

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



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。

技術行政組則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以減低飛機噪音對社區的影響。同時該組也負責研究直升機服務需求及促進直升機場的發展，並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航班起降的正點率。

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 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 legislation 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.

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



## 航空服務

### 航空交通量增長

二零零四／零五年度，香港航空交通量錄得顯著增長，客運量較去年同期上升近39%，進出機場的旅客總數多達3 700萬人次（不包括86萬過境人次）。旅客總數上升，部份是因為二零零三／零四年香港及鄰近亞洲地區爆發嚴重急性呼吸系統綜合症，航運量急跌所致。客運量的升幅主要來自東南亞、台灣及中國內地，佔總升幅的63%。

航空貨運方面，亦錄得14.8%的持續增長，達314萬公噸。航空貨運量錄得可觀增長，主要是出口往歐洲、美國和亞洲城市的貨運增長強勁所致。

### 本地航空公司的服務

因應對航班服務需求的增加，有多家航空公司擴大服務網絡，可見經歷嚴重急性呼吸系統綜合症事件後，本港航空業已全面復蘇。國泰航空公司（國泰）分別在二零零四年六月和七月與俄羅斯航空開辦莫斯科航線和與西班牙國家航空開辦巴塞隆那及馬德里航線的共用代碼客運航班。二零零四年七月及二零零五年二月，國泰又分別開辦往返紐約和廈門的直航客運航班。國泰在二零零四年八月與漢莎貨運航空公司合辦往返慕尼黑的貨運航班服務，並在翌年一月開辦往返上海的貨運航班服務。隨著香港國際機場的航空交通激增，國泰在二零零四年十二月及十月分別錄得該公司按月計的最高客運量和貨運量。

## AIR SERVICES

### Air Traffic Growth

Hong Kong experienced a remarkable increase in air traffic in 2004/05. The passenger traffic was up by about 39 per cent over the same period last year. A total of 37 million passengers (excluding 0.86 million in transit) passed through the airport. The increase was partially because of a drastic drop in air traffic in 2003/04 following the outbreak of Severe Acute Respiratory Syndrome in Hong Kong and neighbouring Asian countries. The majority of the increased passenger traffic was from South East Asia, Taiwan and Mainland China, accounting for 63 per cent of the total increase.

In 2004/05, air cargo continued to grow by 14.8 per cent to 3.14 million tones. The substantial growth in air cargo was attributed mainly to the strong growth of exports to the Europe, United States and Asian cities.

### Services by Local Carriers

The aviation industry in Hong Kong fully recovered from the impact of Severe Acute Respiratory Syndrome (SARS) as demand on air services increased and airlines expanded their network. Cathay Pacific Airways Limited (CPA) commenced codeshare services on passenger flights with Aeroflot to Moscow and with Iberia to Barcelona and Madrid, respectively, in June and July 2004. The airline also commenced non-stop passenger services to New York and Xiamen in July 2004 and February 2005 respectively. In August 2004, the airline launched a joint freighter operation with Lufthansa Cargo AG to Munich. Freight services to Shanghai were also commenced in January 2005. As the traffic soared at HKIA, monthly record highs in passenger and air cargo shipment by CPA were recorded in December and October 2004 respectively.



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.*

截至二零零五年三月底，國泰提供往返香港的定期航班服務遍及50個目的地。在本報告期內，該公司的機隊數目由86架增加至88架，包括23架空中巴士A330-300型、15架空中巴士A340-300型、三架空中巴士A340-600型、19架波音B747-400型、五架波音B777-200型和十架波音B777-300型客機，以及七架波音B747-200型和六架波音B747-400型貨機。

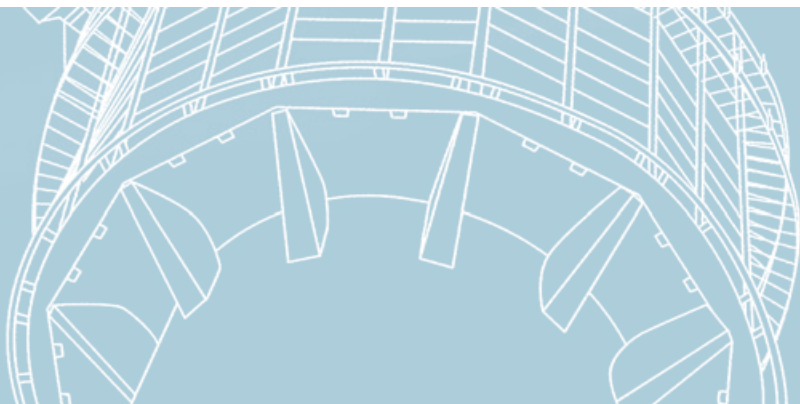
港龍航空有限公司(港龍)繼續擴大其航空網絡。二零零四年四月，港龍開辦往返東京的定期客運航班服務，並在冬季恢復往返哈爾濱的航線。年內，港龍亦與中國國際航空公司經營往返北京航線的共用代碼航班。定期貨運服務方面，港龍在二零零四年五月開辦南京航線，又在兩個月後開辦飛往法蘭克福及倫敦史丹斯特德的服務。二零零四年十月，港龍錄得該公司按月計的新高客運量及貨運量。

截至二零零五年三月底，港龍提供定期航班服務所遍及的目的地數目共有31個，包括18個國內城市。在本報告期內，該公司的機隊數目由28架增加至31架，計有十架空中巴士A320-200型、六架空中巴士A321-200型和11架空中巴士A330-300型客機，以及一架波音B747-200型和三架波音B747-300型貨機。

At the end of March 2005, the number of destinations served by CPA's scheduled services from Hong Kong was 50. The fleet of CPA increased from 86 to 88 aircraft during this report period, comprising 23 Airbus A330-300s, 15 Airbus A340-300s, three Airbus A340-600s, 19 Boeing B747-400s, five Boeing B777-200s, 10 Boeing B777-300s, seven Boeing B747-200 freighters and six Boeing B747-400 freighters.

The Hong Kong Dragon Airlines Limited (HDA) continued to expand its network. The airline launched its scheduled passenger services to Tokyo in April 2004 and resumed its services to Harbin for the Winter season. In the year, the airline also commenced codeshare services with Air China to Beijing. Scheduled all-cargo services to Nanjing were launched in May 2004 and those to Frankfurt and London Stansted were also launched two months later. The airline also recorded monthly record high in passenger and air cargo shipment in October 2004.

At the end of March 2005, HDA operated scheduled services to 31 destinations, including 18 cities in the Mainland. During this report period, its fleet increased from 28 to 31, comprising 10 Airbus A320-200s, six Airbus A321-200s, 11 Airbus A330-300s and one Boeing B747-200 freighter and three Boeing B747-300 freighters.



香港華民航空有限公司(華民)集中發展亞洲業務網絡。該公司分別在二零零四年九月和二零零五年二月開辦往返檳城和仁川的定期貨運航班服務。截至年底，華民以六架空中巴士A300-600GF型貨機，經營往返亞洲七個目的地的定期航班服務。

中富航空有限公司(中富航空)以兩架龐巴迪CRJ-200型飛機，繼續經營不定期航班服務，並在二零零五年一月開辦往返南寧的定期客運航班服務。

Jet Aviation Business Jets (Hong Kong) Limited繼續以一架龐巴迪BD700型飛機，經營客運包機服務。

香港商用飛機有限公司將其機隊擴充至兩架灣流G200型飛機，經營來往亞洲多個目的地的客運包機服務。

港聯直升機有限公司在二零零四年十一月改名為港聯航空有限公司，以配合該公司使用Embraer 170型飛機增辦往返中國內地和東南亞的航班服務。該公司亦繼續以兩架歐洲直升機公司AS350B3型和兩架西科斯基S76型直升機，在本地提供不定期客運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。

AHK Air Hong Kong Limited (AHK) focused on developing its network in Asia. The airline launched scheduled all-cargo services to Penang and Incheon in September 2004 and February 2005 respectively. By the end of the year, AHK operated scheduled services to seven destinations in Asia with six Airbus A300-600GF freighters.

CR Airways Limited commenced scheduled passenger services to Nanning in January 2005 and continued to operate non-scheduled air services using two Bombardier CRJ-200 aircraft.

Jet Aviation Business Jets (Hong Kong) Limited continued to operate passenger charter services with a Bombardier BD700 aircraft.

Metrojet Limited expanded its fleet to two Gulfstream G200 aircraft and operated passenger charter services to destinations in Asia.

Helicopters Hong Kong Limited changed its name to Hong Kong Express Airways Ltd. (HKE) in November 2004 to align with the plan to expand its services to Mainland China and South East Asia using Embraer 170 aircraft. It also continued to operate two Eurocopter AS350B3 and two Sikorsky S76 helicopters for non-scheduled local passenger flights and aerial works and for passenger charters between Hong Kong and Macau.



香港的航空交通量由於區內經濟復蘇，錄得顯著增長。  
*Hong Kong experiences a remarkable increase in air traffic due to the region's economic recovery.*

直升機服務(香港)有限公司繼續以一架麥唐納道格拉斯MD500E型、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。

#### 其他航空公司的服務

有四家以香港以外為基地的航空公司開辦定期客運航班服務：惠旅航空和捷星亞洲航空分別在二零零四年五月及十二月開辦新加坡與香港之間的服務；二零零五年三月，廈門航空公司開辦往來福州與香港的航班服務，而泰國天鷹航空則開辦曼谷與香港之間的服務。此外，Transmile Air亦在二零零四年十月恢復其吉隆坡與香港之間的定期貨運航班服務。

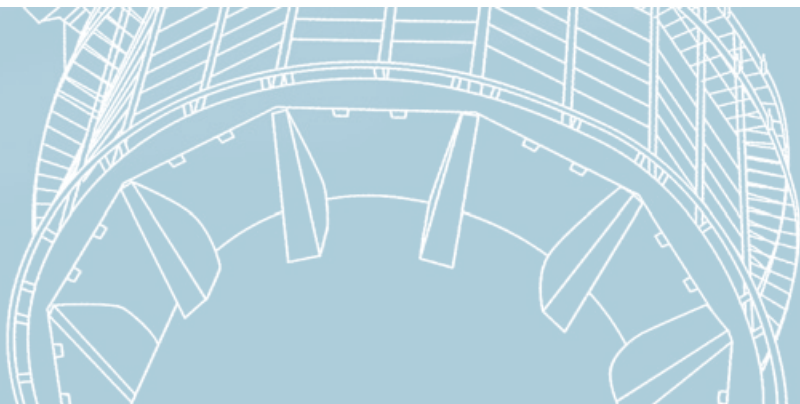
在年內，有四家航空公司停辦客運航班服務：越南太平洋航空公司在二零零四年六月停辦胡志明市、峴港與香港之間的服務；總統航空公司在同年七月停辦暹粒、金邊與香港之間的服務；二零零五年二月，日本亞細亞航空公司停辦往來大阪、台北與香港的服務，而緬甸國際航空公司則停辦仰光與香港之間的服務。貨運航班服務方面，北歐航空公司在二零零四年十月停辦哥德堡與香港之間的服務。

Heliservices (Hong Kong) Limited continued to operate one McDonald Douglas MD500E, one Eurocopter AS355N and three Aerospatiale SA315B helicopters for local passenger charters and aerial works.

#### Services by Other Carriers

Four airlines based outside Hong Kong commenced scheduled passenger services: Valuair and Jetstar Asia Airways between Singapore and Hong Kong in May and December 2004 respectively; and both Xiamen Airlines between Fuzhou and Hong Kong and Thai Sky Airlines between Bangkok and Hong Kong in March 2005. Also, Transmile Air resumed its scheduled all-cargo services between Kuala Lumpur and Hong Kong in October 2004.

In the year, four airlines suspended their passenger services: Pacific Airlines between Ho Chi Minh City, Da Nang and Hong Kong in June 2004; President Airlines between Siem Reap, Phnom Penh and Hong Kong in July 2004; and both Japan Asia Airways between Osaka, Taipei and Hong Kong and Myanmar Airways International between Yangon and Hong Kong in February 2005. As for all-cargo operations, Scandinavian Airlines suspended its services between Gothenburg and Hong Kong in October 2004.



截至二零零五年三月底，提供定期航班服務往來香港的航空公司總數增加至72家。來往香港的定期航班服務所遍及的目的地方面，新增目的地有七個，但停辦服務的目的地也有十個，目的地總數為130個。這些改變的詳情載於附錄甲。

年內，本處共簽發185張經營許可證予以香港以外地方為基地的航空公司，營辦往來香港的定期航班服務，並處理共2 683宗更改定期航班服務的申請，以及簽發1 451張經營來往香港的不定期航班服務的許可證。

## 運價

年內，本處共處理了666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。由香港前往亞洲、澳洲、歐洲、南非及北美洲的客運票價較去年提高1%至3%不等，至於由這些地區來港的客運票價，雖有輕微調整，但仍大致保持穩定。

油價自二零零四年五月起急升，成為航空業主要關注的問題。本處已批准40多家航空公司採取臨時措施，收取乘客燃油附加費，以收回部分未能預見的上升燃油成本，每程／每張機票為3.9美元至29美元不等。貨物方面，本處也批准超過60家航空公司按照已核准的機制徵收燃油附加費，即根據油價指數的變動而向上或向下調整附加費。

The number of scheduled airlines serving Hong Kong increased to 72 by the end of March 2005. As for the destinations served by scheduled services to and from Hong Kong, seven new points were added while services to 10 points were terminated. The total destinations served became 130. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 185 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 2 683 applications for changes to the schedules. A total of 1 451 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

## TARIFFS

In the year, the Department processed 666 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong. Passenger fares from Hong Kong to Asia, Australasia, Europe, South Africa and North America were increased by one to three per cent when compared with the previous year. Notwithstanding some minor adjustments, the passenger fares from these regions to Hong Kong remained steady over the period.

The surge of oil prices since May 2004 became a major concern to the aviation industry. Some 40 airlines were approved to collect a passenger fuel surcharge ranging from US\$3.9 to US\$29 per flight sector/coupon as a temporary measure to cover part of the unforeseen increase in fuel cost. On the cargo side, approvals were given to more than 60 airlines to levy a fuel surcharge which was adjusted upwards or downwards in accordance with an approved mechanism based on the fuel price index.



羅崇文處長(右三)率團到加拿大出席國際民航組織會議，羅處長在會議期間與中國民航總局局長楊元元(左三)會面。  
*Director-General of Civil Aviation Mr Norman Lo (third from right) leads a delegation to attend the ICAO Assembly held in Montreal, Canada. During the meeting, Mr Lo meets Captain Yang Yuan-yuan (third from left), Minister of the General Administration of Civil Aviation of China.*

## 國際民航組織的活動

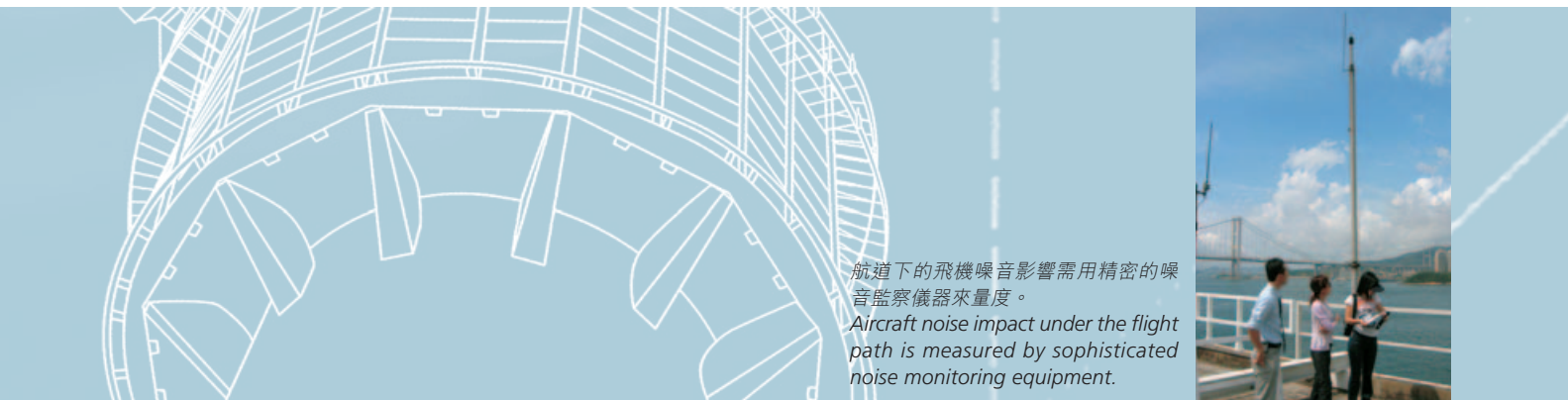
為保持香港作為國際和區域航空中心的地位，以及方便履行國際民航組織的區域性航行服務規定的職責和遵行基本法的規定，本處繼續積極參與國際民航組織的活動。

年內，本處與國際民航組織往來的函件共有363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七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35次不限以國家為單位參加的國際民航組織會議，其中包括在香港舉行，有來自38個國家和地區與三個被邀請機構的二百多人參與的亞太區民航局局長第41次會議。以上42次會議的詳情見附錄乙。

## 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 Department exchanged 363 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 seven ICAO meetings which were limited to States as part of the delegation of the People's Republic of China, and 35 ICAO meetings which were not so limited, using the name "Hong Kong, China". Among them was the 41st Conference of Directors General of Civil Aviation, Asia and Pacific Regions, which was held in Hong Kong in November 2004. More than 200 delegates from 38 States and territories and three invited organisations participated. Details of the above 42 meetings are provided in Appendix B.



航道下的飛機噪音影響需用精密的噪音監察儀器來量度。  
*Aircraft noise impact under the flight path is measured by sophisticated noise monitoring equipment.*

### 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34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九次該組織的會議，詳情見附錄丙。

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

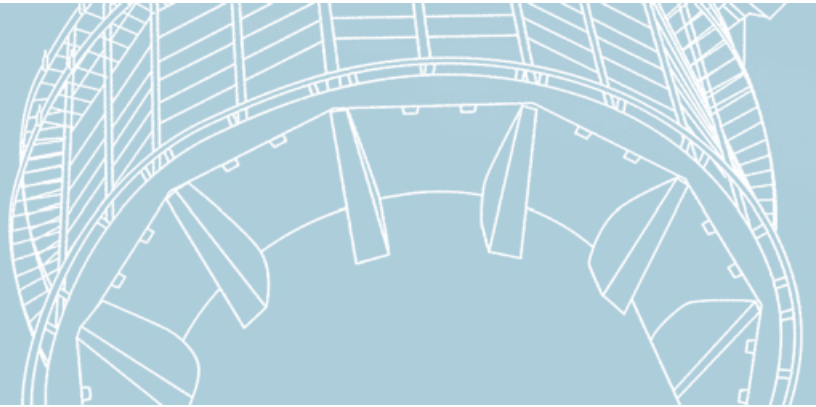
The Department continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, the Department handled 34 correspondences relating to APEC, which involved provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended nine APEC meetings during the year and details of these meetings are given in Appendix C.

### 飛機噪音管理

本處密切監察飛機噪音及飛機的航迹，並執行飛機噪音消減措施以紓緩飛機噪音對航道之下或附近居民的影響。

### AIRCRAFT NOISE MANAGEMENT

The Department closely monitors aircraft noise and flight tracks and implements noise mitigating measures to alleviate the impacts of aircraft noise on residents living under or in the vicinity of flight paths.

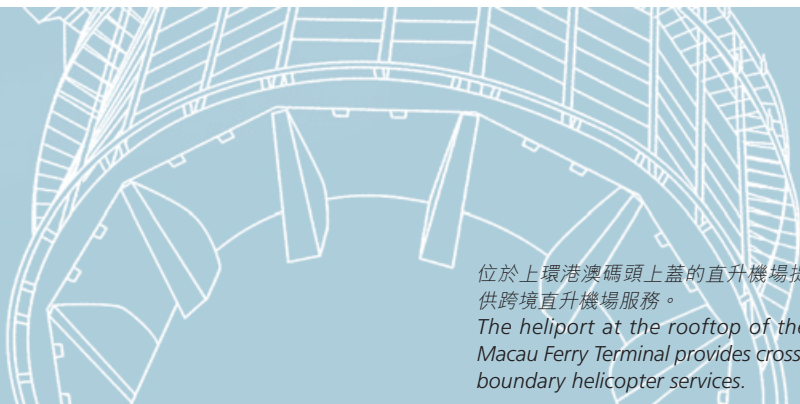


我們有三項飛機噪音消減措施以減少午夜後的飛機噪音滋擾。為盡量減少抵港航機噪音對沙田、荃灣、葵涌、深井和青龍頭等人口稠密地區的影響，凌晨至早上七時期間抵港的航機需由機場西南面經海上降落。年內，我們錄得92.1%在這時段抵港的航機能夠依照這個要求降落。此外，為使紅磡、西九龍和港島北等地區免受離港航機的噪音影響，晚上十一時至早上七時向東北起飛的航機需經西博寮海峽離港。年內，我們錄得99.2%在這時段向東北起飛的航機能夠實行這項措施。最後，本處鼓勵在晚上十一時至早上七時從東北方進場的航機採用持續降落模式運作，由較高的高度開始下降，並在開始進場時使用較低的動力和採用產生較少阻力的狀況飛行，以減少途經西貢、將軍澳和馬鞍山等地區時所產生的噪音。年內我們錄得73.3%在這時段由東北方降落的航機能夠採用上述模式運作。

民航處一直有利用電腦輔助的飛機噪音及航迹監察系統，監察飛機航道附近地區的噪音。我們藉著飛機噪音及航迹監察系統所編纂的飛機噪音統計數據及航迹資料來調查及跟進飛機噪音的投訴。於本年度，我們購置了新的系統硬件，以增強其監察噪音的能力。

There are three noise mitigating measures to minimise aircraft noise nuisance after midnight. In order to minimise as far as possible the noise impact of arriving aircraft on densely populated areas like Shatin, Tsuen Wan, Kwai Chung, Sham Tseng and Tsing Lung Tau, aircraft arriving between midnight and 7 a.m. are required to land from the southwest over water. During the year, 92.1 per cent of arriving aircraft within this time period were able to comply with the requirement. In addition, in order to keep areas like Hung Hom, West Kowloon and the northern Hong Kong Island away from the noise impact of departing aircraft, flights taking off to the northeast between 11 p.m. and 7 a.m. are required to depart via the West Lamma Channel. During the year, this noise mitigating measure achieved a compliance rate of 99.2 per cent. Finally, aircraft on approach to the HKIA from the northeast between 11 p.m. and 7 a.m. are encouraged to adopt the Continuous Descent Approach (CDA) procedures. Aircraft on CDA procedures would fly higher and in a lower power and drag configuration during the commencement of the approach which as a result, reduce aircraft noise in areas such as Sai Kung, Tseung Kwan O and Ma On Shan. During the year, 73.3 per cent of arrivals between 11 p.m. and 7 a.m. from the northeast were able to adopt these procedures.

The Department has been monitoring noise in the vicinity of the flight paths with the aid of a computer based Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS has allowed us to compile statistics on aircraft noise and investigate into aircraft noise complaints. In the year, we have acquired additional system hardware to enhance its noise monitoring capability.



位於上環港澳碼頭上蓋的直升機場提供跨境直升機場服務。  
*The heliport at the rooftop of the Macau Ferry Terminal provides cross-boundary helicopter services.*



年內，本處共接獲332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。本處並致力向公眾介紹本處就飛機噪音所做的各項工作和促進雙方就飛機噪音問題的了解，故此本處設有投訴熱線，與受飛機噪音影響的居民保持溝通，並將量度所得的噪音數據和噪音消減措施的執行情況等資料在本處網頁上發佈。另外，我們亦曾與立法會議員及區議員舉行會議，闡釋本處所推行的消減噪音措施。

## 直升機場的發展

為促進香港的跨境直升機服務發展，政府已採納「香港直升機交通需求及直升機場發展顧問研究」報告的建議，策劃擴建位於上環港澳碼頭上蓋的跨境直升機場，由於該項目屬於環境影響評估（環評）條例中的指定工程項目，政府已聘請顧問公司為該項目進行詳細的環評研究，預計會在二零零五年年底完成。

環評研究報告獲得通過後，政府計劃透過公開招標，以租賃合約的形式批出港澳碼頭上蓋的跨境直升機場的發展和經營權，承租人將出資擴建和經營該直升機場，預計擴建工程約需時兩年。

During the year, we received 332 aircraft noise complaints. They were all investigated thoroughly and impartially, and the complainants were given detailed explanations. In order to introduce our works related to aircraft noise to the public and to strengthen mutual understanding, the Department continued to communicate with residents affected by aircraft noise through the complaint hotline and to disseminate noise data and mitigation measures in the Department's website. In addition, meetings with members of the Legislative Council and District Councils were held to explain the Department's noise mitigation initiatives.

## HELIPORT DEVELOPMENT

To facilitate the development of cross-boundary helicopter services in Hong Kong, the Government has adopted the recommendation of the "Consultancy Study on Helicopter Traffic Demand and Heliport Development in Hong Kong" to expand the existing heliport at the rooftop of the Macau Ferry Terminal (MFT). As the expansion of the heliport at the MFT constitutes a Designated Project under the Environmental Impact Assessment (EIA) Ordinance, the Government has engaged consultants to conduct a comprehensive EIA study for this purpose. The study is scheduled for completion in end 2005.

Upon the approval of the EIA Report, the Government intends to grant the right to develop and operate the MFT heliport through a tenancy agreement (TA), which will be awarded through an open tender exercise. Under the proposed TA, the tenant will expand and operate the MFT heliport at his own cost. It is estimated that the expansion works of the MFT heliport will take about two years to complete.



港澳碼頭的跨境直升機場設有一個升降坪。  
*The cross-boundary heliport at the Macau Ferry Terminal has one helipad.*

由於本地觀光直升機航班甚受歡迎，在二零零四年年底試行期屆滿後，西九龍臨時直升機場營運者已接獲政府批准延長營運時間至晚上九時。年內，政府已就建議的上環區內直升機場完成初步技術可行性研究。政府亦將會檢討開放擬於會議展覽中心附近興建的政府飛行服務隊直升機場給商用直升機使用的可行性。

In view of the popularity of local tourism helicopter flights, the temporary West Kowloon Heliport extended its operating hours to 9 p.m. for night flying following a trial period by end December 2004. During the year, the Government had conducted a Technical Assessment Study on a site for the development of a domestic heliport at Sheung Wan. The Government will also look into the feasibility of making available the proposed Government Flying Service Heliport in the vicinity of the Hong Kong Convention and Exhibition Centre for commercial helicopter operations.


**附錄甲**

截至二零零五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(與二零零四年三月比較)

**APPENDIX A**

Changes in Destinations served by Scheduled Services to and from Hong Kong as at March 2005 (compared with March 2004)

**(a) 新增服務 Additions**

新地點	New Points	經營者	Operated By
1. 阿拉木圖	Almaty	以色列航空公司	El Al Israel Airlines
2. 巴塞隆那	Barcelona	盧森堡國際貨運航空公司	Cargolux Airlines International
3. 辛辛那提	Cincinnati	西北航空公司	Northwest Airlines
4. 大庸(張家界)	Dayong	中國南方航空公司	China Southern Airlines
5. 慕尼黑	Munich	國泰航空公司/漢莎貨運航空公司	Cathay Pacific Airways/Lufthansa Cargo AG
6. 烏達堡	Utapao	俄羅斯全祿航空公司	Transaero Airlines
7. 湛江	Zhanjiang	中國南方航空公司	China Southern Airlines

**(b) 刪減服務 Deletions**

刪除地點	Deleted Points	前經營者	Previously Operated By
1. 貝魯特	Beirut	盧森堡國際貨運航空公司	Cargolux Airlines International
2. 長春	Changchun	中國南方航空公司	China Southern Airlines
3. 清邁	Chiang Mai	泰國航空公司	Thai Airways International
4. 東密德蘭	East Midlands	國泰航空公司	Cathay Pacific Airways
5. 哥德堡	Gothenburg	北歐航空公司	Scandinavian Airlines Systems
6. 暹粒	Siem Reap	總統航空公司	President Airlines
7. 太原	Taiyuan	中國東方航空公司	China Eastern Airlines
8. 屯溪(黃山)	Tunxi	中國東方航空公司	China Eastern Airlines
9. 仰光	Yangon	緬甸國際航空公司	Myanmar Airways International
10. 煙台	Yantai	中國東方航空公司	China Eastern Airlines



## 附錄乙

民航處代表於二零零四年四月至二零零五年三月出席的國際民航組織會議

會議名稱	地點	日期
擴展安全審核會議	新加坡	二零零四年四月五日至七日
互助發展運作安全和持續適航計劃東南亞區航空安全小組第3次會議	泰國曼谷	二零零四年四月二十一日至二十三日
航空電訊網過渡專責工作小組第6次會議	印尼峇里	二零零四年四月二十六日至三十日
亞太區空域安全監察諮詢小組第1次會議	泰國曼谷	二零零四年四月二十六日至三十日
危險品安全監察研習會	泰國曼谷	二零零四年四月二十六日至三十日
航空保安專家組第16次會議	加拿大蒙特利爾	二零零四年五月十日至十四日
檢討航空導航不足專責小組第2次會議	泰國曼谷	二零零四年五月十三日至十四日
亞太區航空導航策劃及實施地區小組轄下未來發展方向專責小組第1次會議	泰國曼谷	二零零四年五月十三日至十四日
直升機場設計研究小組第1次會議	加拿大蒙特利爾	二零零四年五月十七日至二十一日
航空通訊專家組N工作組會議	加拿大蒙特利爾	二零零四年五月十九日至二十八日
東南亞航空交通管制協調小組第11次會議及東南亞未來航行系統，南中國海空中航線結構實施小組第1次會議	泰國曼谷	二零零四年五月二十四日至二十八日
互助發展運作安全和持續適航計劃東南亞區統籌委員會第5次會議	越南河內	二零零四年六月八日至九日
東南亞區互助航空保安計劃預備會議	越南河內	二零零四年六月十一日
亞太區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14次會議	泰國曼谷	二零零四年六月二十八日至七月二日
修訂仁川、那霸及東京飛行情報區之最低高度間隔實施專責小組特別統籌會議	泰國曼谷	二零零四年七月五日至七日
亞太區航空導航策劃及實施地區小組轄下通訊、導航、監視及氣象分組第8次會議	泰國曼谷	二零零四年七月十二日至十六日



會議名稱	地點	日期
亞太太平洋區航空交通量預測及經濟計劃專題討論會	泰國曼谷	二零零四年七月十九日至二十二日
實施雅加達／香港航道特別統籌會議	馬尼拉菲律賓	二零零四年八月十一日至十三日
亞太太平洋區航行規劃和實施小組第15次會議	泰國曼谷	二零零四年八月二十三日至二十七日
東南亞區互助航空保安計劃統籌委員會第1次會議	泰國曼谷	二零零四年八月三十日至三十一日
航空語言專題討論會	加拿大蒙特利爾	二零零四年九月一日至三日
二零零四年危險品專家組專責工作小組會議	亞聯酋阿布扎比	二零零四年九月三日至八日
航空交通服務航道網絡檢討專責小組第1次會議	泰國曼谷	二零零四年九月六日至十日
航空電訊網過渡專責工作小組第11次會議	泰國曼谷	二零零四年九月十三日至十七日
修訂最低高度間隔實施專責小組第22次會議	泰國曼谷	二零零四年九月二十日至二十四日
第35次國際民航組織大會	加拿大蒙特利爾	二零零四年九月二十八日至十月八日
亞太太平洋區空域安全監察諮詢小組第2次會議	泰國曼谷	二零零四年十月四日至八日
特別實施計劃研討會 — “鑒定及對不符合國際民航組織標準的備案”	中國北京	二零零四年十月十一日至十三日
廣播式自動相關監察專責工作小組第1次會議	新加坡	二零零四年十月十四日至十五日
修訂最低高度間隔實施專責小組第23次會議	泰國曼谷	二零零四年十月十八日至二十二日
噪音標準證明工作坊	加拿大蒙特利爾	二零零四年十月二十日至二十一日
亞太太平洋區民航局局長第四十一次會議	中國香港	二零零四年十一月一日至五日
航空交通管理安全管理研討會	中國北京	二零零四年十一月十五日至十九日
亞太太平洋區語言能力研討會	日本東京	二零零四年十二月八日至十日
互助發展運作安全和持續適航計劃東南亞區 航空安全小組第4次會議及與南亞區航空安全小組 聯合會議	泰國曼谷	二零零五年一月十日至十二日
機場及航道設施管理研習會	泰國曼谷	二零零五年一月十一日至十四日
國家航空安全監察協調員研討會和研習會	泰國曼谷	二零零五年一月十八日至十九日



會議名稱	地點	日期
航空交通服務航道網絡檢討專責小組第2次會議	泰國曼谷	二零零五年二月十四日至十八日
二零零七年世界無線電通訊會議之地區籌備小組會議，航空通訊專家組工作小組 — B及F會議及導航系統專家組及頻譜分組會議	泰國曼谷	二零零五年二月十七日至二十五日
亞太洋區航空導航策劃及實施地區小組轄下亞太飛行氣象情報管理小組第3次會議	泰國曼谷	二零零五年三月二日至四日
互助發展運作安全和持續適航計劃東南亞區統籌委員會第6次會議	柬埔寨暹粒	二零零五年三月八日至九日
「自動從屬監察 — 廣播」研究及實施專責小組第3次會議	泰國曼谷	二零零五年三月二十一日至二十五日
航空保安專家組第17次會議	加拿大蒙特利爾	二零零五年三月二十九日至四月一日



## Appendix B

ICAO Conferences and Meetings attended by Representatives from the Department between April 2004 and March 2005

Name of Conference or Meeting	Venue	Dates
Conference on Expanded Safety Audits	Singapore	April 5 - 7, 2004
3rd Meeting of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	April 21 - 23, 2004
6th Meeting of the Aeronautical Telecommunication Network Transition Task Force	Bali, Indonesia	April 26 - 30, 2004
1st Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	April 26 - 30, 2004
Dangerous Goods Safety Oversight Workshop	Bangkok, Thailand	April 26 - 30, 2004
16th Meeting of the Aviation Security Panel	Montreal, Canada	May 10 - 14, 2004
2nd Meeting of the Deficiency Review Task Force	Bangkok, Thailand	May 13 - 14, 2004
1st Meeting of Future Directions Task Force of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	May 13 - 14, 2004
1st Meeting of Heliport Design Study Group	Montreal, Canada	May 17 - 21, 2004
Aeronautical Communication Panel Working Group N Meeting	Montreal, Canada	May 19 - 28, 2004
11th Meeting of the Southeast Asia Air Traffic Services Coordination Group and 1st Meeting of the Future Air Navigation Systems Implementation Team, Southeast Asia for the South China Sea Route Structure	Bangkok, Thailand	May 24 - 28, 2004
5th Meeting of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia Steering Committee	Hanoi, Vietnam	June 8 - 9, 2004
Preparatory Meeting of the Cooperative Aviation Security Programme, Southeast Asia	Hanoi, Vietnam	June 11, 2004



Name of Conference or Meeting	Venue	Dates
14th 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 28 - July 2, 2004
Special Coordination Meeting on Reduced Vertical Separation Minima Implementation in the Incheon, Naha and Tokyo Flight Information Regions	Bangkok, Thailand	July 5 - 7, 2004
8th Meeting of the Communication, Navigation, Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 12 - 16, 2004
Regional Workshop on Traffic Forecasting and Economic Planning	Bangkok, Thailand	July 19 - 22, 2004
Special Coordination Meeting for Implementation of Direct Jakarta/Hong Kong Route	Manila, Philippines	August 11 - 13, 2004
15th Meeting of the Asia/Pacific Air Navigation Planning & Implementation Regional Group	Bangkok, Thailand	August 23 - 27, 2004
1st Steering Committee Meeting of the Cooperative Aviation Security Programme – Southeast Asia	Bangkok, Thailand	August 30 - 31, 2004
Aviation Language Symposium	Montreal, Canada	September 1 - 3, 2004
Dangerous Goods Panel Working Group Meeting 2004	Abu Dhabi, United Arab Emirates	September 3 - 8, 2004
1st Meeting of the Air Traffic Services Route Network Review Task Force	Bangkok, Thailand	September 6 - 10, 2004
11th Meeting of the Aeronautical Telecommunication Network Transition Task Force Working Group	Bangkok, Thailand	September 13 - 17, 2004
22nd Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	September 20 - 24, 2004
35th Session of the ICAO Assembly	Montreal, Canada	September 28 - October 8, 2004



Name of Conference or Meeting	Venue	Dates
2nd Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	October 4 - 8, 2004
Special Implementation Project Seminar on Identification and Filing of Difference to ICAO Standards	Beijing, China	October 11 - 13, 2004
1st Meeting of Automatic Dependent Surveillance – Broadcast Task Force Working Group	Singapore	October 14 - 15, 2004
23rd Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	October 18 - 22, 2004
Noise Certification Workshop	Montreal, Canada	October 20 - 21, 2004
41st Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Hong Kong, China	November 1 - 5, 2004
Air Traffic Management Safety Management Seminar	Beijing, China	November 15 - 19, 2004
Asia/Pacific Seminar on Language Proficiency	Tokyo, Japan	December 8 - 10, 2004
4th Meeting of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South East Asia Regional Aviation Safety Team and Joint Meeting with South Asia Regional Aviation Safety Team	Bangkok, Thailand	January 10 - 12, 2005
Regional Workshop on Airport and Route Facility Management	Bangkok, Thailand	January 11 - 14, 2005
Regional Seminar / Workshop for National Safety Oversight Coordinators	Bangkok, Thailand	January 18 - 19, 2005
2nd Meeting of the Air Traffic Services Route Network Review Task Force	Bangkok, Thailand	February 14 - 18, 2005
Regional Preparatory Group Meeting for World Radiocommunication Conference 2007, Aeronautical Communications Panel Working Group B and F and Spectrum Subgroup of the Navigation Systems Panel Meetings	Bangkok, Thailand	February 17 - 25, 2005



<b>Name of Conference or Meeting</b>	<b>Venue</b>	<b>Dates</b>
3rd Meeting of the Asia/Pacific Operational Meteorology Management Task Force of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	March 2 - 4, 2005
6th Meeting of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia Steering Committee	Siem Reap, Cambodia	March 8 - 9, 2005
3rd Meeting of Automatic Dependent Surveillance – Broadcast Study and Implementation Task Force	Bangkok, Thailand	March 21 - 25, 2005
17th Meeting of the Aviation Security Panel	Montreal, Canada	March 29 - April 1, 2005



## 附錄丙

民航處代表於二零零四年四月至二零零五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23次會議	中國北京	二零零四年四月十九日至二十三日
運輸工作小組轄下航空保安專家小組會議	泰國曼谷	二零零四年八月十四日至十五日
運輸工作小組第24次會議	泰國曼谷	二零零四年八月十六日至二十日
運輸工作小組轄下運輸保安專家組會議	泰國曼谷	二零零四年八月十七日至十八日
全球衛星導航系統實施小組第6次會議	泰國布吉	二零零四年十月二十五日至二十九日
全球衛星導航系統實施小組第7次會議	印尼峇里	二零零五年二月二十一日至二十五日
機場保安漏洞及應付對策研習會	中國北京	二零零五年二月二十三日
亞太經濟合作組織商貿保安第3次會議	南韓仁川	二零零五年二月二十五日至二十六日
航空保安專家組會議	紐西蘭女王城	二零零五年三月三日至五日

## Appendix C

APEC Conferences and Meetings attended by Representatives from the Department between April 2004 and March 2005

Name of Conference or Meeting	Venue	Dates
23rd Meeting of the Transportation Working Group	Beijing, China	April 19 - 23, 2004
Aviation Security Experts Sub-Group Meeting of the Transportation Working Group	Bangkok, Thailand	August 14 - 15, 2004
24th Meeting of the Transportation Working Group	Bangkok, Thailand	August 16 - 20, 2004
Transportation Security Experts Group Meeting of the Transportation Working Group	Bangkok, Thailand	August 17 - 18, 2004
6th Meeting of the Global Navigation Satellite Systems Implementation Team	Phuket, Thailand	October 25 - 29, 2004
7th Meeting of the Global Navigation Satellite Systems Implementation Team	Bali, Indonesia	February 21 - 25, 2005
Airport Vulnerabilities and Counter-Measures Workshop	Beijing, China	February 23, 2005
3rd Conference of Secure Trade in the APEC Region	Incheon, S Korea	February 25 - 26, 2005
Experts Group on Aviation Security Meeting	Queenstown, New Zealand	March 3 - 5, 2005