

致力於安全及有效率的航空系統  
Committed to a Safe and Efficient Air Transport System

第六章 CHAPTER 6

## 航班事務及技術行政 Air Services and Technical Administration



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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）提供的意見及所參與的有關活動。本部的技術行政組則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起降是否準時，以及監察來往香港國際機場航機的噪音及飛行路線。

年內，提供定期航班服務往來香港的航空公司總數增至66間，而來往香港的定期航班服務所遍及的目的地亦上升至134個。部分本地和外地的航空公司獲准徵收乘客保險附加費和貨運附加

The Air Services Division is 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). The Division's Technical Administration Section, meanwhile, coordinates periodic review of air transport demand forecasts with the Airport Authority Hong Kong and supply of air traffic statistics to international organisations. It is also responsible for monitoring the allocation of runway slots and time-keeping performance of airlines. The noise and flight track of aircraft operating to and from the Hong Kong International Airport (HKIA) is also monitored by the Section.

In the year, the number of scheduled airlines serving Hong Kong increased to 66, while the number of destinations served

費，以彌補美國九一一事件後提高的保險和保安開支。

## I. 航空服務

受到全球經濟放緩和九一一事件影響，香港國際機場的乘客量錄得輕微下降。在二零零一/零二年，通過香港國際機場的旅客達 3 210 萬人次（不包括 100 萬名過境旅客），較去年微跌 1.6%，航空貨運量亦較去年同期下降 4.9% 至 210 萬公噸。

國泰航空有限公司在年內繼續發展其服務網絡，分別在二零零一年十月及十二月開辦至利雅得和札幌的定期客運航班服務，但其飛往蘇黎世、曼徹斯特和伊斯坦堡的服務則分別在二零零一年五月、七月及十一月停辦。該公司在二零零一年十月也開辦飛往東密德蘭的貨運航班服務。截至二零零二年三月底，

by scheduled services to and from Hong Kong rose to 134. Some local and foreign carriers were approved to levy an insurance surcharge on passengers and a cargo surcharge as airlines had to pay higher premiums for their insurance and additional costs for enhanced security after the September 11 incidents in the United States.

## I. AIR SERVICES

Owing to the global economic slow down and the effect of the September 11 incidents in the United States, the year saw a slight decrease in passenger throughput at HKIA. In 2001/02, a total of 32.1 million passengers (excluding one million in transit) passed through the airport, representing a decrease of 1.6 per cent when compared with 2000/01. Air cargo handled at HKIA also decreased by 4.9 per cent to 2.1 million tonnes as compared with the previous year.

Cathay Pacific Airways Limited (CPA) continued to develop its network during the year by introducing new scheduled passenger services to Riyadh and Sapporo in October and December 2001 respectively. However, services to Zurich, Manchester and Istanbul were suspended in May, July and November 2001 respectively. All-cargo services to East Midlands were introduced in October 2001. At the end of March 2002, the number of destinations served by CPA's scheduled services from Hong Kong was 48.



國泰航空公司年內繼續擴展服務網絡。

Cathay Pacific Airways continued to develop its network during the year.

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達48個。

在二零零二年三月底，國泰航空公司已登記的航機數目共76架，分別是20架空中巴士A330-300型、15架空中巴士A340-300型、19架波音B747-400型、一架波音B747-300型、五架波音B777-200型和七架波音B777-300型客機，以及四架波音B747-200型和五架波音B747-400型貨機。

港龍航空有限公司在期間也擴展其服務網絡。該公司於二零零一年六月將往來三亞之不定期客運航班服務改為定期航班服務，又在二零零一年九月恢復飛往寧波的客運航班服務。不過，來往加德滿都的客運航班服務則在二零零一年四月停辦。貨運方面，該公司在二零零一年五月開辦飛往大阪的定期航班服務，又在同年六月把飛往上海的不定期服務改為定期服務。該公司在二零零一年九月接收第一架貨機，並在十月接收第二架貨機，其後即增加來往杜拜、阿姆斯特丹、曼徹斯特和上海的定期貨運航班服務。因着上述發展，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在二零零二年三月底共有31個，包括18個國內城市。為配合其航班

There were 76 aircraft of CPA registered at the end of March 2002, comprising 20 Airbus A330-300s, 15 Airbus A340-300s, 19 Boeing B747-400s, one Boeing B747-300, five Boeing B777-200s, seven Boeing B777-300s, four Boeing B747-200 freighters and five Boeing B747-400 freighters.

Hong Kong Dragon Airlines Limited (HDA) also enjoyed expansion of its service network. Its non-scheduled passenger services to Sanya were converted to scheduled services in June 2001. In addition, it resumed its passenger services to Ningbo in September 2001. However, its passenger services to Kathmandu have been suspended since April 2001. For all-cargo services, it introduced scheduled services to Osaka in May 2001 and converted its non-scheduled services to Shanghai to scheduled services in June 2001. Following the delivery of its first freighter in September 2001 and the second one in October 2001, HDA increased the frequency of its scheduled all-cargo services to Dubai, Amsterdam, Manchester and Shanghai. As a result of these developments, the number of destinations served by HDA was 31 as at the end of March 2002, including 18 cities in the Mainland. To cope with the expansion in services, HDA's fleet increased from 15 to 21 as



經營全貨運服務的香港華民航空公司旗下一架貨機。  
A freighter of Air Hong Kong, which operates all-cargo services only.

服務的擴展，截至二零零二年三月底，該公司的機隊已由15架增至21架，計有八架空中巴士A320-200型、四架空中巴士A321-200型和七架空中巴士A330-300型客機以及兩架波音B747-300型貨機。

香港華民航空有限公司繼續以三架波音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，又於二零零一年五月開辦飛往漢城的定期貨運服務。

香港商用飛機有限公司繼續以一架HS125-700型及一架灣流四型飛機，經營來往亞洲區多個目的地的不定期客運服務。

港聯直升機有限公司繼續以兩架西科斯基S76型及一架Aerospatiale SA315B型直升機，在本地提供客運包機服務及進行空中作業，以及提供來往香港與澳門之間的客運包機服務。

直升機服務（香港）有限公司則繼續以兩架Aerospatiale SA315B型及一架AS355N型直升機，在本地提供客運包機服務及進行空中作業。

at the end of March 2002, comprising eight Airbus A320-200s, four Airbus A321-200s, seven Airbus A330-300s and two Boeing B747-300 freighters.

AHK Air Hong Kong Limited (AHK) continued to operate scheduled all-cargo services to Brussels, Dubai, Manchester and Osaka and commenced scheduled all-cargo services to Seoul in May 2001 using three Boeing B747-200 freighters.

Metrojet Limited continued to operate non-scheduled passenger services to destinations in Asia using one HS125-700 and one Gulfstream IV.

Helicopters Hong Kong Limited continued to operate two Sikorsky S76 and one Aerospatiale SA315B helicopters for local passenger charters and aerial work and for passenger charters between Hong Kong and Macao.

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

CR Airways Limited was granted an Air Operator's Certificate in March 2002 and planned to operate flights with one Sikorsky S76 helicopter for passenger charters and aerial work.

在二零零二年三月，中富航空有限公司獲發給航空營運許可證。該公司計劃以一架西科斯基S76型直升機提供客運包機及空中作業服務。

至於外國航空公司方面，新加坡航空貨運公司於二零零一年七月接辦了新加坡航空公司的貨運業務，開辦了新加坡至香港和香港至美國之間的貨運服務。Crossair則於二零零二年三月接辦了瑞士航空公司的一切業務。此外，安捷航空公司、皇家柬埔寨航空公司、緬甸國際航空公司及安琪航空公司分別在二零零一年九月及十月和二零零二年一月及二月停止服務。意大利航空公司在二零零一年十月停辦其客運航班服務，但仍維持其貨運航班服務。Airfreight Express 在二零零一年七月開辦往來倫敦與香港之間的定期貨運航班服務，但在年中兩度暫停此服務；該航空公司最後在二零零二年二月停止往來香港之服務。

至於新增的航空公司方面，在二零零一年四月，越南太平洋航空公司開辦往來峴港與香港之間的定期客運航班服務。在二零零一年五月，金鵬航空服務私人有限公司開辦往來檳城與香港之間



處長和中富航空公司主席葉長青在該公司的直升機前合照。  
DGCA pictured with Mr Robert Yip, Chairman of CR Airways in front of the company's helicopter.

As for foreign carriers, Singapore Airlines Cargo took over the air cargo operations from Singapore Airlines and commenced all-cargo services between Singapore and Hong Kong and between Hong Kong and the United States in July 2001. Crossair took over all operations of Swissair from March 2002. Ansett International Limited, Royal Air Cambodge, Myanmar Airways International and Angel Airlines suspended their services in September 2001, October 2001, January 2002 and February 2002 respectively. Alitalia suspended all its passenger services in October 2001 but maintained its all-cargo services. Airfreight Express commenced scheduled all-cargo services between London and Hong Kong in July 2001 but suspended such services twice during the year. It last operated its services to Hong Kong in February 2002.

As regards new airlines, Pacific Airlines started its scheduled passenger services between Danang and Hong Kong in April 2001. In May 2001, Transmile Air Services commenced scheduled all-cargo services between Penang and Hong Kong. In November 2001, Cebu Pacific Air introduced scheduled passenger services between Manila and Hong Kong. Ethiopian Airlines commenced

的定期貨運航班服務。宿霧太平洋航空公司在二零零一年十一月開辦往來馬尼拉與香港之間的定期客運航班服務。埃塞俄比亞航空公司則在二零零二年一月開辦往來阿的斯阿貝巴與香港之間的定期客運航班服務。在二零零二年二月，芬蘭航空公司和泰國東方航空公司分別開辦往來赫爾辛基與香港及曼谷與香港之間的定期客運航班服務。

綜合以上改變，提供定期航班服務往來香港的航空公司總數由63間增至二零零二年三月底的66間。來往香港的定期航班服務所遍及的目的地數目亦由129個增至134個，詳情列於附錄甲。

年內，本處共簽發186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2 407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，本處所簽發批准營辦來往香港的不定期航班服務的許可證數目減至872張。

scheduled passenger services between Addis Ababa and Hong Kong in January 2002. In February 2002, Finnair and Orient Thai Airlines introduced scheduled passenger services between Helsinki and Hong Kong, and between Bangkok and Hong Kong respectively.



年內，航空公司增加飛往內地的定期航班服務。  
More scheduled services to the Mainland were offered by airlines in the year.

As a result of the above changes, the number of scheduled airlines serving Hong Kong increased from 63 to 66 by the end of March 2002. The number of destinations served by scheduled services to and from Hong Kong also increased from 129 to 134. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 186 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 2 407 applications for changes to the schedules.

## II. 運價

年內，本處共處理734宗涉及修訂來往香港的定期客運和貨運航班服務的運價申請。客運票價方面，雖因燃料價格上升令整體票價提高約3%，但多間航空公司在九一一事件後競相推出各式特惠票價（包括短期推廣優惠票價和網上特惠機票），藉以刺激休閒旅遊和探望親友的消費需求。至於航空公司在二零零零年二月開始向空運貨物徵收的燃料附加費已於二零零一年十二月取消。

在九一一事件後，航空公司在航空保險及加強保安措施方面需要付出額外的費用。本處從二零零一年十月開始批准約40間本地及外地的航空公司向乘客徵收每程／每票1.25美元至8美元的保險附加費；而在運載貨物離港方面，航空公司獲准徵收由每公斤0.4元至1元的貨運附加費，以彌補在保險及保安方面的額外支出。

Due to the conversion of some non-scheduled services to cities in the Mainland to scheduled services, the number of permits issued by the Department for the operation of non-scheduled services to and from Hong Kong decreased to 872.

## II. TARIFFS

During the year, the Department processed 734 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong. While there was a general increase of 3 per cent in passenger fares due to increase in fuel price, there was also a wide range of very competitive special fares (including short-term promotional fares and special Internet fares) offered by various airlines after the September 11 incidents aimed at stimulating the demand for leisure travel and visiting friends and relatives. The fuel surcharge on cargo rates, which had been imposed by airlines since February 2000, was withdrawn in December 2001.

After the September 11 incidents, airlines have to pay higher premiums for their insurance and incur additional costs for enhanced security. The Department has since October 2001 granted approval for some 40 local and foreign carriers to levy an insurance surcharge ranging from US\$1.25 to US\$8.0 per flight sector/coupon for passenger carriage, and a cargo surcharge ranging from \$0.4 to \$1.0 per kilogram (to compensate for the increased costs for both insurance and security) for cargo carriage from Hong Kong.





處長以中華人民共和國代表團成員身分，出席在加拿大舉行的國際民航組織第三十三屆大會。

DGCA attended the 33rd session of the ICAO Assembly in Canada as part of the PRC delegation.

### 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326份，大部分涉及對民航的技術性事宜提供意見及資料。本處代表亦在年內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37次不限以國家為單位參加的國際民航組織會議。以上42次會議的詳情見附錄乙。

### III. ACTIVITIES OF THE 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 correspondences between ICAO and the Department increased to 326. The majority of these correspondences involved comments and 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 37 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 42 meetings are provided in Appendix B.

## 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，本處共處理97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。本處代表亦在年內參加六次該組織的會議，詳情見附錄丙。

## V. 飛機噪音管理

本處十分關注夜間飛行對航道下及附近居民所造成的噪音影響，並繼續密切監察飛機噪音消減措施的執行情況。根據年內的記錄，在凌晨至早上七時抵達香港國際機場的飛機當中，平均有超過94%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，向機場東北面離港的飛機當中，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。另外，於晚上十一時至早上七時期間，有73%從東北方向降落的飛機在飛經西貢、馬鞍山及沙田上空時能夠採用持續降落模式程序。由於採用這降落程序的飛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

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

The Department continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, the Department handled 97 items of correspondence related to APEC, which involved provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended six APEC meetings during the year and details of these meetings are given in Appendix C.

## V. AIRCRAFT NOISE MANAGEMENT

The Department is mindful of the noise impact that night-time aircraft operation has on residents under and in the vicinity of flight paths and continued to closely monitor the implementation of the noise mitigation measures. During the year, it was recorded that on average over 94 per cent of aircraft arriving at HKIA between midnight and 7 a.m. were able to land from southwest over water, and 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. Moreover, of those aircraft which overflew Sai Kung, Ma On Shan and Shatin on approach to HKIA from the northeast between 11 p.m. and 7 a.m., 73 per cent were able to adopt the Continuous Descent Approach



行，故這些地區的飛機噪音水平最高可減少達六個分貝。

本處繼續在有需要時向傳播媒介、有關區議會和居民滙報處方在減少飛機噪音方面的工作，以促進相互瞭解。本處亦在網頁上定期發佈量度所得的飛機噪音數據和相關資料，以方便關注有關事項的市民參閱。為了進一步改善監察能力，本處在年內獲撥款並已開展一項工程，增強飛機噪音及航迹監察電腦系統的功能。

年內，本處接獲共315宗飛機噪音投訴。本處人員均以專業及持平的態度處理所有投訴，並向投訴人作出詳細的解釋。

(CDA) procedures. As aircraft on CDA would fly higher and normally in a low power/low drag configuration during the commencement of the approach, a maximum noise reduction of up to six decibel(A) was achieved in these areas.

The Department continued to meet and brief the media, concerned district councils and residents on our works related to aircraft noise as and when necessary in order to strengthen mutual understandings. Information on measured noise data and related issues were regularly disseminated on CAD web site to facilitate access by any member of the public interested in the matter. To enhance our monitoring capability, the Department also obtained funding and embarked on a project to upgrade the computer-based aircraft noise and flight track monitoring system during the year.

The Department received a total of 315 complaints on aircraft noise in the year. They were all investigated thoroughly and impartially, and the complainants were given detailed explanations.



設於特定地點的飛機噪音監察儀器收集有關資料作分析用。

Aircraft noise monitors have been installed at strategic locations to collect the relevant data for analysis.

## 附錄甲

截至二零零二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（與二零零一年三月比較）

## Appendix A

Changes in Destinations served by Scheduled Services to and from Hong Kong as at March 2002 (compared with March 2001)

### (A) 新增服務 Additions

新地點 New Points	經營者 Operated By
1. 阿的斯阿貝巴 Addis Ababa	埃塞俄比亞航空公司 Ethiopian Airlines
2. 巴庫 Baku	盧森堡國際貨運航空公司 Cargolux Airlines
3. 北海 Beihai	中國南方航空公司 China Southern Airlines
4. 開羅 Cairo	法國航空公司 Air France
5. 峴港 Danang	越南太平洋航空公司 Pacific Airlines
6. 大庸（張家界）Dayong	中國南方航空公司 China Southern Airlines
7. 東密德蘭 East Midlands	國泰航空公司 Cathay Pacific Airways
8. 赫爾辛基 Helsinki	芬蘭航空公司 Finnair
9. 科威特 Kuwait	法國航空公司 Air France
10. 馬德拉斯 Madras	印度航空公司和英國航空公司 Air India and British Airways
11. 札幌 Sapporo	國泰航空公司 Cathay Pacific Airways

### (B) 刪減服務 Deletions

刪除地點 Deleted Points	前經營者 Previously Operated By
1. 貝魯特 Beirut	法國航空公司 Air France
2. 伊斯坦堡 Istanbul	國泰航空公司 Cathay Pacific Airways
3. 拉合爾 Lahore	巴基斯坦航空公司 Pakistan International Airlines
4. 塔什干 Tashkent	法國航空公司 Air France
5. 華盛頓 Washington	聯合航空公司 United Airlines
6. 仰光 Yangon	緬甸國際航空公司 Myanmar Airways International

## 附錄乙

民航處代表於二零零一年四月至二零零二年三月出席的國際民航組織會議

會議名稱	地點	日期
航空保安專家組第十一次會議	加拿大蒙特利爾	二零零一年四月二日至六日
航空環境問題研討會	加拿大蒙特利爾	二零零一年四月九日至十一日
東南亞空中交通服務統籌小組第九次會議	越南胡志明市	二零零一年四月九日至十三日
第四次修訂最低高度間隔研討會	馬來西亞吉隆坡	二零零一年四月二十五日至二十七日
航空運輸監管政策地區研習會	泰國曼谷	二零零一年四月三十日至五月四日
修訂最低高度間隔的實施專責小組第十一次會議	馬來西亞吉隆坡	二零零一年四月三十日至五月四日
修訂空中航道結構－亞洲至中東/歐洲，喜馬拉亞山以南專責小組三次會議	埃及開羅	二零零一年五月七日至十一日
亞太區全球衛星導航系統實施工作坊	泰國曼谷	二零零一年五月八日至十一日
亞太區危險品研討會	新加坡	二零零一年五月九日至十一日
航空保安危機管理課程	馬來西亞檳城	二零零一年五月十四日至十八日
〈移動設備國際利益公約〉及〈移動設備國際利益公約關於航空器設備特定問題的議定書〉亞太區研討會	新加坡	二零零一年五月二十三日至二十五日
亞太平洋航空導航策劃及實施地區小組轄下航空交通服務、航空資料服務和搜索及拯救分組第十一次會議	泰國曼谷	二零零一年六月二十五日至二十九日
空中交通管理運作概念專家組第六次會議	俄羅斯聖彼得堡	二零零一年六月二十五日至七月三日
南中國海空中交通航道架構實施專責小組第五次會議	泰國曼谷	二零零一年七月九日至十一日
亞太平洋航空導航策劃及實施地區小組轄下通訊、導航、監察及氣象分組第五次會議	泰國曼谷	二零零一年七月十六日至二十日
航空保安導師課程	馬來西亞檳城	二零零一年七月十九日至二十六日
航空貨運保安課程	馬來西亞檳城	二零零一年七月三十日至八月三日
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實施統籌分組第八次會議	泰國曼谷	二零零一年七月三十日至八月三日
國際民航組織及國際海事組織就航空及航海搜索及拯救協調事宜的聯合工作小組第八次會議	加拿大蒙特利爾	二零零一年八月二十日至二十四日

## Appendix B

ICAO Conferences and Meetings attended by Representatives from the Department between April 2001 and March 2002

Name of Conference or Meeting	Venue	Date
11th Meeting of Aviation Security Panel	Montreal, Canada	April 2 - 6, 2001
Colloquium on Environmental Aspects of Aviation	Montreal, Canada	April 9 - 11, 2001
9th Meeting of the South East Asia Air Traffic Services Coordination Group	Ho Chi Minh City, Vietnam	April 9 - 13, 2001
4th Reduced Vertical Separation Minimum Seminar	Kuala Lumpur, Malaysia	April 25 - 27, 2001
Workshop on Air Transport Regulatory Policy	Bangkok, Thailand	April 30 - May 4, 2001
11th Meeting of the Reduced Vertical Separation Minimum Implementation Task Force	Kuala Lumpur, Malaysia	April 30 - May 4, 2001
3rd Task Force Meeting on a Revised Route Structure - Asia to Middle East/Europe, South of the Himalayas	Cairo, Egypt	May 7 - 11, 2001
Asia/Pacific Global Navigation Satellite System Implementation Workshop	Bangkok, Thailand	May 8 - 11, 2001
Dangerous Goods Seminar	Singapore	May 9 - 11, 2001
Aviation Security Crisis Management Course	Penang, Malaysia	May 14 - 18, 2001
Regional Seminar on the draft Convention on International Interests in Mobile Equipment and the draft Protocol thereto on Matters Specific to Aircraft Equipment	Singapore	May 23 - 25, 2001
11th Meeting of the Air Traffic Services/Aeronautical Information Services/Search And Rescue Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	June 25 - 29, 2001
6th Meeting of the Working Group of the Air Traffic Management Operational Concept Panel	St. Petersburg, Russia	June 25 - July 3, 2001
5th Meeting of the South China Sea Air Traffic Services Route Structure Implementation Task Force	Bangkok, Thailand	July 9 - 11, 2001
5th Meeting of the Communications/Navigation/Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 16 - 20, 2001
Aviation Security Instructors Course	Penang, Malaysia	July 19 - 26, 2001
Air Cargo Security Course	Penang, Malaysia	July 30 - August 3, 2001
8th 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	July 30 - August 3, 2001
8th Session of the International Civil Aviation Organization/ International Maritime Organization Joint Working Group on Harmonisation of Aeronautical and Maritime Search and Rescue	Montreal, Canada	August 20 - 24, 2001

會議名稱	地點	日期
亞太太平洋航空導航策劃及實施地區小組第十二次會議	泰國曼谷	二零零一年八月二十日至二十四日
修訂最低高度間隔實施專責小組第十二次會議	印尼峇里島	二零零一年九月十日至十四日
第三十三屆全體會員大會	加拿大蒙特利爾	二零零一年九月二十五日至十月五日
南中國海空中交通航道架構實施專責小組第六次會議	泰國曼谷	二零零一年九月二十六日至二十八日
危險品專家組第十八次會議	加拿大蒙特利爾	二零零一年十月十五日至二十五日
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、航空資料服務和搜索及拯救分組之航空資料服務專責小組第八次會議	泰國曼谷	二零零一年十月十六日至十八日
<移動設備國際利益公約>及<移動設備國際利益公約關於航空器設備特定問題的議定書>外交會議	南非開普敦	二零零一年十月二十九日至十一月十六日
亞太太平洋區民航局局長第三十八次會議	南韓漢城	二零零一年十一月五日至九日
航空保安專家組第十二次會議	加拿大蒙特利爾	二零零一年十一月五日至九日
東南亞營運安全及延續適航合作發展計劃領導委員會第二次會議	南韓漢城	二零零一年十一月九日
國際電傳通訊協會二零零三年世界航空無線電通訊會議之亞太區預備小組會議	泰國曼谷	二零零一年十一月十五日至十六日
航空移動通訊專家組F組工作小組會議	泰國曼谷	二零零一年十一月十九日至二十七日
自動從屬監察及管制員和飛行員聯繫用的數據鏈路通訊研討會	泰國曼谷	二零零一年十二月四日至七日
航空電傳通訊網轉移專責小組第四次會議	泰國清邁	二零零一年十二月十日
航空電傳通訊網研討會	泰國清邁	二零零一年十二月十一日至十四日
亞太太平洋空域安全監視專責小組第一次會議	泰國曼谷	二零零一年十二月十二日至十四日
南中國海空中交通航道架構實施專責小組第七次會議	泰國曼谷	二零零二年一月九日至十一日
修訂最低高度間隔實施專責小組第十三次會議	新加坡	二零零二年一月十四日至十八日
航空保安部長高級會議	加拿大蒙特利爾	二零零二年二月十九日至二十日
亞太太平洋空域安全監視專責小組第二次會議	泰國曼谷	二零零二年三月五日至八日
亞太太平洋航空導航策劃及實施地區小組轄下通訊、導航、監察及航空交通管理實施統籌分組第九次會議	泰國曼谷	二零零二年三月十一日至十五日
東南亞空中交通服務統籌小組第十次會議	印尼巴里	二零零二年三月十八日至二十二日
空中交通管理運作專家組第一次會議	加拿大蒙特利爾	二零零二年三月十八日至二十九日

Name of Conference or Meeting	Venue	Date
12th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	August 20 - 24, 2001
12th Meeting of the Reduced Vertical Separation Minimum Implementation Task Force	Denpasar, Indonesia	September 10 - 14, 2001
33rd Session of the Assembly	Montreal, Canada	September 25 - October 5, 2001
6th Meeting of the South China Sea Air Traffic Services Route Structure Implementation Task Force	Bangkok, Thailand	September 26 - 28, 2001
18th Meeting of Dangerous Goods Panel	Montreal, Canada	October 15 - 25, 2001
8th Meeting of the Aeronautical Information Services Automation Task Force of the Air Traffic Services/Aeronautical Information Services/Search and Rescue Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	October 16 - 18, 2001
Diplomatic Conference to adopt a Convention on International Interests in Mobile Equipment and a Protocol thereto on Matters Specific to Aircraft Equipment	Cape Town, South Africa	October 29 - November 16, 2001
38th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Seoul, Republic of Korea	November 5 - 9, 2001
12th Meeting of the Aviation Security Panel	Montreal, Canada	November 5 - 9, 2001
2nd Meeting of the Steering Committee on Cooperation Development of Operational Safety and Continuing Airworthiness - South East Asia	Seoul, Republic of Korea	November 9, 2001
Regional Preparatory Group Meeting for the International Telecommunication Union World Radiocommunication Conference 2003	Bangkok, Thailand	November 15 - 16, 2001
Aeronautical Mobile Communication Panel Working Group F Meeting	Bangkok, Thailand	November 19 - 27, 2001
Seminar on Automatic Dependent Surveillance and Controller-Pilot Data Link Communications	Bangkok, Thailand	December 4 - 7, 2001
4th Meeting of the Aeronautical Telecommunication Network Transition Task Force	Chiang Mai, Thailand	December 10, 2001
Aeronautical Telecommunication Network Seminar	Chiang Mai, Thailand	December 11 - 14, 2001
1st Meeting of the Asia/Pacific Airspace Safety Monitoring Task Force	Bangkok, Thailand	December 12 - 14, 2001
7th Meeting of the South China Sea Air Traffic Services Route Structure Implementation Task Force	Bangkok, Thailand	January 9 - 11, 2002
13th Meeting of the Reduced Vertical Separation Minimum Implementation Task Force	Singapore	January 14 - 18, 2002
High Level Ministerial Conference on Aviation Security	Montreal, Canada	February 19 - 20, 2002
2nd Meeting of the Asia/Pacific Airspace Safety Monitoring Task Force	Bangkok, Thailand	March 5 - 8, 2002
9th 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	March 11 - 15, 2002
10th Meeting of the South East Asia Air Traffic Services Coordination Group	Bali, Indonesia	March 18 - 22, 2002
1st Meeting of the Air Traffic Management Operational Concept Panel	Montreal, Canada	March 18 - 29, 2002



## 附錄丙

民航處代表於二零零一年四月至二零零二年三月出席的亞太經濟合作組織會議

會議名稱	地點	日期
運輸工作小組第十九次會議之衛星導航及通訊系統諮詢委員會會議	汶萊	二零零一年四月三日
全球衛星導航系統試驗性概念及實施地區會議	香港	二零零一年八月三十日至九月一日
運輸保安專家組會議	新加坡	二零零二年一月七日至九日
全球衛星導航系統實施小組第一次會議	美國洛杉磯	二零零二年二月二十六日至三月一日
運輸工作小組轄下航空保安小組第二次會議	菲律賓馬尼拉	二零零二年三月一日至三日
運輸工作小組第二十次會議之航班事務小組特別會議	菲律賓馬尼拉	二零零二年三月五日

## Appendix C

APEC Conferences and Meetings attended by Representatives from the Department between April 2001 and March 2002

Name of Conference or Meeting	Venue	Date
19th Meeting of the Transportation Working Group - Satellite Navigation & Communication Systems Advisory Committee Meeting	Brunei Darussalam	April 3, 2001
Global Navigation Satellite Systems Test Bed Concept and Implementation Regional Meeting	Hong Kong	August 30 - September 1, 2001
Transportation Security Experts Group Meeting	Singapore	January 7-9, 2002
1st Meeting of the Global Navigation Satellite Systems Implementation Team	Los Angeles, United States	February 26 - March 1, 2002
2nd Intersessional Meeting of the Aviation Security Sub-Group of the Transportation Working Group	Manila, Philippines	March 1-3, 2002
20th Meeting of the Transportation Working Group - Special Air Services Group Meeting	Manila, Philippines	March 5, 2002