



航班事務部由兩個分組組成，分別是航班事務組和技術行政組。

航班事務組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。該組亦監管不定期航班服務和向經濟發展及勞工局(二零零二年六月三十日前名為經濟局)提供資料作民用航空運輸談判之用，及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。此外，該組負責檢討民航法例和提出修訂建議，以及與國際組織尤其是國際民用航空組織(國際民航組織)和亞太經濟合作組織商討有關航空的事務和活動。

The Air Services Division is composed of two Sections: the Air Services Section and the Technical Administration Section.

The Air Services Section monitors compliance by airlines with Air Services Agreements and other arrangements which govern scheduled air services. It regulates non-scheduled air services and provides information to the Economic Development and Labour Bureau (formerly named as Economic Services Bureau until June 30, 2002) for air services negotiations and to the Air Transport Licensing Authority for consideration of licence applications by local airlines. It also reviews and proposes changes to civil aviation legislations and liaises with other international organisations, particularly the International Civil Aviation Organization (ICAO) and the Asia Pacific Economic Co-operation (APEC) on aviation related matters and activities.



技術行政組則負責與香港機場管理局定期檢討空運需求的預測，統籌向本地和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。為了減低飛機噪音對社區的影響，該組亦負責發展和實行噪音消減措施，並監察來往香港國際機場航機的噪音及飛行路線。

The Technical Administration Section coordinates periodic review of air transport demand forecasts with the Airport Authority Hong Kong and provides air traffic statistics to local and international organisations. It monitors the allocation of runway slots and time-keeping performance of airlines. To minimise the impact of aircraft noise on local communities, the Section is also responsible for developing and implementing noise mitigating measures and monitoring flight tracks of aircraft operating to and from the Hong Kong International Airport (HKIA).



本年度結束時，提供定期航班服務來往香港的航空公司總數增至71間，而來往香港的定期航班服務遍及的目的地達133個。兩間本地航空公司在拓展服務網絡時，亦同時擴充機隊。自二零零二年五月，一間新的公務機航空公司開始營運自香港的包機服務。

The number of scheduled airlines serving Hong Kong rose to 71 by the end of the year. The number of destinations served by scheduled services to and since Hong Kong was 133. Both of the local passenger airlines increased their fleets while expanding their service networks. Beginning May 2002, a new business jet operator launched charter services from Hong Kong.

航空服務

航空交通量增長

隨着九一一事件的影響過去，香港國際機場在客運和貨運量方面逐漸回升。年內，進出香港國際機場的旅客總人數達3 330萬人次（不包括90萬過境旅客人次），較二零零一／零二年度增加3.8%。航空貨運量的增長更為強勁，較去年同期大幅上升20.1%，達至250萬公噸。航空貨運量錄得實質增長，主要是由於出口往美國及亞洲城市的貨運顯著上升，部分原因亦與美國西岸港口在二零零二年九月和十月份暫停運作，以致貨物須經由空運送達有關。

AIR SERVICES

Air Traffic Growth

Consequent upon the dwindling effects of the September 11 incidents, both passenger and cargo throughput at HKIA registered a rebound this year. A total of 33.3 million passengers (excluding 0.9 million in transit) passed through the airport, representing an increase of 3.8 per cent when compared with 2001/02. The growth in air cargo was even stronger, surging by 20.1 per cent to 2.5 million tonnes. The substantial growth in air cargo was attributed mainly to the significant increase of exports to the United States and other Asian cities. It was also partly due to the closure of the sea ports in the west coast of the United States in September and October 2002, which necessitated the delivery of goods by air.



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Jet Aviation 採用這架龐巴迪 BD700 型飛機營運包機服務。
Jet Aviation operates chartered flights with this Bombardier BD700 aircraft.

港龍航空公司現時提供定期全貨運服務往亞洲及歐洲。
HDA now offers all-cargo scheduled services to Asia and Europe.

中富航空採用這架西科斯基 S76 型直升機提供客運包機服務和進行空中作業。
This Sikorsky S76 helicopter is used for passenger charters and aerial works by CR Airways.

本地航空公司的服務

為配合市場需求，國泰航空有限公司自二零零二年六月，逐步增加飛往雅加達、吉隆坡、倫敦、洛杉磯、馬尼拉、東京和溫哥華等多個目的地的定期客運班次，並於二零零二年八月開辦前往米蘭的定期全貨運服務。因着上述發展，該公司的航機班次已回復至九一一事件前的水平。在二零零三年一月，國泰航空公司宣布與美國航空公司提供共用代碼航班服務往返美國20個城市。二零零三年三月，國泰航空公司與英國航空公司提供共用代碼航班服務的城市再增多兩個，使該公司以共用代碼方式營辦的航線增至歐洲16個城市。

此外，國泰航空公司在二零零二年七月接辦了香港華民航空有限公司飛往杜拜、布魯塞爾和曼徹斯特的貨運服務，作為該兩家公司重組業務的其中一部分。截至二零零三年三月底，國泰航空公司提供往返香港的定期航班服務已遍達全球48個目的地。

Services by Local Carriers

In order to cope with the increasing demand, Cathay Pacific Airways Limited (CPA) progressively increased the frequency of its scheduled passenger services since June 2002 to a number of destinations including Jakarta, Kuala Lumpur, London, Los Angeles, Manila, Tokyo and Vancouver. In August 2002, CPA launched its new scheduled all-cargo services to Milan. These developments brought the frequency of services provided by the airline back to pre-September 11 levels. In January 2003, CPA announced its code-share services with American Airlines to 20 cities in the United States. In March 2003, the airline also expanded its code-share services with British Airways to two more cities, bringing the code-share routes to 16 cities in Europe.

In addition, CPA took over AHK Air Hong Kong Limited (AHK)'s operation of freighter services to Dubai, Brussels and Manchester in July 2002 as part of the restructuring of the operations of the two airlines. At the end of March 2003, the number of destinations served by CPA's scheduled services from Hong Kong was 48.

在本報告年度內，國泰航空公司的機隊由76架增加至79架，包括20架空中巴士A330-300型、15架空中巴士A340-300型、兩架空中巴士A340-600型、19架波音B747-400型、五架波音B777-200型和七架波音B777-300型客機，以及六架波音B747-200型和五架波音B747-400型貨機。

港龍航空有限公司亦不斷擴充服務網絡。隨着航空公司之間往返香港與台灣的航空服務新安排定案，以及港龍航空公司在六月接收一架新的空中巴士A330-300型飛機後，該公司即在七月開辦往返台北的定期客運和全貨運服務。此外，該公司在二零零二年十一月和十二月分別接收了一架波音747-300型貨機和一架空中巴士A330-300型飛機，以促進其航班服務。港龍航空公司又於二零零二年十二月增加前往歐洲、大阪、上海和台北的全貨運班次，並恢復往哈爾濱的定期客運服務。在二零零三年三月底，港龍航空公司提供往返香港的定期航班服務所遍及的目的地共有31個，當中包括19個內地城市。在本報告年度內，該公司的機隊亦由21架增至24架，計有八架空中巴士A320-200型、四架空中巴士A321-200型和九架空中巴士A330-300型客機，以及三架波音B747-300型貨機。

香港華民航空公司繼續經營飛往杜拜、布魯塞爾、曼徹斯特、大阪和漢城的定期全貨運服務，直至二零零二年七月與國泰航空公司重組業務後，該公司停辦前往杜拜、布魯塞爾和曼徹斯特的航班服務，並宣布計劃擴充其在亞洲的服務網絡。在二零零二年七月和二零零三年三月，該公司分別開辦前往東京和曼谷的定期全貨運服務。

香港華民航空公司原為國泰航空公司全資擁有的附屬公司。二零零二年十月，國泰航空公司與DHL Worldwide Express (DHL)達成協議；根據該份協議，DHL向國泰航空公司收購香港華民航空公司30%股權。在二零零三年三月，國泰航空公司再把香港華民航空公司10%股權售予DHL。

The fleet of CPA increased from 76 to 79 aircraft during this report period, comprising 20 Airbus A330-300, 15 Airbus A340-300, two Airbus A340-600, 19 Boeing B747-400, five Boeing B777-200, seven Boeing B777-300, six Boeing B747-200 freighters and five Boeing B747-400 freighters.

Hong Kong Dragon Airlines Limited (HDA) also expanded its service network. Following the conclusion of a new inter-airline arrangement on air services between Hong Kong and Taiwan and the delivery of a new Airbus A330-300 aircraft in June, HDA commenced scheduled passenger and all-cargo services to Taipei in July 2002. The delivery of a Boeing B747-300 freighter aircraft in November and another Airbus A330-300 aircraft in December 2002 enabled HDA to boost its services. HDA increased frequencies on all-cargo services to Europe, Osaka, Shanghai and Taipei and resumed scheduled passenger services to Harbin in December 2002. At the end of March 2003, HDA operated scheduled services to 31 destinations, including 19 cities in the Mainland. During this report period, its fleet increased from 21 to 24, comprising eight Airbus A320-200, four Airbus A321-200, nine Airbus A330-300 and three Boeing B747-300 freighters.

AHK continued to operate scheduled all-cargo services to Dubai, Brussels, Manchester, Osaka and Seoul until July 2002 when, as part of the restructuring of its operations with CPA, the airline stopped serving Dubai, Brussels and Manchester and announced plans to expand its network in Asia. In July 2002 and March 2003 respectively, the airline commenced scheduled all-cargo services to Tokyo and Bangkok.

AHK was previously a wholly owned subsidiary of CPA. In October 2002, CPA and DHL Worldwide Express (DHL) concluded an agreement under which DHL acquired a 30 per cent stake in AHK from CPA. In March 2003, a further 10 per cent stake of AHK was sold to DHL.



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年內，港聯直升機公司機隊添置了一架歐洲直升機公司AS350B3型直升機。
HHK adds to its fleet a Eurocopter AS350B3 helicopter in the year.

這架由直升機服務公司營運的歐洲直升機公司AS355N型直升機，經常可見其往返中環直升機場和半島酒店。
This Eurocopter AS355N helicopter operated by HEL is often spotted flying between Central Heliport and the Peninsular Hotel.

二零零二年五月，Jet Aviation Business Jets (Hong Kong) Limited獲簽發航空營運許可證，以採用龐巴迪全球快車BD700型飛機營辦包機服務。

Jet Aviation Business Jets (Hong Kong) Limited was granted an Air Operator's Certificate in May 2002. It operated chartered flights with a Bombardier Global Express BD700 aircraft.

香港商用飛機有限公司繼續以一架HS125-700型及一架灣流GIV型飛機，經營來往亞洲區多個目的地的客運包機服務。該公司的灣流GIV型飛機在二零零三年二月為一架灣流G200型飛機所取代。

Metrojet Limited continued to operate passenger charter services to destinations in Asia using one HS125-700 and one Gulfstream GIV aircraft. The latter aircraft was replaced by a Gulfstream G200 aircraft in February 2003.

港聯直升機有限公司在年內擴充機隊，以兩架歐洲直升機公司AS350B3型、兩架Aerospatiale SA315B型及兩架西科斯基S76型直升機，在本地提供客運包機服務和進行空中作業，以及提供來往香港與澳門之間的客運包機服務。

Helicopters Hong Kong Limited (HHK) expanded its fleet in the year. It operated two Eurocopter AS350B3, two Aerospatiale SA315B and two Sikorsky S76 helicopters for local passenger charters and aerial works and for passenger charters between Hong Kong and Macao.

直升機服務(香港)有限公司亦擴充其機隊，繼續以一架歐洲直升機公司AS355N型及三架Aerospatiale SA315B型直升機，在本地提供客運包機服務及進行空中作業。

Heliservices (Hong Kong) Limited (HEL) also expanded its fleet and continued to operate one Eurocopter AS355N and three Aerospatiale SA315B helicopters for local passenger charters and aerial works.

中富航空有限公司則繼續以一架西科斯基S76型直升機提供客運包機服務及進行空中作業。

CR Airways Limited continued to operate flights with one Sikorsky S76 helicopter for passenger charters and aerial works.



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處長林光宇於新加坡航空公司香港至拉斯維加斯首航儀式上，為醒獅點睛。

Director-General Mr Albert Lam participates in the lion-dancing ceremony at Singapore Airlines' Hong Kong-Las Vegas inaugural flight ceremony.

處長林光宇於雲南航空公司昆明至香港首航慶典上致辭。

Director-General Mr Albert Lam delivers a speech at a ceremony organised by the Yunnan Airlines to mark the commencement of its scheduled services between Kunming and Hong Kong.

其他航空公司的服務

由於內地航空公司重組，中國國際航空公司於二零零三年一月接辦了中國西南航空公司的業務。二零零三年三月，中國東方航空公司接辦了中國西北航空公司和雲南航空公司的業務，而中國南方航空公司則接辦了中國北方航空公司的業務。至於外國航空公司方面，Crossair於二零零二年七月改名為瑞士國際航空公司。此外，日本航空公司於二零零二年十月接辦了日本佳速航空公司在香港的業務。曼達拉航空公司則在二零零三年三月停辦其全貨運服務。

至於新增航空公司方面，太平洋東亞貨運航空公司在二零零二年四月開辦往來克拉克與香港之間的全貨運航班服務。菲鷹航空公司和雲南航空公司在二零零二年六月分別開辦往來佬沃與香港，以及昆明與香港之間的定期客運服務。吉米尼航空貨運公司和Kalitta Air同在二零零二年七月開辦往來美國與香港之間的全貨運服務。華信航空公司在二零零二年八月開辦往來高雄與香港之間的定期客運和全貨運服務。土耳其航空公司在二零零二年十月開辦往來伊斯坦堡與香港之間的定期客運服務。澳亞航空公司在二零零二年十

Services by Other Carriers

Owing to the re-structuring of Mainland airlines, Air China took over China Southwest Airlines' operations in January 2003. In March 2003, China Eastern Airlines took over China Northwest Airlines and Yunnan Airlines while China Southern Airlines took over China Northern Airlines. As for foreign carriers, Crossair was re-named Swiss International Airlines in July 2002. In October 2002, Japan Airlines took over the operations of Japan Air System in Hong Kong. Mandala Airlines suspended its all-cargo services in March 2003.

As regards new airlines, Pacific East Asia Cargo Airlines commenced all-cargo services between Clark and Hong Kong in April 2002. Air Philippines and Yunnan Airlines, respectively, started their scheduled passenger services between Laoag and Hong Kong and between Kunming and Hong Kong in June 2002. Gemini Air Cargo and Kalitta Air both commenced all-cargo services between the United States and Hong Kong in July 2002. In August 2002, Mandarin Airlines commenced both scheduled passenger and all-cargo services between Kaohsiung and Hong Kong. In October 2002, Turkish Airlines commenced passenger services between Istanbul and Hong Kong. In November 2002, Australian Airlines introduced passenger services between Cairns and Hong Kong.

一月開辦往來凱恩斯與香港之間的客運服務。沙特阿拉伯航空公司在二零零三年一月開辦往來吉達、利雅得與香港之間的全貨運服務。湄公航空公司和總統航空公司則同在二零零三年三月開辦往來金邊與香港之間的客運服務。

綜合以上轉變，截至二零零三年三月底，提供定期航班服務往來香港的航空公司總數由66間增至71間。來往香港的定期航班服務所遍及的目的地有133個，有關詳情列於附錄甲。

年內，本處共簽發182張經營許可證予以香港之外地方為基地並為香港提供定期航班服務的航空公司，亦處理共2 679宗更改定期航班服務的申請，以及簽發1 416張經營來往香港的不定期航班服務的許可證。

運價

年內，本處共處理629宗有關調整往來香港的定期客運和貨運航班服務的運價申請。往來香港的客運票價增幅視乎前往目的地的地區而定。與去年比較，前往澳洲和亞洲各地的客運票價增長為2%至3%；往歐洲各地則為6%至7%。另一方面，空運貨物的運價大致保持平穩。

本處批准部分航空公司收取附加費，以彌補航空公司需繳付較高的保險費用，以及因實施加強航空保安措施而需付出的額外成本。在客運方面，約有40家本地和外地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。在運載貨物離港方面，航空公司則徵收每公斤0.4港元至1港元的貨運附加費。

Saudi Arabian Airlines commenced all-cargo services between Jeddah, Riyadh and Hong Kong in January 2003. In March 2003, both Mekong Airlines and President Airlines introduced passenger services between Phnom Penh and Hong Kong.

As a result of the above changes, the number of scheduled airlines serving Hong Kong increased from 66 to 71 by the end of March 2003. The number of destinations served by scheduled services to and from Hong Kong was 133. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 182 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 2 679 applications for changes to the schedules. A total of 1 416 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

TARIFFS

In the year, the Department processed 629 tariff filings for carriage of passenger and cargo on scheduled services to and from Hong Kong. Passenger fares to and from Hong Kong were increased depending on regions; the increases were 2 to 3 per cent in Australia and Asia and 6 to 7 per cent in Europe when compared with the previous year. On the other hand, cargo rates on the whole remained stable.

Approvals were given to airlines for collecting surcharge to recover the higher premiums paid on insurance and the additional costs incurred as a result of enhanced aviation security measures. For passenger carriage, an insurance surcharge ranging from US\$1.25 to US\$8 per flight sector/coupon was levied by some 40 local and foreign carriers. For cargo carriage from Hong Kong, a cargo surcharge ranging from HK\$0.4 to HK\$1 per kilogram was levied.

由於燃料成本價格上升，本處在二零零三年三月批准八家航空公司徵收燃料附加費，每程／每票由40港元至13美元不等，為期三個月。由二零零二年七月起，本處亦批准約60家航空公司因應燃料價格指數變動而徵收貨運燃料附加費。

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共有321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19次不限以國家為單位參加的國際民航組織會議。以上29次會議的詳情見附錄乙。

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76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。本處代表在年內亦參加了五次該組織的會議，詳情見附錄丙。

As a result of the increase in fuel cost, approvals were given in March 2003 for eight airlines to levy fuel surcharge ranging from HK\$40 to US\$13 per flight sector/coupon for three months. Since July 2002, approvals had also been given to some 60 airlines to collect a cargo fuel surcharge which was triggered and varied in response to the changes in fuel price index.

ICAO ACTIVITIES

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 Department exchanged 321 correspondences with ICAO. The majority of these correspondences involved 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 19 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 29 meetings are provided in Appendix B.

APEC ACTIVITIES

The Department continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, the Department handled 76 correspondences relating to APEC, which involved provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended five APEC meetings during the year and details of these meetings are given in Appendix C.



**由左至右
From left to right**

助理處長郭桂源（中）以中國代表團成員身份出席於加拿大蒙特利爾舉行的國際民航組織會議。

Assistant Director-General Mr Stephen Kwok (middle) attends an ICAO Conference in Montreal, Canada as part of the PRC delegation.

民航事務主任檢討民航法例和作出修訂建議，以確保有關法例符合最新的國際要求。
Operations Officers review and propose changes to civil aviation legislations to ensure they reflect the latest international requirements.

飛機噪音管理

本處繼續致力減少飛機噪音對航道之下或附近居民的影響。為進一步紓緩飛機噪音對他們的影響，自二零零二年七月一日起，本處已全面禁止較舊型、嘈吵及只符合《國際民用航空公約》附件十六第二章所載的噪音標準的航機在本港升降。

本處環境管理組利用一套監察飛機噪音及航迹的電腦系統，密切監察飛機噪音消滅措施的執行情況。根據年內的紀錄，在午夜十二時至早上七時抵達香港國際機場的航機中，平均超過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航機中，逾99%能夠採用經西博寮海峽向南的航道起飛。上述措施的成效顯示只有極少數航機因運作和安全需要，例如當時的地面風向、導航系統的維修保養或航空交通繁忙等理由，需要在深夜時分飛經人口稠密的地方。此外，於晚上十一時至早上七時期間，有72%從東北方向降落的航機在飛經西貢、馬鞍山及沙田上空時能夠採用持續降落模式程序，以減低上述地區的飛機噪音水平。

AIRCRAFT NOISE MANAGEMENT

The Department kept up its effort in minimising the impact of aircraft noise on residents living under or in the vicinity of flight paths. To help further alleviate the aircraft noise impact on these residents, a total prohibition was imposed on the older, noisier aircraft which only comply with the Chapter 2 noise standards set out in Annex 16 to the Convention on International Civil Aviation from landing or taking off in Hong Kong with effect from July 1, 2002.

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 94 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 operational and safety considerations such as prevailing wind conditions, maintenance of ground navigation aids, and air traffic congestion, etc. 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., 72 per cent were able to adopt the Continuous Descent Approach (CDA) procedures, which were designed to reduce the noise levels in these areas.



由左至右
From left to right

透過實地搜集數據來評估飛機噪音對航道下之居民所造成的影響。

Aircraft noise impacts on residential areas under the flight path are evaluated through on-site data collection.

在回應公眾查詢有關飛機噪音事宜時，噪音及航迹監察系統能提供所需資料。

The noise and flight track monitoring system provides the required information to answer public enquires on aircraft noise.

因應荃灣區議會的要求，本處定期向該區議會提供由持續監察飛機噪音計劃所得的飛機噪音統計數據。這些統計數據和其他相關資料亦同時在本處網頁上發布，以方便關注飛機噪音的市民參閱。為了提升本處監察飛機噪音的能力，本處在二零零二年五月增強了噪音及航迹監察系統的處理容量，並計劃在二零零三年內提升系統的各项分析功能。

At the request of the Tsuen Wan District Council, the Department regularly provided them with aircraft noise statistics based on the data obtained from our continuous aircraft noise monitoring programme. These statistics and other related information were also disseminated in the Department's web site to facilitate access by any member of the public interested in the matter. To enhance the Department's aircraft noise monitoring capability, the processing capacity of the noise and flight track monitoring system was upgraded in May 2002 and there are plans to upgrade the system functionality in 2003.

為促進相互瞭解，本處設有投訴熱線，與受飛機噪音影響的居民保持溝通，並在有需要時與有關居民會面，講解本處在減少飛機噪音方面的工作。年內，本處共接獲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。

In order to strengthen mutual understanding, the Department continued to communicate with residents affected by aircraft noise through a complaint hotline and to meet them as and when necessary on our works related to aircraft noise. In the year, the Department received a total of 315 complaints on aircraft noise. They were all investigated thoroughly and impartially, and the complainants were given detailed explanations.

附錄甲

截至二零零三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（與二零零二年三月比較）

APPENDIX A

Changes in Destinations served by Scheduled Services to and from Hong Kong as at March 2003 (compared with March 2002)

(A) 新增服務 Additions

新地點 New Points	經營者 Operated By
1. 波士頓 Boston	美國大陸航空公司 Continental Airlines
2. 克拉克 Clark	太平洋東亞貨運航空公司 Pacific East Asia Cargo Airlines
3. 大馬士革 Damascus	盧森堡國際貨運航空公司 Cargolux Airlines International
4. 伊斯坦堡 Istanbul	土耳其航空公司 Turkish Airlines
5. 拉斯維加斯 Las Vegas	新加坡航空公司 Singapore Airlines

(B) 刪減服務 Deletions

刪除地點 Deleted Points	前經營者 Previously Operated By
1. 阿特蘭大 Atlanta	聯邦快遞和波拉航空貨運公司 Federal Express and Polar Air Cargo
2. 巴庫 Baku	盧森堡國際貨運航空公司 Cargolux Airlines International
3. 北海 Beihai	中國南方航空公司 China Southern Airlines
4. 巴淡島 Batam	曼達拉航空公司 Mandala Airlines
5. 開羅 Cairo	法國航空公司 Air France
6. 檀香山 Honolulu	波拉航空貨運公司和聯合航空公司 Polar Air Cargo and United Airlines
7. 鹿兒島 Kagoshima	日本航空公司 Japan Airlines
8. 馬斯喀特 Muscat	海灣航空公司 Gulf Air
9. 安大略 Ontario	聯合包裹運送服務公司 UPS Parcel Delivery Services
10. 布拉格 Prague	盧森堡國際貨運航空公司 Cargolux Airlines International
11. 太原 Taiyuan	中國東方航空公司 China Eastern Airlines

附錄乙

民航處代表於二零零二年四月至二零零三年三月出席的國際民航組織會議

會議名稱	地點	日期
機場簡化手續專家組第四次會議	加拿大蒙特利爾	二零零二年四月二至五日
通訊、導航、監察及氣象分組轄下 航空導航策劃及服務設施執行文件 檢討工作小組會議	印度孟買	二零零二年四月七日
航空電訊轉移專責小組 第四次會議	印度孟買	二零零二年四月八至十二日
航空保安專家組第十三次會議	加拿大蒙特利爾	二零零二年四月八至十二日
航空運輸規則專家組第十次會議	加拿大蒙特利爾	二零零二年五月十三至十七日
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 航空資料服務自動化專責小組 第九次會議	中國北京	二零零二年五月二十至二十三日
航空保安及機場簡化手續第九次亞太區研討會	中國香港	二零零二年五月二十七至三十一日
中港泰三地 航空電訊網共同測試 技術交流會	中國北京	二零零二年五月二十九至三十一日
修訂「縮小垂直間隔」實施專責小組 第十四次會議	泰國曼谷	二零零二年五月三十至三十一日
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 第十二次會議	泰國曼谷	二零零二年六月二十四至二十八日
亞太太平洋航空導航策劃及實施地區小組轄下 通訊、導航、監察及氣象分組 第六次會議	泰國曼谷	二零零二年七月十五至十九日
亞太太平洋空域安全監視專責小組第三次會議	泰國曼谷	二零零二年七月二十二至二十四日
修訂西太平洋/南中國海之 「縮小垂直間隔」實施專責小組 特別統籌會議	菲律賓馬尼拉	二零零二年七月二十九至三十一日
東南亞互助拓展營運安全及延續適航計劃 統籌委員會第三次會議	泰國曼谷	二零零二年七月三十一至八月一日

APPENDIX B

ICAO Conferences and Meetings attended by Representatives from the Department between April 2002 and March 2003

Name of Conference or Meeting	Venue	Date
4th Meeting of the Facilitation Panel	Montreal, Canada	April 2-5, 2002
Air Navigation Plan and Facilities and Services Implementation Document Review Working Group of the Communications, Navigation, Surveillance and Meteorology Sub-Group Meeting	Mumbai, India	April 7, 2002
4th Meeting of the Aeronautical Telecommunication Network Transition Task Force	Mumbai, India	April 8-12, 2002
13th Meeting of the Aviation Security Panel	Montreal, Canada	April 8-12, 2002
10th Meeting of the Air Transport Regulation Panel	Montreal, Canada	May 13-17, 2002
9th 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	Beijing, China	May 20-23, 2002
9th Regional Aviation Security and Facilitation Seminar	Hong Kong, China	May 27-31, 2002
Technical Meeting with the General Administration of Civil Aviation of China & AeroThai on Tripartite Aeronautical Telecommunication Network Trials	Beijing, China	May 29-31, 2002
14th Meeting of the Reduced Vertical Separation Minimum Implementation Task Force	Bangkok, Thailand	May 30-31, 2002
12th 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 24-28, 2002
6th Meeting of the Communications, Navigation, Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 15-19, 2002
3rd Meeting of the Asia/Pacific Airspace Safety Monitoring Task Force	Bangkok, Thailand	July 22-24, 2002
The Special Co-ordination Meeting of the Reduced Vertical Separation Minimum Implementation Task Force for the Western Pacific/South China Sea Implementation	Manila, Philippines	July 29-31, 2002
3rd Meeting of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme - Southeast Asia Steering Committee	Bangkok, Thailand	July 31 - August 1, 2002

會議名稱	地點	日期
航空保安專家組第十四次會議	加拿大蒙特利爾	二零零二年九月三至六日
亞太太平洋航空導航策劃及實施地區小組第十三次會議	泰國曼谷	二零零二年九月九至十三日
修訂「縮小垂直間隔」實施專責小組第十六次會議	泰國曼谷	二零零二年九月二十三至二十五日
亞太太平洋區民航局局長第三十九次會議	菲律賓宿霧	二零零二年十月十四至十八日
超越障礙物專家組第十三次會議	加拿大蒙特利爾	二零零二年十月二十八至十一月八日
南中國海空中交通航道結構實施專責小組第八次會議	泰國曼谷	二零零二年十二月二至三日
亞太太平洋航空資料服務研討會	泰國曼谷	二零零二年十二月十七至二十日
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	二零零三年一月八至十日
第十一次航空導航會議之亞太區預備小組會議	泰國曼谷	二零零三年一月二十七至二十八日
航空流動通訊專家組第八次會議	加拿大蒙特利爾	二零零三年二月四至十三日
航空保安專家組第十五次會議	加拿大蒙特利爾	二零零三年三月十七至二十一日
第五屆全球性航空運輸會議事前研討會	加拿大蒙特利爾	二零零三年三月二十二至二十三日
「自動相關監察 - 廣播」研究及實施專責小組及空中交通服務設施間數據通訊檢討專責小組聯合會議	澳洲布里斯本	二零零三年三月二十四至二十八日
第五屆全球性航空運輸會議	加拿大蒙特利爾	二零零三年三月二十四至二十九日
第三十四屆全體會員(特別)大會	加拿大蒙特利爾	二零零三年三月三十一至四月一日

附錄丙

民航處代表於二零零二年四月至二零零三年三月出席的亞太經濟合作組織會議

會議名稱	地點	日期
第三屆運輸部長會議	秘魯利瑪	二零零二年五月七至九日
全球衛星導航系統實施小組第二次會議	澳洲布里斯本	二零零二年九月十八至二十日
航空保安專家小組第三次會議	澳洲布里斯本	二零零二年九月二十二至二十三日
運輸保安專家組會議	澳洲布里斯本	二零零二年九月二十四日
全球衛星導航系統實施小組第三次會議	日本神戶	二零零三年二月二十六至二十八日

Name of Conference or Meeting	Venue	Date
14th Meeting of the Aviation Security Panel	Montreal, Canada	September 3-6, 2002
13th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	September 9-13, 2002
16th Meeting of the Reduced Vertical Separation Minimum Implementation Task Force	Bangkok, Thailand	September 23-25, 2002
39th Conference of Directors General of Civil Aviation, Asia and Pacific Region	Cebu, Philippines	October 14-18, 2002
13th Meeting of the Obstacle Clearance Panel	Montreal, Canada	October 28 -November 8, 2002
8th Meeting of the South China Sea Air Traffic Services Route Structure Implementation Task Force	Bangkok, Thailand	December 2-3, 2002
Seminar on the Aeronautical Information Services in the Asia/Pacific Region	Bangkok, Thailand,	December 17-20, 2002
Regional Preparatory Group Meeting for International Telecommunication Union World Radiocommunication Conference 2003	Bangkok, Thailand	January 8 -10, 2003
Regional Preparatory Meeting for 11th Air Navigation Conference	Bangkok, Thailand	January 27-28, 2003
8th Meeting of the Aeronautical Mobile Communications Panel	Montreal, Canada	February 4-13, 2003
15th Meeting of the Aviation Security Panel	Montreal, Canada	March 17-21, 2003
Seminar prior to the 5th Worldwide Air Transport Conference	Montreal, Canada	March 22-23, 2003
Automatic Dependent Surveillance - Broadcast Study and Implementation Task Force and Air Traffic Services Inter-facility Data Communication Review Task Force Meetings	Brisbane, Australia	March 24-28, 2003
5th Worldwide Air Transport Conference	Montreal, Canada	March 24-29, 2003
34th (Extraordinary) Session of the Assembly	Montreal, Canada	March 31-April 1, 2003

APPENDIX C

APEC Conferences and Meetings attended by Representatives from the Department between April 2002 and March 2003

Name of Conference or Meeting	Venue	Date
3rd Transportation Ministerial Meeting	Lima, Peru	May 7-9, 2002
2nd Global Navigation Satellite Systems Implementation Team Meeting	Brisbane, Australia	September 18-20, 2002
3rd Intersessional Meeting of the Aviation Security Experts Subgroup	Brisbane, Australia	September 22-23, 2002
Transportation Security Experts Group Meeting	Brisbane, Australia	September 24, 2002
3rd Global Navigation Satellite Systems Implementation Team Meeting	Kobe, Japan	February 26-28, 2003