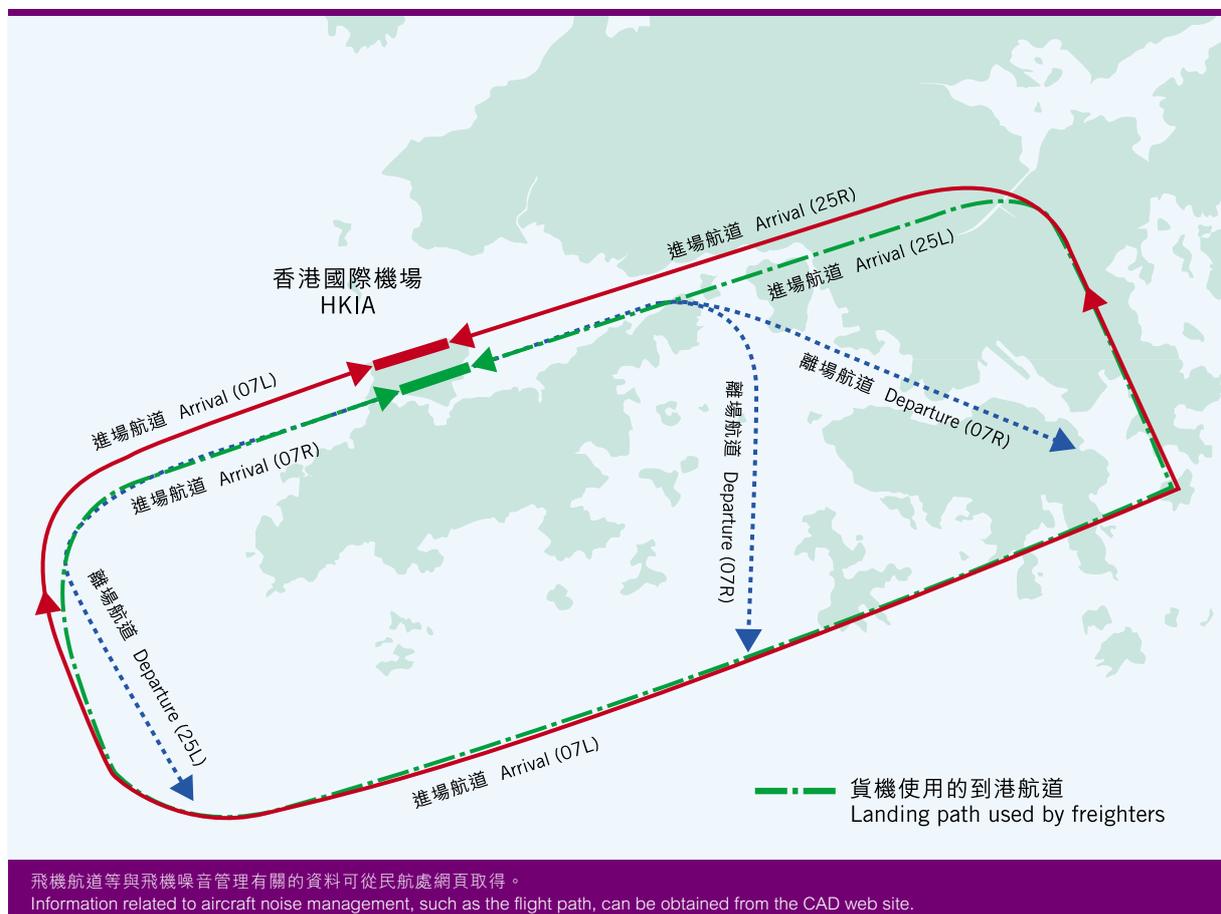
本處繼續以「中國香港」的名義參與亞太經濟合作組織的活動。年內，本處處處理共57份與亞太經濟合作組織有關的信件，對有關民航的技術性事宜徵求或提供意見及資料。本處代表亦在年內參加五次亞太經濟合作組織的會議，詳情見附錄丙。

### V. 飛機噪音管理

為了繼續保護航道之下或附近居民免受飛機噪音的影響，在晚上十一時至早上七時的時段內，從東北方向進入香港國際機場的飛機採用一套新的降落程序，名為「持續降落模式」。按照該程序，航機會從較高之高度開始下降，並在進場初段時使用較低動力飛行。因此，在有關航道下之地區如西貢及馬鞍山，飛機噪音水平最高可減少三至六個分貝。

本處環境管理組同事利用一套監察飛機噪音及航跡的電腦系統，密切監察飛機噪音消減措施的執行情況。根據年內的紀錄，在凌晨至早上七時到港的飛機當中，平均有超過92%能夠從機場西南面經海上降落，而在晚上十一時至早上七時期間，向機場東北面離港之飛機當中，逾99%能夠採用經西博寮海峽的航道起飛。這些措施的成效顯示只有極少數目的飛機，因各種運作情況和安全需要，例如當時的風速及風向，導航系統的維修保養或航空交通擠塞等，需要在深夜時分飛經人口稠密的地方。

在改善與社區溝通及回應市民關注方面，本處一直與有關區議會及其屬下的飛機噪音小組、傳播媒介及居民保持緊密接觸。此外，本處亦透過網頁定期發放有關飛機噪音及飛行航道等資料。年內，本處調查及處理了472宗飛機噪音投訴，並向投訴人作出詳細解釋。





## V. AIRCRAFT NOISE MANAGEMENT

As part of our continuous efforts to provide further protection to residents living under or in the vicinity of flight paths, a new descent profile, named as Continuous Descent Approach procedure, was introduced for aircraft on approach to HKIA from the northeast between 11 p.m. and 7 a.m.. Under this procedure, aircraft would normally fly higher and operate in a low power/low drag configuration at the initial approach phase. As a result, a maximum noise reduction of about three to six decibel (A) was achieved in areas under the arrival flight path such as Sai Kung and Ma On Shan.

Measures to control the impact of aircraft noise are closely monitored by the noise management office with the aid of a computer-based aircraft noise and flight track monitoring system. During the year, it was recorded that on average, over 92 per cent of aircraft arriving at HKIA between midnight and 7 a.m. were able to land from the southwest over water; and over 99 per cent of departure aircraft taking off to the northeast between 11 p.m. and 7 a.m. were able to follow the southbound route over West Lamma Channel. These high achievement rates indicated that only a very small number of aircraft were required to overfly the populated areas during small hours due to various operational reasons and safety considerations, such as prevailing wind conditions, maintenance of ground navigation aids, and air traffic congestion, etc..



從其中一個飛機噪音監察站收集資料。  
Collecting data from one of the aircraft noise monitoring terminals.

To improve our responsiveness to community concerns, the Department maintained regular contact with the concerned district councils and their aircraft noise working groups, as well as the media and residents on matters related to aircraft noise. Information on measured noise data and related issues was regularly uploaded onto the CAD web site. During the year, a total of 472 complaints on aircraft noise were investigated and handled, with detailed explanations given to the complainants.



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### 附錄甲

截至二零零一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(與二零零零年三月比較)

#### (甲) 新增服務

新地點	經營者
1. 北海*	中國南方航空公司
2. 貝魯特	法國航空公司
3. 長春	中國北方航空公司
4. 貴陽	中國西南航空公司
5. 哈爾濱	中國北方航空公司
6. 合肥	中國東方航空公司
7. 伊斯蘭堡	巴基斯坦國際航空公司
8. 濟南	中國東方航空公司
9. 拉合爾	巴基斯坦國際航空公司
10. 佬沃	菲律賓航空公司
11. 路易斯維爾	聯合包裹運送服務公司
12. 梅縣	中國南方航空公司
13. 慕尼黑	德國漢莎航空公司
14. 南昌	中國東方航空公司
15. 南寧	中國南方航空公司
16. 三亞	港龍航空公司
17. 石家莊	中國國際航空公司
18. 屯溪	中國東方航空公司
19. 溫州	中國東方航空公司
20. 煙台	中國東方航空公司
21. 湛江	中國南方航空公司
22. 鄭州	中國南方航空公司

\* 經營至二零零一年三月二十四日止

#### (乙) 刪減服務

刪除地點	前經營者
1. 巴塞爾	瑞士航空公司
2. 科威特	德國漢莎航空公司／國泰航空公司

### 附錄乙

二零零零年四月至二零零一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
修訂最低高度間隔的實施專責小組第六次會議	新加坡	二零零零年四月十日至十四日
航空保安專家組第十次會議	加拿大蒙特利爾	二零零零年四月十一日至十四日
以商業方式實施通訊、導航、監察及空中交通管理系統的專責小組第一次會議	泰國曼谷	二零零零年五月三日至五日
航空運輸及服務貿易總協定地區研討會	泰國曼谷	二零零零年五月十日至十一日
孟加拉灣航空交通服務統籌小組第十二次會議	泰國曼谷	二零零零年六月五日至九日
機場及航行設施服務經濟學會議	加拿大蒙特利爾	二零零零年六月十九日至二十八日
規定航行性能及地區航行研討會	泰國曼谷	二零零零年六月二十日至二十三日



## Appendix A

Changes in the Destinations served by Scheduled Services to and from Hong Kong as at March 2001 (compared with March 2000)

### (a) Additions

New Points	Operated By
1. Beihai*	China Southern Airlines
2. Beirut	Air France
3. Changchun	China Northern Airlines
4. Guiyang	China Southwest Airlines
5. Harbin	China Northern Airlines
6. Hefei	China Eastern Airlines
7. Islamabad	Pakistan International Airlines
8. Jinan	China Eastern Airlines
9. Lahore	Pakistan International Airlines
10. Laoag	Philippine Airlines
11. Louisville	United Parcel Service
12. Meixian	China Southern Airlines
13. Munich	Lufthansa German Airlines
14. Nanchang	China Eastern Airlines
15. Nanning	China Southern Airlines
16. Sanya	Hong Kong Dragon Airlines
17. Shijiazhuang	Air China
18. Tunxi	China Eastern Airlines
19. Wenzhou	China Eastern Airlines
20. Yantai	China Eastern Airlines
21. Zhanjiang	China Southern Airlines
22. Zhengzhou	China Southern Airlines

\* Operated until March 24, 2001

### (b) Deletions

Deleted Points	Previously Operated By
1. Basel	Swissair
2. Kuwait	Lufthansa German Airlines/Cathay Pacific Airways

## Appendix B

ICAO Conferences and Meetings attended by Representatives from the Department between April 2000 and March 2001

Name of Conference or Meeting	Venue	Date
Sixth Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Singapore	April 10 – 14, 2000
10th Meeting of the Aviation Security Panel	Montreal, Canada	April 11 – 14, 2000
First Meeting of the Business Case Task Force for Communication, Navigation, Surveillance and Air Traffic Management Implementation	Bangkok, Thailand	May 3 – 5, 2000
Regional Seminar on Air Transport and the General Agreement on Trade in Services	Bangkok, Thailand	May 10 – 11, 2000
12th Meeting of the Bay of Bengal Air Traffic Services Co-ordination Group	Bangkok, Thailand	June 5 – 9, 2000
Conference on the Economics of Airports and Air Navigation Services	Montreal, Canada	June 19 – 28, 2000
Seminar on Required Navigation Performance and Area Navigation	Bangkok, Thailand	June 20 – 23, 2000
10th Meeting of the Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group	Bangkok, Thailand	June 26 – 30, 2000
First Meeting of the South East Asia Steering Committee on Cooperative Development of Operational Safety and Continuing Airworthiness Programme	Bangkok, Thailand	July 10 – 11, 2000
Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group Communications, Meteorology, Navigation and Surveillance Sub-Group	Bangkok, Thailand	July 17 – 21, 2000



## 第六章 CHAPTER 6

會議名稱	地點	日期
亞太平洋航空導航策劃及實施地區小組轄下空中交通服務、航空資料服務及搜索及拯救分組第十次會議	泰國曼谷	二零零零年六月二十六日至三十日
東南亞互助拓展安全操作及延續適航計劃統籌委員會第一次會議	泰國曼谷	二零零零年七月十日及十一日
亞太平洋航空導航策劃及實施地區小組轄下通訊、氣象、導航及監察分組第四次會議	泰國曼谷	二零零零年七月十七日至二十一日
空中交通管理運作概念專家組第四次會議	加拿大蒙特利爾	二零零零年七月三十一日至八月十一日
亞太平洋航空導航策劃及實施地區小組轄下通訊、導航、監察及航空交通管理分組第七次會議	新加坡	二零零零年八月二十一日至二十五日
修訂最低高度間隔的實施專責小組第八次會議	中國香港	二零零零年八月二十八日至九月一日
第八次全球訓練人員會議	西班牙馬德里	二零零零年九月二十五日至二十九日
太平洋航空導航策劃及實施地區小組第十一次會議	泰國曼谷	二零零零年十月二日至六日
自動從屬監察和管制員 – 飛行員數據鏈路通訊研討會	泰國曼谷	二零零零年十月十八日至二十日
亞洲及太平洋區民航局長第三十七次會議	紐西蘭惠靈登	二零零零年十一月十三日至十七日
亞太地區安全監管研討會	中國北京	二零零零年十一月二十日至十二月一日
南中國海空中交通服務航線結構實施專責小組	泰國曼谷	二零零零年十一月二十二日至二十四日
修訂最低高度間隔專責小組第九次會議	泰國曼谷	二零零一年一月八日至十二日
亞太地區意外調查專題討論會	泰國曼谷	二零零一年一月十日及十一日
修訂亞洲往中東／歐洲及喜馬拉亞以南之空中交通航導核心隊伍及專責小組第一次會議	澳洲布里斯本	二零零一年二月五日至九日
簡化機場手續專家組第三次會議	加拿大蒙特利爾	二零零一年二月十二日至十六日
空中交通管理運作概念專家組第五次會議	美國聖地亞哥	二零零一年二月十二日至二十三日
亞太平洋航空導航策劃及實施地區小組轄下空中交通服務、航空資料服務及搜索及拯救分組 – 航空資料服務自動化專責小組第七次會議	澳洲布里斯本	二零零一年二月十三日至十五日
南中國海空中交通服務航線結構實施專責小組第四次會議	泰國曼谷	二零零一年三月七日至九日
修訂亞洲往中東／歐洲及喜馬拉亞以南之空中交通航導小組第二次會議	泰國曼谷	二零零一年三月十二日至十六日
亞太平洋航空導航策劃及實施地區小組轄下航空電訊網絡的過渡專責小組第三次會議及研討會	新加坡	二零零一年三月二十六日至三十日

### 附錄丙

二零零零年四月至二零零一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
運輸保安專家組第一次會議	美國茂伊島	二零零零年六月二十七日至二十九日
運輸工作小組區域衛星通訊／導航顧問委員會：亞太區衛星導航系統實施專家會議	新加坡	二零零零年八月十七日至十八日
運輸工作小組第十八次會議	日本宮崎	二零零零年十月十六日至二十日
運輸工作小組衛星通訊／導航顧問委員會：2001全球衛星導航系統執行及研討會議	台灣台北	二零零一年二月十二日至十六日
運輸工作小組航空保安小組第一次會議	新加坡	二零零一年三月二十七日至二十九日



Name of Conference or Meeting	Venue	Date
Fourth Meeting of the Air Traffic Management Operational Concept Panel	Montreal, Canada	July 31 – August 11, 2000
Seventh Meeting of the Communication, Navigation, Surveillance and Air Traffic Management Implementation Co-ordination Sub-Group of Asia/Pacific Air Navigation Planning and Implementation Regional Group	Singapore	August 21 – 25, 2000
Eighth Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Hong Kong, China	August 28 – September 1, 2000
Eighth Global Trainair Conference and Training Symposium	Madrid, Spain	September 25 – 29, 2000
11th Meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	October 2 – 6, 2000
Seminar on Automatic Dependent Surveillance and Controller-Pilot Data Link Communications	Bangkok, Thailand	October 18 – 20, 2000
37th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Wellington, New Zealand	November 13 – 17, 2000
Regional Safety Oversight Seminar/Workshop	Beijing, China	November 20 – December 1, 2000
South China Sea Air Traffic Services Route Structure Implementation Task Force Meeting	Bangkok, Thailand	November 22 – 24, 2000
Ninth Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	January 8 – 12, 2001
Regional Accident Investigation Workshop, Asia and Pacific Region	Bangkok, Thailand	January 10 – 11, 2001
First Meeting of the Revised Air Traffic Services Route Structure, Asia to Middle East/Europe, South of Himalayas Task Force	Brisbane, Australia	February 5 – 9, 2001
Third Meeting of the Facilitation Panel	Montreal, Canada	February 12 – 16, 2001
Fifth Meeting of the Air Traffic Management Operational Concept Panel	San Diego, California, USA	February 12 – 23, 2001
Seventh Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group's Aeronautical Information Services Automation Task Force	Brisbane, Australia	February 13 – 15, 2001
Fourth Meeting of the South China Sea Air Traffic Services Route Structure Implementation Task Force	Bangkok, Thailand	March 7 – 9, 2001
Second Task Force Meeting on a Revised Air Traffic Services Route Structure – Asia to Middle East/Europe, South of the Himalayas	Bangkok, Thailand	March 12 – 16, 2001
Aeronautical Telecommunication Network Seminar and Third Meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group Aeronautical Telecommunication Network Transition Task Force	Singapore	March 26 – 30, 2001

## Appendix C

APEC Conferences and Meetings attended by Representatives from the Department between April 2000 and March 2001

Name of Conference or Meeting	Venue	Date
First Meeting of the Transportation Security Experts Group	Maui, Hawaii	June 27 – 29, 2000
Transportation Working Group Satellite Navigation and Communication Systems Advisory Committee: Group of Experts Meeting on Regional Global Navigation Satellite Systems Implementation	Singapore	August 17 – 18, 2000
18th Meeting of the Transportation Working Group	Miyazaki, Japan	October 16 – 20, 2000
Transportation Working Group Satellite Navigation and Communication Systems Advisory Committee: 2001 Global Navigation Satellite Systems Implementation Conference and Workshop	Taipei, Taiwan	February 12 – 16, 2001
Transportation Working Group First Intersessional Meeting of the Aviation Security Subgroup	Singapore	March 27 – 29, 2001