

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。

技術行政組則負責制訂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，同時也負責提供航空交通的統計數字、統籌部門的工程項目、研究直升機服務需求、促進直升機場的發展，並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 provides air traffic statistics, coordinates building projects for the Department, examines the demand for helicopter services and to facilitate the development of heliports. In addition, the Section monitors the allocation of runway slots and time-keeping performance of airlines.

航空服務

航空交通量增長

香港航空交通在二零零五 / 零六年錄得顯著增幅。香港國際機場的客運量比去年同期上升 8%，達 4 060 萬人次。來自中國內地、東南亞及台灣的旅客大幅增長，約佔總增幅的 68%。飛機起降量亦增加 11%，達 270 069 架次。

受惠於中國內地、東南亞及歐洲的強勁貨運增長，香港國際機場的貨運量持續增長 11% 至 347 萬公噸。

AIR SERVICES

Air Traffic Growth

Hong Kong experienced considerable increase in air traffic in 2005/06. The passenger traffic at HKIA grew by eight per cent over the same period last year. A total of 40.6 million passengers passed through the HKIA. The majority of the growth in passenger traffic was from Mainland China, South East Asia and Taiwan and accounting for 68 per cent of the total increase. Aircraft movements also rose by 11 per cent to a total of 270 069.

In 2005/06, air cargo throughput at HKIA continued to grow by 11 per cent to 3.47 million tonnes with the strongest growth in Mainland China, South East Asia and Europe.



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over the past year.



本地航空公司的服務

年內，國泰航空公司（國泰）接收新飛機並增加定期客運航班服務的班次，涉及的航點包括阿姆斯特丹、北京、法蘭克福、胡志明市、雅加達、約翰內斯堡、倫敦、洛杉磯、名古屋、珀斯、羅馬和首爾。二零零五年十月，國泰與中國國際航空公司經營往返北京的代號共享航班。貨運航班方面，國泰加強往返大阪和新加坡的服務，並在二零零五年十一月開辦往來亞特蘭大和達拉斯的貨運航班。二零零五年十二月，國泰接收全球首架 B747-400BCF 型（波音改裝貨機）。這架貨機由國泰一架客機改裝而成，在香港進行試飛，是首架在美國以外地方接受型號合格審定的波音飛機。在二零零五年，國泰錄得該公司按年計的最高客運量和貨運量。

截至二零零六年三月底，國泰提供往返香港的定期航班服務遍及 53 個目的地。年內，該公司的機隊數目由 88 架增加至 97 架，包括 26 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、24 架波音 B747-400 型和 16 架波音 B777 型客機，以及七架波音 B747-200 型和六架波音 B747-400 型貨機。

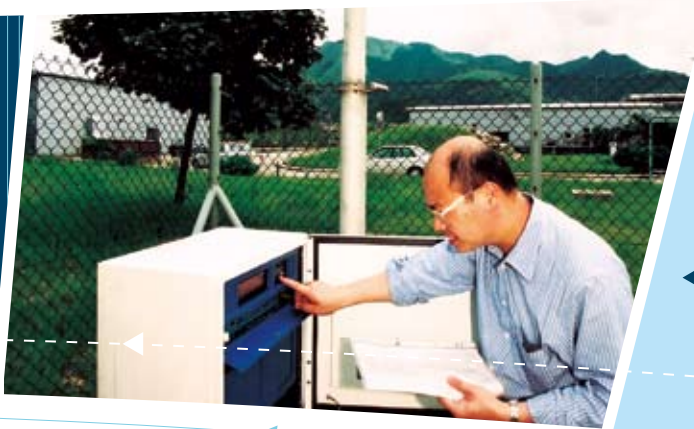
港龍航空有限公司（港龍）繼續擴大航空網絡。港龍在二零零五年七月夏季開辦往返烏魯木齊的定期客運航班服務。年內，港龍亦擴大與中國國際航空公司合辦的代碼共享網絡至杭州和武漢。貨運服務方面，港龍在二零零五年四月增辦往來紐約甘迺迪機場的跨太平洋定期貨運航班，但往返史丹斯特德的服務則在八月停辦。港龍在二零零五年錄得該公司按年計的新高客運量及貨運量。

Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) took delivery of new aircraft and increased the frequency of its scheduled passenger air services to Amsterdam, Beijing, Frankfurt, Ho Chi Minh City, Jakarta, Johannesburg, London, Los Angeles, Nagoya, Perth, Rome and Seoul. In October 2005, it commenced its codeshare services with Air China to Beijing. As regards freighter services, the airline strengthened its services to Osaka and Singapore and commenced services to Atlanta and Dallas in November 2005. In December 2005, CPA received the first B747-400BCF (Boeing Converted Freightler) in the world which was modified from a former passenger aircraft of the airline and flight-tested in Hong Kong. The aircraft was also the first to receive type certification by Boeing outside the USA. The airline recorded yearly high figures in passenger and air cargo carriage in 2005.

At the end of March 2006, the number of destinations served by CPA's scheduled services from Hong Kong was 53. The fleet of CPA increased from 88 to 97 aircraft during the year, comprising 26 Airbus A330-300s, 15 Airbus A340-300s, three Airbus A340-600s, 24 Boeing B747-400s, 16 Boeing B777s, seven Boeing B747-200 freighters and six Boeing B747-400 freighters.

The Hong Kong Dragon Airlines Limited (HDA) continued to expand its network. It launched scheduled passenger air services to Urumqi in July 2005 for the summer season. In the year, the airline extended its codeshare services with Air China to also cover Hangzhou and Wuhan. In respect of air cargo, the airline commenced its trans-Pacific scheduled all-cargo air services to New York's John F. Kennedy Airport in April 2005. However, the services to Stansted were suspended in August 2005. The airline also recorded yearly record high in number of passenger and air cargo shipment in 2005.



◀ 本部職員從飛機噪音監察站收集資料。
An officer collecting data from the aircraft noise monitoring terminal.

截至二零零六年三月底，港龍提供定期航班服務所遍及的目的地數目共有 34 個，包括 20 個國內城市。年內，該公司的機隊數目由 31 架增加至 35 架，計有 11 架空中巴士 A320-200 型、六架空中巴士 A321-200 型和 14 架空中巴士 A330-300 型客機，以及四架波音 B747 型貨機。

香港華民航空有限公司（華民）集中發展亞洲業務網絡。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）分別在二零零五年四月、七月、八月和十月開辦往來濟南、三亞 / 海口、桂林和昆明的定期客運航班服務，並繼續經營不定期航班服務。中富航空亦在同年七月把佬沃的包機服務改為定期航班服務。在二零零六年三月底，中富航空的機隊包括一架龐巴迪 CRJ-200 型和一架龐巴迪 CRJ-700 型飛機。

港聯航空有限公司以三架 Embraer 170 型飛機，分別在二零零五年九月、十月、十二月和二零零六年三月開辦往來廣州、杭州、寧波和南京的定期客運航班。然而，往返廣州的服務已在二零零六年三月停辦。

空中快線在二零零六年二月獲簽發航空運輸企業經營許可證後，以兩架西科斯基 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。

At the end of March 2006, HDA operated scheduled services to 34 destinations, including 20 cities in the Mainland. During the year, its fleet increased from 31 to 35, comprising 11 Airbus A320-200s, six Airbus A321-200s, 14 Airbus A330-300s and four Boeing B747 freighters.

AHK Air Hong Kong Limited (AHK) focused on developing its network in Asia. 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 Jinan, Sanya/Haikou, Guilin and Kunming in April, July, August and October 2005 respectively and continued to provide non-scheduled air services. The charter services to Laoag were also changed to scheduled services in July 2005. At the end of March 2006, CR Airways' fleet comprised one Bombardier CRJ-200 and one Bombardier CRJ-700 aircraft

Hong Kong Express Airways Limited commenced scheduled passenger services to Guangzhou, Hangzhou, Ningbo and Nanjing in September 2005, October 2005, December 2005 and March 2006 respectively using three Embraer 170 aircraft. However, the services to Guangzhou were suspended in March 2006.

Heli Express Limited obtained its Air Operator Certificate in February 2006 and operated two Sikorsky S76 helicopters for non-scheduled local passenger flights and aerial works and for passenger charters between Hong Kong and Macau.

本地航空公司繼續擴展其航空網絡。
Local airlines continue to expand their service networks.



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四架灣流 G200 型和一架灣流 G450 型飛機，經營來往亞洲多個目的地的客運包機服務。

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

有七家以香港以外地方為基地的航空公司開辦往返香港的定期客運航班服務：二零零五年四月，曼谷航空公司和廈門航空公司分別開辦往來蘇梅島與香港、福州與香港之間的服務；五月，四川航空增辦重慶與香港的服務；十一月，山東航空公司增辦往來煙台與香港之間的服務；十月，暹粒航空公司開辦暹粒與香港的航線；以及二零零六年三月，卡塔爾航空開辦往返多哈與香港的航班。九月，深圳航空公司開辦南寧與香港之間的服務，但這條航線在二零零六年三月停辦。貨運航班服務方面，上海航空股份有限公司在二零零五年六月提供往來上海與香港之間的服務。

年內，有三家航空公司停辦定期客運航班服務：惠旅航空和俄羅斯全祿航空公司在二零零五年十月停辦新加坡與香港及烏達堡、莫斯科與香港的服務；泰國天鷹航空則在二零零六年二月停辦曼谷與香港之間的服務。

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

Metrojet Limited expanded its fleet to four Gulfstream G200 and one Gulfstream G450 aircraft and operated passenger charter services to destinations in Asia.

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 Non-Hong Kong Carriers

Seven airlines based outside Hong Kong commenced scheduled passenger services: Both Bangkok Airways and Xiamen Airlines, between Samui and Hong Kong and between Fuzhou and Hong Kong, respectively, in April 2005; Sichuan Airlines between Chongqing and Hong Kong in May 2005; Shangdong Airlines between Yantai and Hong Kong in November 2005; Siem Reap Airways International between Phnom Penh and Hong Kong in October 2005; and Qatar Airways between Doha and Hong Kong in March 2006. Shenzhen Airlines commenced scheduled services between Nanning and Hong Kong in September 2005 but suspended the services in March 2006. As for all-cargo services, Shanghai Airlines commenced services between Shanghai and Hong Kong in June 2005.

In the year, three airlines suspended their scheduled passenger services. Both Valuair and Transaero Airlines, between Singapore and Hong Kong and between Moscow, Utapao and Hong Kong, respectively, in October 2005 and Thai Sky Airlines between Bangkok and Hong Kong in February 2006.



截至二零零六年三月底，提供定期航班服務往來香港的航空公司總數增加至 76 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 13 個，但停辦服務的目的地也有七個，目的地總數為 136 個。這些改變的詳情載於附錄甲。

年內，本處共簽發 170 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 2 122 宗更改定期航班服務的申請，以及簽發 1 593 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 725 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。往來香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。年內，本處批准 54 家航空公司的申請，向乘客收取燃油附加費，以收回部分由於油價上升的成本，每程 / 每張機票為 90 港元至 380 港元不等。貨物方面，本處也批准超過 60 家航空公司按照核准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 76 by the end of March 2006. As for the destinations served by scheduled services to and from Hong Kong, 13 new points were added while services to seven points were terminated. The total destinations served became 136. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 170 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 2 122 applications for changes to the schedules. A total of 1 593 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

TARIFFS

In the year, the Department processed 725 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong. 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. 54 airlines were approved to collect a passenger fuel surcharge ranging from HK\$90 to HK\$380 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（右四）九月率團到澳洲出席亞洲及太平洋區民航局局長會議，羅處長在會議期間與國際民航組織的Mr Lalit Sahah（中）及Mr Saukat Ali（左四）會面。

Director-General of Civil Aviation Mr Norman Lo (forth from right) and CAD delegation meet with Mr Lalit Sahah (middle) and Mr Shaukat Ali (forth from left) of ICAO at the Conference of Directors General of Civil Aviation, Asia and Pacific Regions in Australia in September.



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，亦在二零零五年五月開始，派員到中國常駐國際民航組織理事會代表處工作，以加強聯絡。

年內，本處與國際民航組織往來的函件共有 335 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 30 次不限以國家為單位參加的國際民航組織會議。以上 37 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 29 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兩次該組織的會議，詳情見附錄丙。

飛機噪音管理

本處繼續通過飛機噪音及航 監察系統，24 小時密切監察飛機噪音及飛行路線。該系統由 16 個安裝在香港國際機場升降航道附近的噪音監察器組成。本處利用飛機噪音及航 監察系統，編纂飛機噪音統計數據和調查飛機噪音投訴。

ACTIVITIES OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

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. An officer of the Department was also seconded to the Office of the Representative of China on the Council of ICAO with effect from May 2005 to strengthen liaison.

During the year, the Department exchanged 335 letters with ICAO. The majority of these letters 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 30 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of the above 37 meetings are provided in Appendix B.

ACTIVITIES OF ASIA PACIFIC ECONOMIC CO-OPERATION

The Department continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, the Department handled 29 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended two APEC meetings during the year and details of these meetings are given in Appendix C.

AIRCRAFT NOISE MANAGEMENT

The Department continued to monitor aircraft noise and flight tracks round the clock through the Aircraft Noise and Flight Track Monitoring System (ANFTMS). The systems consists of 16 fixed noise monitoring terminals installed in the vicinity of the landing and take-off flight paths of the HKIA. The ANFTMS enables the compilation of statistics on



◀ 本部參與在加拿大蒙特利爾舉行的羅馬公約（1952年）現代化特別小組第三次會議。

ASD participates in the 3rd Meeting of the ICAO Special Group on the Modernisation of Rome Convention of 1952 held in Montreal, Canada.

年內，本處購置了兩部噪音監察器材備用，以縮短維修時間。

本處繼續推行噪音消減措施，減低飛機的噪音滋擾。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在許可情況下須由機場西南面經海上降落。年內，87.8% 在這時段抵港的航機能夠依照這個要求降落。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亦須經西博寮海峽離港。年內有98.8% 在這時段向東北起飛的航機能夠實行這項措施。此外，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，能夠採用上述模式運作的航機達79.1%。

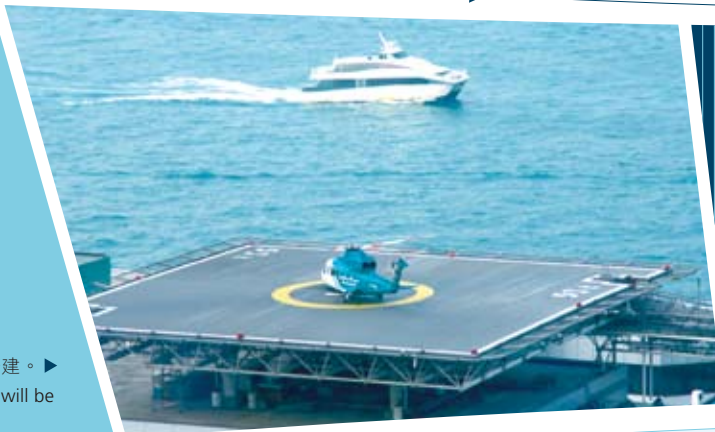
年內，本處共接獲445宗飛機噪音投訴，比上年度的332宗為多。本年度錄得較多投訴數字主要是因為區內經濟復蘇，帶動航空交通量顯著上升。本處人員以專業及持平的態度處理所有投訴，並向投訴人作出詳細的解釋。為了向公眾解釋本處有關飛機噪音的工作，加強與市民溝通，本處設有投訴熱線，供受飛機噪音影響的居民反映意見，並將量度所得的噪音數據和噪音消減措施的執行情況上載本處網頁。另外，本處亦不時與立法會議員及區議員舉行會議，闡釋本處所推行的消減噪音措施。

aircraft noise and investigation of aircraft noise complaints. In the year, two spare noise monitoring terminals were procured to reduce the maintenance time for noise monitoring terminals.

The Department continued to implement noise abatement measures to minimise as much as possible nuisance caused by aircraft noise. To minimise the noise impact of arriving aircraft on densely populated areas like Sha Tin, Tsuen Wan, Kwai Chung, Sham Tseng and Tsing Lung Tau, aircraft arriving between midnight and 7 a.m. were required to land from the southwest over water as far as possible. During the year, 87.8 per cent of arriving aircraft within this time period were able to comply with the requirement. In addition, 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. were required to depart via the West Lamma Channel. During the year, the noise mitigating measure achieved a compliance rate of 98.8 per cent. Another measure was to encourage aircraft on approach to the HKIA from the northeast between 11 p.m. and 7 a.m. 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 would help reduce aircraft noise impact on areas such as Sai Kung, Tseung Kwan O and Ma On Shan. During the year, 79.1 per cent of arrivals between 11 p.m. and 7 a.m. from the northeast were able to adopt these procedures.

During the year, 445 aircraft noise complaints were received, more than the figure of 332 complaints last year. The high complaint figure was mainly due to a remarkable increase in air traffic as a result of the region's economic recovery. All the complaints received were investigated thoroughly and impartially, and the complainants were given detailed explanations. In order to introduce the Department's 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 mitigating measures in the Department's website. In addition, meetings with members of the Legislative Council and District Councils were held to explain the noise mitigating initiatives.

港澳碼頭的跨境直升機場正計劃擴建。▶
The cross-boundary heliport at MFT will be expanded.



直升機場的發展

為促進香港跨境直升機服務的發展，政府正計劃擴建港澳碼頭現有的跨境直升機場。擴建計劃的詳細環境影響評估報告已於二零零六年二月獲得環保署核准通過。在二零零六至零七年度，政府將會進行公開招標，批出發展及營運該擴建直升機場的合約，預計擴建工程於二零零八年完成。為滿足跨境直升機服務的長遠需求，本處繼續在啟德規劃檢討的範疇下，研究在東南九龍郵輪碼頭的建議選址附近，發展跨境直升機場的可行性。

由於境內直升機服務需求的下降，西九龍直升機場已於二零零五年十二月三十一日後停止運作。本地直升機營運者認為擬建的上環永久區內直升機場的選址離開商業中心區，建議把會議展覽中心附近的擬建政府直升機坪開放予商業直升機使用，該建議於二零零六 / 零七年度將進行技術可行性研究。

HELIPORT DEVELOPMENT

To facilitate the development of cross-boundary helicopter services in Hong Kong, the Department planned to expand the existing cross-boundary heliport at the Macau Ferry Terminal (MFT). The detailed Environmental Impact Assessment Report for the MFT heliport expansion project was approved by the Environmental Protection Department in February 2006. In 2006/07, the Government will conduct an open tendering exercise for the development and operation of the expanded MFT heliport. The expansion work for the MFT heliport was estimated to be completed in 2008. To meet the demand for cross-boundary helicopter services in the long term, the Department will continue to explore the feasibility of developing another cross-boundary heliport near the proposed cruise terminal in South East Kowloon under the current Kai Tak Planning Review.

Due to the drop in demand for domestic helicopter services, the West Kowloon Heliport had ceased its operation after December 31, 2005. Domestic helicopter operators considered that the potential site for the development of a permanent domestic heliport at Sheung Wan did not lie within the central business district. A suggestion was made to share use the proposed government helipad at the Hong Kong Convention and Exhibition Centre (HKCEC). A technical feasibility study will be conducted to look into this proposal.



◀ 民航事務主任就民用航空運輸談判向有關當局提供資料。
Operations Officers provide information to relevant authorities for air services negotiations.

附錄甲

截至二零零六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（與二零零五年三月比較）

APPENDIX A

Changes in Destinations Served by Scheduled Services to and from Hong Kong as at March 2006 (compared with March 2005)

(a) 新增服務 Additions

新地點	New Points	經營者	Operated By
1. 雅典	Athens	英國航空公司	British Airways
2. 阿特蘭大	Atlanta	聯合航空公司	United Airlines
3. 長春	Changchun	中國南方航空公司	China Southern Airlines
4. 蘇梅島	Koh Samui	曼谷航空公司	Bangkok Airways
5. 拉合爾	Lahore	漢莎貨運航空公司 / 國泰航空公司	Lufthansa Cargo AG / Cathay Pacific Airways
6. 佬沃	Laoag	中富航空	CR Airways
7. 邁阿密	Miami	波拉航空貨運公司	Polar Air Cargo
8. 波爾圖	Porto	英國航空公司	British Airways
9. 暹粒	Siem Reap	暹粒國際航空公司	Siem Reap Airlines International
10. 德黑蘭	Tehran	盧森堡國際貨運航空公司	Cargolux Airlines International
11. 托萊多	Toledo	Kalitta Air	Kalitta Air
12. 屯溪（黃山）	Tunxi	中國東方航空公司	China Eastern Airlines
13. 煙台	Yantai	山東航空公司	Shandong Airlines

(b) 刪減服務 Deletions

刪除地點	Deleted Points	前經營者	Previously Operated By
1. 辛辛那提	Cincinnati	西北航空公司	Northwest Airlines
2. 大庸（張家界）	Dayong	中國南方航空公司	China Southern Airlines
3. 喀比	Krabi	泰國東方航空	Orient Thai Airlines
4. 莫斯科	Moscow	俄羅斯全祿航空公司	Transaero Airlines
多莫傑多沃	Domodedovo		
5. 塞班	Saipan	大陸密克羅尼西亞航空公司	Continental Micronesia
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



附錄乙

民航處代表於二零零五年四月至二零零六年三月出席的國際民航組織會議

會議名稱	地點	日期
亞太太平洋地區航行規劃和實施小組轄下航空電訊網過渡專責小組第七次會議	中國上海	二零零五年四月十八日至二十二日
第五次孟加拉灣未來航空導航系統實施小組、第二次東南亞未來航空導航系統實施小組及第一次航空交通流量管理專責小組聯合會議	泰國曼谷	二零零五年四月十八日至二十二日
航空交通服務航網網絡檢討專責小組第三次會議及東南亞航空交通管制協調小組第12次會議	泰國曼谷	二零零五年五月二日至六日
航空保安訓練中心主管會議	加拿大蒙特利爾	二零零五年五月二日至六日
全球 星導航系統研討會及導航系統專家組及分組會議	泰國曼谷	二零零五年五月十日至十八日
流動航空通訊數據鏈研究專責小組會議	泰國曼谷	二零零五年五月十九日至二十日
亞太太平洋地區航空運輸自由化專題研討會	中國上海	二零零五年五月二十五日至二十七日
新一代大型飛機運作要求研討會	泰國曼谷	二零零五年六月六日至八日
安全管理專題研討會	泰國曼谷	二零零五年六月八日至十日
互助航空保安計劃主導委員會第二次會議	泰國曼谷	二零零五年六月十三日至十五日
互助發展運作安全和持續適航計劃東南亞區主導委員會特別會議	泰國曼谷	二零零五年六月十五日
亞太太平洋地區簡化手續專題研討會	中國香港	二零零五年六月二十一日至二十四日
修訂最低高度間隔實施專責小組第26次會議	日本東京	二零零五年七月四日至八日
亞太太平洋地區航行規劃和實施小組轄下通訊、導航、監視及氣象分組第九次會議	泰國曼谷	二零零五年七月十一日至十五日
航空醫學和人員執照的頒發專題研討會	泰國曼谷	二零零五年七月十八日至二十一日
亞太太平洋地區航行規劃和實施小組轄下航空交通服務、航空情報服務和搜尋與援救分組第15次會議	泰國曼谷	二零零五年七月二十五日至二十九日



會議名稱	地點	日期
亞太太平洋地區航行規劃和實施小組第16次會議	泰國曼谷	二零零五年八月二十二日至二十六日
運作安全審核和威脅與錯誤管理第三次會議	馬來西亞吉隆坡	二零零五年九月十三日至十四日
運行數據鏈專家組第一次會議	加拿大蒙特利爾	二零零五年九月十二日至二十三日
亞太太平洋地區民航局局長第42次會議	澳洲黃金海岸	二零零五年九月二十六日至三十日
廣播式自動相關監察系統研究及實施專責小組第四次會議及專題研討會	斐濟納	二零零五年十月二十四日至二十八日
危險品的航空安全運輸專家組第20次會議	加拿大蒙特利爾	二零零五年十月二十四日至十一月四日
亞太太平洋地區空域安全監察諮詢小組第四次會議	泰國曼谷	二零零五年十月二十五日至二十八日
航空電信專家組N工作組會議	加拿大蒙特利爾	二零零五年十一月七日至十日
亞太太平洋地區減少野生動物風險研討會	泰國曼谷	二零零六年一月九日至十二日
航空電訊網專題研討會	泰國清邁	二零零六年一月二十三日至二十六日
亞太太平洋地區飛行氣象與航空交通管理協調研討會	泰國曼谷	二零零六年二月八日至十日
亞太太平洋地區航行規劃和實施小組轄下飛行氣象情報管理小組第四次會議	泰國曼谷	二零零六年二月十三日至十六日
1952年羅馬公約現代化特別小組第三次會議	加拿大蒙特利爾	二零零六年二月十三日至十七日
互助發展運作安全和持續適航計劃東南亞區主導委員會第七次會議	中國香港	二零零六年二月十四日至十五日
修訂最低高度間隔實施專責小組第27次會議	泰國曼谷	二零零六年二月二十七日至三月一日
所需導航性能實施專責小組第一次會議	新加坡	二零零六年三月十三日至十五日
航空情報概念模式及航空情報交換模式管理研討會	泰國曼谷	二零零六年三月二十日至二十一日
全球航空安全戰略的民航局長會議	加拿大蒙特利爾	二零零六年三月二十日至二十二日
航空情報服務實施專責小組第一次會議	泰國曼谷	二零零六年三月二十二日至二十四日
全球航行規劃和實施小組諮詢小組第五次會議	加拿大蒙特利爾	二零零六年三月二十三日至二十四日
航空電信專家組工作小組N分組N1會議	瑞典馬爾默	二零零六年三月二十七日至三十一日


APPENDIX B

ICAO Conferences and Meetings Attended by Representatives from the Department between April 2005 and March 2006

Name of Conference or Meeting	Venue	Dates
7th Meeting of Aeronautical Telecommunication Network Transition Task Force of Asia/Pacific Air Navigation Planning and Implementation Regional Group	Shanghai, China	April 18 – 22, 2005
Combined Meetings of 5th Future Air Navigation System Implementation Team - Bay of Bengal, 2nd Future Air Navigation System Implementation Team - SE Asia, and 1st Meeting of Air Traffic Flow Management Task Force	Bangkok, Thailand	April 18 – 22, 2005
3rd Meeting of the Air Traffic Services Route Network Review Task Force and 12th Meeting of the South East Asia Air Traffic Services Coordination Group	Bangkok, Thailand	May 2 – 6, 2005
Meeting of Directors of Aviation Security Training Centres	Montreal, Canada	May 2 – 6, 2005
Global Navigation Satellite System Seminar and Navigation System Panel - Working Group Meeting	Bangkok, Thailand	May 10 – 18, 2005
Aeronautical Mobile Service Communications Data Link Study Task Force Meeting	Bangkok, Thailand	May 19 – 20, 2005
Symposium on Liberalisation of Air Transport in Asia/Pacific	Shanghai, China	May 25 – 27, 2005
Regional Seminar on Requirements for the Operation of the New Larger Aircraft	Bangkok, Thailand	June 6 – 8, 2005
Safety Management Seminar	Bangkok, Thailand	June 8 – 10, 2005
Cooperative Aviation Security Programme – 2nd Steering Committee Meeting	Bangkok, Thailand	June 13 – 14, 2005
Extraordinary Steering Committee Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - SE Asia	Bangkok, Thailand	June 15, 2005



Name of Conference or Meeting	Venue	Dates
Asia Pacific Regional Seminar on Facilitation	Hong Kong, China	June 21 – 24, 2005
26th Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Tokyo, Japan	July 4 – 8, 2005
9th Meeting of the Communications/Navigation/Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 11 – 15, 2005
Regional Seminar on Aviation Medicine and Personnel Licensing	Bangkok, Thailand	July 18 – 21, 2005
15th 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	July 25 – 29, 2005
16th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	August 22 – 26, 2005
Third Line Operations Safety Audit and Threat and Error Management Conference	Kuala Lumpur, Malaysia	September 13 – 14, 2005
1st Meeting of the Operational Data Link Panel	Montreal, Canada	September 12 – 23, 2005
42nd Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Gold Coast, Australia	September 26 – 30, 2005
4th Meeting of Automatic Dependent Surveillance-Broadcast Study and Implementation Task Force and Seminar	Nadi, Fiji	October 24 – 28, 2005
20th Meeting of the Dangerous Goods Panel	Montreal, Canada	October 24 - November 4, 2005
4th Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	October 25 – 28, 2005
Aeronautical Communications Panel Working Group N 5th Aeronautical Telecommunication Network Internet Communications Subgroup Meeting	Montreal, Canada	November 7 – 10, 2005



Name of Conference or Meeting	Venue	Dates
Regional Seminar on Wildlife Hazard Reduction	Bangkok, Thailand	January 9 – 12, 2006
Aeronautical Telecommunication Network Seminar	Chiang Mai, Thailand	January 23 – 26, 2006
Meteorology/Air Traffic Management Coordination Seminar Asia/Pacific Region	Bangkok, Thailand	February 8 – 10, 2006
4th Meeting of Operational Meteorology Management Task Force of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	February 13 – 16, 2006
3rd Meeting of the Special Group on the Modernisation of the Rome Convention of 1952	Montreal, Canada	February 13 – 17, 2006
7th Steering Committee Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - SE Asia	Hong Kong, China	February 14 – 15, 2006
27th Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	February 27 – March 1, 2006
1st Meeting of the Required Navigation Performance Implementation Task Force	Singapore	March 13 – 15, 2006
Aeronautical Information Conceptual Model and Aeronautical Information Exchange Model Management Seminar	Bangkok, Thailand	March 20 – 21, 2006
Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety	Montreal, Canada	March 20 – 22, 2006
1st Meeting of Aeronautical Information Services Implementation Task Force	Bangkok, Thailand	March 22 – 24, 2006
5th Meeting of the ALL Planning and Implementation Regional Groups / Advisory Group	Montreal, Canada	March 23 – 24, 2006
Aeronautical Communication Panel Working Group N Sub-Group N1 Meeting	Malmö, Sweden	March 27 – 31, 2006



附錄丙

民航處代表於二零零五年四月至二零零六年三月出席的亞太經濟合作組織會議

會議名稱	地點	日期
全球 星導航系統實施小組第八次會議	南韓首爾	二零零五年十月三十一日至十一月四日
亞太經濟合作組織商貿保安第四次會議	越南河內	二零零六年二月二十四日至二十五日

APPENDIX C

APEC Conferences and Meetings attended by Representatives from the Department between April 2005 and March 2006

Name of Conference or Meeting	Venue	Dates
8th Meeting of the Global Navigation Satellite Systems Implementation Team	Seoul, South Korea	October 31 – November 4, 2005
4th Conference of Secure Trade in the APEC Region	Hanoi, Viet Nam	February 24 – 25, 2006