

# 航班事務

## AIR SERVICES

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



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航班事務組負責監察航空公司是否遵守規管定期航班服務的民用航空運輸安排及監管不定期航班服務。該組並為運輸及房屋局提供資料，在民用航空運輸談判時參考，以及供空運牌照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，特別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航空事務和活動。

The Air Services Section monitors compliance by airlines with the air services arrangements which govern scheduled air services and regulates non-scheduled air services. It provides information to the Transport and Housing 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.



航班事務組負責監察航空公司是否遵守民用航空運輸安排。

The Air Services Section monitors compliance by airlines with the air services arrangements.

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，並調航班時間、分配飛機起降時段及監察航空公司航班起降的正點率。

## 航空服務

### 航空交通量

環球金融風暴及經濟不明朗因素對航空交通需求造成不利的影響。自二零零八年八月開始，航空需求持續減少。因此，航空交通在二零零八/零九年度錄得負增長。香港國際機場的客量比去年同期減少2.3%，達4 630萬人次。貨運需求顯著減縮至340萬公噸，減幅達10%。當中以出口貨運往歐洲、台灣及東南亞的減縮最為顯著。

飛機升降量亦減少1.1%，達296 183架次。

### 本地航空公司的服務

年內，國泰航空公司(國泰)調整運力，包括減少來往北美洲的客運航班班次，和以較大型客機運作部分來往歐洲的航班。該公司亦透過增加定期航班服務的班次，加強往返印度及澳洲的服務。國泰在二零零八年十二月停辦往返慕尼黑和邁亞美的定期貨運航班，但在二零零九年三月開辦往返休斯敦和邁亞美的定期貨運航班。

截至二零零九年三月底，國泰提供往返香港的定期航班服務遍及58個目的地。年內，該公司的機隊數目由115架增至125架，包括32架空中巴士A330-300型、15架空中巴士A340-300型、23架波音B747-400型、28架波音B777型客機(其中包括11架波音B777-300ER型長途客機)，以及三架波音B747-200型、24架波音B747-400型貨機。

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 the local community. It also provides air traffic statistics, coordinates building projects for the Department, assesses the demand for helicopter services and facilitates the development of heliports. In addition, the Section coordinates airlines' schedules, allocates runway slots and monitor time-keeping performance of airlines.

## AIR SERVICES

### Air Traffic

As a result of the global financial crisis and economic uncertainties, air traffic suffered a negative growth this year. There has been a decline in air traffic in both passenger and cargo traffic since August 2008 and the yearly air traffic at Hong Kong International Airport dropped in 2008/09. The passenger throughput dropped slightly by 2.3 per cent year-on-year. A total of 46.3 million passengers were handled.

The drop in freight demand was even more noticeable. The air cargo throughput was reduced by 10 per cent to 3.4 million tonnes. The reduction was mainly caused by a significant decrease of exports to Europe, Taiwan and South East Asia.

Aircraft movements also dropped by 1.1 per cent to a total of 296 183.

### Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) adjusted its capacity by reducing the frequency of scheduled passenger services to North America and using bigger aircraft for some of its European flights. CPA also enhanced its regional services to India and Australia by increasing the frequency of services. During the year, CPA suspended its scheduled all-cargo services to Munich in December 2008 but commenced scheduled all-cargo services to Houston and Miami in March 2009.

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Local carriers had made adjustments to the scheduled services.  
本地航空公司調整了定期航班服務。

港龍航空公司(港龍)先後在二零零八年七月、十月及十二月開辦往返班加羅爾、河內和馬尼拉的定期客運航班。然而，該公司在與其母公司國泰整合運作後，逐漸停辦定期貨運航班服務。

截至二零零九年三月底，港龍定期航班服務遍及30個目的地，包括18個內地城市。年內，該公司在刪減貨機隊後，機隊數目為30架，計有10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。

香港華民航空有限公司(華民)集中發展亞洲業務。截至二零零九年三月底，華民以八架空中巴士A300-600GF型貨機，經營往返亞洲11個目的地的定期航班服務。

At the end of March 2009, CPA operated scheduled services to 58 destinations. The fleet of CPA increased from 115 to 125 aircraft during the year, comprising 32 Airbus A330-300s, 15 Airbus A340-300s, 23 Boeing B747-400s, 28 Boeing B777s (including 11 long-haul Boeing 777-300ERs), three Boeing B747-200 freighters and 24 Boeing 747-400 freighters.

The Hong Kong Dragon Airlines Limited (HDA) launched scheduled passenger services to Bangalore, Hanoi and Manila in July, October and December 2008 respectively. However, the airline gradually suspended all its scheduled freighter services after reorganising its operations with CPA, its parent company.

At the end of March 2009, HDA operated scheduled services to 30 destinations, including 18 cities in the Mainland with a fleet of 30 passenger aircraft, comprising 10 Airbus A320-200s, six Airbus A321-200s, 14 Airbus A330-300s after disposing all of its freighter aircraft.

AHK Air Hong Kong Limited (AHK) focused on developing its services in Asia. By the end of the year, AHK operated scheduled services to 11 destinations in Asia with eight Airbus A300-600GF freighters.

Hong Kong Airlines Limited (CRK) disposed some of its aircraft and suspended services to Fuzhou, Hangzhou, Hefei, Ho Chi Minh City, Nanning, Qingdao and Tianjin during the year. At the end of March 2009, CRK operated scheduled passenger services to six destinations with two Boeing B737-800 aircraft.

Hong Kong Express Airways Limited (HKE) continued to develop regional scheduled passenger services and commenced services to Okinawa in April; Beijing and Shanghai in June; Denpasar, Manila, Harbin and Sapporo in September 2008, and to Sanya and Nanning in January 2009. However, it suspended services to Xi'an in May 2008; Chengdu in July 2008; and Kuala Lumpur in March 2009. At the end of March 2009, HKE operated scheduled services to 13 destinations with five Boeing B737-800 aircraft.

Oasis Hong Kong Airlines Limited (OHK) ceased operation in April 2008 due to commercial reasons.

Metrojet Limited expanded its fleet to five Gulfstream G200, one Gulfstream G450 and one Gulfstream G550 aircraft and operated non-scheduled passenger services to destinations in Asia.

年內，香港航空有限公司(香港航空)刪減部分飛機，並先後停飛往返福州、杭州、合肥、胡志明市、南寧、青島和天津的定期客運航班服務。截至二零零九年三月底，香港航空的機隊包括兩架波音B737-800型飛機，經營往返六個目的地的定期航班服務。

香港快運航空有限公司(香港快運)繼續擴展區內的定期客運航班服務。該公司先後在二零零八年四月開辦往返沖繩、六月開辦往返北京和上海、和九月開辦往返登巴薩、馬尼拉、哈爾濱和札幌的定期客運航班。其後在二零零九年一月開辦往返三亞和南寧的定期客運航班服務。然而，該公司亦先後在二零零八年五月停辦往返西安、七月停辦往返成都、和二零零九年三月停辦往返吉隆坡的定期客運航班。截至二零零九年三月底，香港快運的機隊包括五架波音B737-800型飛機，定期航班服務遍及13個目的地。

基於商業原因，甘泉香港航空有限公司於二零零八年四月停止運作。

香港商用飛機有限公司的機隊於年內增加至五架灣流G200型、一架灣流G450型和一架灣流G550型飛機，該公司主要經營來往亞洲多個目的地的客運包機服務。空中快線直升機有限公司(前身為港聯直升機(香港)有限公司)以兩架西科斯基S76型直升機，提供來往香港與澳門之間的客運包機服務，以及在本地提供客運包機服務。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型及四架Aerospatiale SA315B型直升機，在本地提供客運包機及進行空中作業服務。

### 非本地航空公司的服務

二零零八年四月，捷特航空開辦孟買、德里與香港之間的定期客運航班服務；亞洲航空公司和泰國亞洲航空公司先後在二零零八年五月及十月開辦吉隆坡與香港之間及曼谷與香港之間的服務。定期貨運航班服務方面，上海貨運航空公司於二零零八年五月替代上海航空公司接辦往返上海與香港之間的定期貨運航班服務；九月，東海航空開辦深圳、成都與香港的貨運航班服務；二零零九年三月銀河國際貨運航空公司開辦往返天津與香港航線。

Heli Express Limited changed its name to Sky Shuttle Helicopters Limited and continued to operate non-scheduled services between Hong Kong and Macau and local flights for passenger charters with two Sikorsky S76 helicopters.

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

### Services by Non-Hong Kong Carriers

Jet Airways started scheduled passenger services between Mumbai, Delhi and Hong Kong in April 2008. Air Asia and its associate, Thai Air Asia, commenced scheduled passenger services between Kuala Lumpur and Hong Kong in May 2008 and between Bangkok and Hong Kong in October 2008 respectively. For scheduled all-cargo services, Shanghai Airlines Cargo took over the all-cargo operations between Shanghai and Hong Kong from Shanghai Airlines in May 2008. In September, Donghai Airlines launched its services between Shenzhen, Chengdu and Hong Kong. Grandstar Cargo International Airlines also launched its scheduled all-cargo services on the route Tianjin - Hong Kong in March 2009.

In the year, nine airlines suspended their scheduled services to and from Hong Kong. They are: Sichuan Airlines in May 2008; Continental Micronesia in July 2008; Siem Reap Airways International in August 2008; Shandong Airlines, Gemini Air Cargo and Thai Global Airlines in October 2008; Yangtze River Express Airlines and Alitalia in January 2009; and East Star Airlines in February 2009. Moreover, El Al Israel Airlines, Mandarin Airlines and Orient Thai Airlines suspended their scheduled all-cargo services to and from Hong Kong during the year but maintained their scheduled passenger services.

By the end of March 2009, the number of scheduled airlines serving Hong Kong decreased from 85 to 82 when compared with the same period in 2008. The total number of destinations served by scheduled services to and from Hong Kong remained at around 150. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 131 operating permits to airlines for operation of scheduled services to Hong Kong and

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年內，有九家航空公司停辦往返香港的定期航班服務，計有：四川航空公司(二零零八年五月)；大陸密克羅尼西亞航空公司(二零零八年七月)；暹粒國際航空公司(二零零八年八月)；山東航空公司、吉米尼航空貨運公司和Thai Global Airlines(二零零八年十月)；揚子江快運航空公司和意大利航空公司(二零零九年一月)；和東星航空公司(二零零九年二月)。此外，以色列航空公司、華信航空公司和泰國東方航空公司先後停辦往返香港之間的貨運航班服務，但仍然維持定期客運航班服務。

截至二零零九年三月底，提供定期往來香港航班服務的航空公司，總數由2008年同期的85家減少至82家。往來香港定期航班服務的目的地總數，則維持約150個。有關目的地的變動詳見附錄甲。

年內，本處合共簽發131張經營許可證予航空公司，以供營辦往來香港的定期航班服務，並處理共1 978宗更改定期航班服務的申請，以及簽發1 533張經營不定期來往香港航班服務的許可證。

## 運價

年內，本處共處理了1 291宗涉及修訂來往香港客運和貨運定期航班服務的運價申請。客運票價雖有輕微調整，但大致保持穩定。

年內，本處批准航空公司繼續收取客運和貨運燃油附加費，以彌補部分因油價波動而增加的營運成本，並於本處的網頁內公佈所批准的燃油附加費。

## 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區域航行服務所定的職責和遵行《基本

processes 1 978 applications for changes to the schedules. A total of 1 533 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

## TARIFFS

In the year, the Department processed 1 291 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong. Notwithstanding some minor adjustments, the passenger fares remained steady over the period.



民航處共處理了1 291宗涉及修訂來往香港客運和貨運定期航班服務的運價申請。  
The Department processed 1 291 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong.

surcharges to partially recover the increase in operational costs due to fluctuation in aviation fuel prices. The approved fuel surcharges were published in the Department's website.

## 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. During the year, representatives of the Department attended six ICAO meetings which were limited to States as part of the delegation of the People's Republic of

法》的規定，本處繼續積極參與國際民航組織的活動。年內，本處代表以中華人民共和國代表團成員的身分，出席六次只限國家參加的國際民航組織會議，並以「中國香港」的名義，參加30次非以國家為單位的國際民航組織會議。以上36次會議的詳情見附錄乙。本處亦與國際民航組織往來的函件共有333份，主要是就民航技術事宜提供意見及資料。

為了加強與國際民航組織的聯繫，本處自二零零五年五月開始借調一名人員到中國常駐國際民航組織理事會代表處工作。



處長羅崇文率領民航處代表團，在馬來西亞吉隆坡舉行的第四十五屆亞太地區民航局局長議上，與國際民航組織理事會主席Mr Roberto Kobeh Gonzalez (中)及馬來西亞民航局局長Mr Dato' Azharuddin Abdul Rahman (左三)會面。

DG Norman Lo, led the CAD delegation to meet with Mr Roberto Kobeh Gonzalez (middle), President of the ICAO Council; and Mr Dato' Azharuddin Abdul Rahman, Director General of Civil Aviation Malaysia (third from the left), in the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions in Kuala Lumpur, Malaysia.

### 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，本處代表參加了二次該組織的會議，詳情見附錄丙。本處亦合共因應24項亞太經濟合作組織的要求，提供有關民航技術事宜的意見及資料。

China, and 30 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of the above 36 meetings are provided in Appendix B. The Department also exchanged 333 letters with ICAO. The majority of these letters involved comments and information on technical matters related to civil aviation.

To strengthen the liaison with ICAO, an arrangement has been made since May 2005 for an officer of the Department to be seconded to the Office of the Representative of China on the Council of ICAO.

### 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, representatives of the Department attended two APEC meetings and details of these meetings are given in Appendix C. The Department also handled 24 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.

### AIRCRAFT NOISE MANAGEMENT

The Department has been mindful of the aircraft noise impact on residents living under or in the vicinity of the flight paths, and has continued its effort to alleviate the impact by means of a series of noise mitigating measures.

In order to minimise aircraft noise impact of arriving aircraft on densely populated areas such as Shatin, Tsuen Wan, Kwai Chung, Tsing Yi and Ma Wan, aircraft arriving at HKIA between midnight and 7 a.m. are required to land from the southwest over water, subject to acceptable operational and safety considerations. During the year, 88.4 per cent of arriving aircraft during this time period were able to comply with this requirement. In addition, in order to minimise the noise impact caused by departing aircraft on Kowloon and the northern Hong Kong Island, aircraft taking-off to the northeast between 11 p.m. and 7 a.m. are required to depart via the West Lamma Channel, subject to acceptable operational and safety considerations. During the year, this mitigating measure achieved a high compliance rate of 98.9 per cent.



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### 飛機噪音管理

本處一向十分關注飛機噪音對航道下及附近居民的影響。為此，本處致力執行一系列飛機噪音消減措施，以減少飛機噪音的影響。

為盡量減少抵港航機噪音對沙田、荃灣、葵涌、青衣和馬灣等人口稠密地區的影響，午夜十二時至早上七時期間抵港的航機，在符合飛行運作及安全的情況下，須由香港國際機場西南面經海上降落。年內，有88.4%在這段時間抵港的航機能夠實行這項措施。此外，為減少離港航機噪音對九龍和港島北等地區的影響，晚上十一時至早上七時向東北起飛的航機，在符合飛行運作及安全的情況下，須經西博寮海峽離港。年內，有高達98.9%在這段時間離港的航機，能夠實行這項措施。

Furthermore, aircraft arriving at the HKIA from the northeast between 11 p.m. and 7 a.m. are encouraged to adopt the Continuous Descent Approach (CDA) procedures. Under the procedures, aircraft would fly at higher altitudes and in a lower power and lower drag configuration during the initial stage of the approach. The CDA would reduce the noise impact on areas such as Sai Kung, Tseung Kwan O and Ma On Shan. During the year, 78.3 per cent of the arriving flights concerned were able to adopt the CDA procedures.

These noise mitigating measures and the noise impact in the vicinity of the flight paths are closely monitored with the aid of a computer-based Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprised 16 noise monitoring terminals installed near various landing and take off flight paths of the HKIA.



民航處人員正在收集飛機噪音數據。  
An officer collecting aircraft noise data.

此外，本處鼓勵在晚上十一時至早上七時期間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，有78.3%在這段時間由東北方降落的航機，能夠採用上述降落模式運作。

本處繼續利用一套飛機噪音及航跡監察電腦系統，密切監察上述飛機噪音消減措施的執行情況及航道附近的噪音影響。該監察系統由16個設於香港國際機場各條升降航道附近的噪音監察器所組成。

為了可直接向公眾介紹本處有關飛機噪音的工作，和促進雙方的了解，本處設有飛機噪音投訴熱線，與受影響的居民保持溝通。同時，本處也有把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，供市民參閱。在有需要時，本處職員會出席討論飛機噪音問題的會議，向有關居民團體講解本處為減少飛機噪音所作出的努力。

年內，本處共接獲378宗飛機噪音投訴。本處以持平的態度處理所有投訴，並向投訴人詳細交代調查的結果。

## 航班協調

航班協調員的職責是根據國際航空運輸協會全球航班協調指南，以中立、高透明度及不偏袒的方式，分配航班時刻予所有在機場營運的本地及外地航空公司，務求有效率地運用機場有限的資源。本處過去任命國泰航空公司，出任香港國際機場的航班協調員。鑑於近年香港的航空業迅速發展，本處聯同本地航空業界對此安排作出檢討。根據檢討結果，本處於二零零八年四月成立了香港機場航班協調辦公室，並於二零零八年七月六日開始，在國泰航空公司任命完畢時，接任香港國際機場的航班協調員。國泰航空公司亦於本處接任後提供為期一年的過渡協助。

In order to introduce our work on aircraft noise issues to the public and to facilitate mutual understanding, the Department continued to communicate with residents affected by aircraft noise through a complaint hotline, and disseminate noise data and mitigating measures in the Department's website. When necessary, staff of the Department would also attend meetings with concerned resident groups to explain the Department's aircraft noise mitigation efforts.

During the year, the Department received 378 complaints against aircraft noise. All the complaints were investigated impartially, and the complainants were replied with detailed explanations.

## SCHEDULE COORDINATION

To comply with the International Air Transport Association (IATA) Worldwide Scheduling Guidelines (WSG) and to ensure the efficient utilisation of scarce airport resources, Schedule Coordinators aim at allocating arrival and departure slots at an airport, to all local and overseas aircraft operators, in a neutral, transparent and non-discriminatory manner. The Department previously appointed Cathay Pacific Airways Limited (CPA) as the Schedule Coordinator for the Hong Kong International Airport (HKIA). In view of the rapid development of the aviation industry in Hong Kong, a review on the appointment was conducted in conjunction with the local aviation community. In accordance with the conclusion of the review, the Department established the Hong Kong Schedule Coordination Office (HKSCO) in April 2008 and took over the role of Schedule Coordinator for the HKIA on July 6, 2008 when the appointment of CPA expired, with back up support from the airline for one year after the take-over.

During the year, the HKSCO continued to adopt a neutral, transparent and non-discriminatory schedule coordination mechanism in accordance with the IATA WSG. In the future, the HKSCO will remain committed to maintaining and enhancing the transparency of the schedule coordination process.

# 航班事務 AIR SERVICES



民航處於二零零八年七月六日開始接任香港國際機場的航班協調員角色。

*The Department took over the role of Schedule Coordinator for the HKIA on July 6.*

年內，香港機場航班協調辦公室繼續根據國際航空運輸協會全球航班協調指南，採用公平、公開和公正的協調機制。展望未來，香港機場航班協調辦公室會致力維持及增加協調程序的透明度。

## 直升機場的發展

為促進香港跨境直升機服務的發展，本處通過公開招標，落實擴建港澳碼頭現有跨境直升機場的計劃。為期18年的直升機場發展及營運合約，已於二零零七年一月批予空中快線直升機有限公司。合約於二零零七年七月一日開展。第一期工程範圍包括興建新升降坪及其支援設施，工程已於二零零九年三月完成。第二期工程範圍包括更換舊有升降坪及建造升降坪連接道面。全部工程預期於二零零九年下半年內完成後，直升機場的容量將會增加80%，每年可以處理約55 200架次的直升機升降。為了跨境直升機服務的長遠發展，政府於啟德發展區已預留土地，以供發展另一跨境直升機場之用。

本地商業直升機服務方面，會議展覽中心附近的擬建政府直升機坪，將開放予本地商業直升機使用。該政府直升機坪的建造工程預期於二零零九年年底前開展。

## HELIPORT DEVELOPMENT

To facilitate the development of cross-boundary helicopter services in Hong Kong, the Department has been taking forward the project to expand the existing cross-boundary heliport at the Hong Kong - Macao Ferry Terminal through an open tender exercise. The tender was awarded to the Sky Shuttle Helicopters Limited in January 2007, and an 18-year Lease for the development and operation of the heliport commenced on July 1, 2007. The construction of a new helipad and its supporting facilities was completed in the Phase 1 Work in March 2009. The Phase 2 Work, which includes the replacement of the old helipad and the provision of helipad connecting links, is scheduled for completion within the second half of 2009. By that time, the capacity of the heliport would be increased by 80 per cent, accommodating about 55 200 helicopter movements every year. For the long-term development of cross-boundary helicopter services, land provision has been made within the Kai Tak Development Area for another cross-boundary heliport.

Regarding the domestic commercial helicopter services, the construction of the government helipad near the Hong Kong Convention and Exhibition Centre, which would be share-used by domestic commercial helicopter operations, is anticipated to commence by the end of 2009.

## 附錄甲

截至二零零九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（與二零零八年三月比較）

### (甲) 新增航點

新航點	New Points	經營者	Operated By
1. 班加羅爾	Bangalore	港龍航空公司	Hong Kong Dragon Airlines
2. 達沃	Davao	宿霧太平洋航空公司	Cebu Pacific Air
3. 迪克斯堡	Fort Dix	聯邦快遞	Federal Express
4. 哈特福德	Hartford	聯合航空公司	United Airlines
5. 休斯敦	Houston	聯合航空公司	United Airlines
6. 小松	Komatsu	盧森堡國際貨運航空公司	Cargolux Airlines International
7. 拉合爾	Lahore	巴基斯坦航空公司	Pakistan International Airlines
8. 邁亞美	Miami	國泰航空公司	Cathay Pacific Airways
9. 沖繩	Okinawa	香港快運航空公司	Hong Kong Express Airways
10. 西雅圖	Seattle	西北航空公司	Northwest Airlines
11. 深圳	Shenzhen	東海航空	Donghai Airlines
12. 維也納	Vienna	盧森堡國際貨運航空公司	Cargolux Airlines International

## APPENDIX A

Changes in Destinations Served by Scheduled Services to and from Hong Kong as at March 2009 (compared with March 2008)

### (a) Additions

### (乙) 刪減航點

刪除航點	Deleted Points	前經營者	Previously Operated By
1. 阿斯塔納	Astana	漢莎貨運航空公司	Lufthansa Cargo AG
2. 貝魯特	Beirut	盧森堡國際貨運航空公司	Cargolux Airlines International
3. 清邁	Chiang Mai	香港快運航空公司	Hong Kong Express Airways
4. 關島	Guam	大陸密克羅尼西亞航空公司	Continental Micronesia
5. 新山	Johor Bahru	金鵬航空公司	Transmile Air Services
6. 加爾各答	Kolkata	漢莎貨運航空公司	Lufthansa Cargo AG
7. 新西伯利亞	Novosibirsk	Aeroflot Cargo Airlines	Aeroflot Cargo Airlines
8. 里佛塞德	Riverside	金鵬航空公司	Transmile Air Services
9. 仙台	Sendai	港龍航空公司	Hong Kong Dragon Airlines
10. 暹粒	Siem Reap	暹粒國際航空公司	Siem Reap Airways International
11. 仰光	Yangon	香港快運航空公司	Hong Kong Express Airways
12. 煙台	Yantai	山東航空公司	Shandong Airlines

### (b) Deletions

# 航班事務

## AIR SERVICES

### 附錄乙

民航處代表於二零零八年四月至二零零九年三月出席的國際民航組織會議

會議名稱	地點	日期
基於性能導航專責小組第二次會議	泰國曼谷	二零零八年四月一日至三日
廣播式自動相關監察系統研究及實施專責小組第七次會議及專題研討會	中國成都	二零零八年四月七日至十一日
縮小垂直間隔標準實施專責小組第33次會議	中國杭州	二零零八年四月九日至十一日
亞太地區航行規劃和實施小組轄下的航空電訊網實施協調小組保安工作小組第一次會議	泰國曼谷	二零零八年四月二十一日至二十三日
法律委員會第33屆會議	加拿大蒙特利爾	二零零八年四月二十一日至五月二日
機艙安全專題研討會	泰國曼谷	二零零八年四月二十二日至二十四日
互助發展運作安全和持續適航計劃北亞區主導委員會第八次會議	中國北京	二零零八年四月二十三日至二十五日
亞太地區航行規劃和實施小組轄下的航空電訊網實施協調小組第三次會議	斐濟納迪	二零零八年五月五日至九日
第八次東南亞未來航空導航系統實施小組、第15次東南亞航空交通管制協調小組聯合會議	泰國曼谷	二零零八年五月二十日至二十三日
航空保安專家組第19次會議	加拿大蒙特利爾	二零零八年五月二十六日至三十日
認可維修機構和空運經營人實施安全管理系統專題研討會	泰國曼谷	二零零八年六月三日至四日
所需導航性能東南亞區實施專責小組第三次會議	泰國曼谷	二零零八年六月四日至六日
東南亞區航空安全小組 - 維修第一次會議	泰國曼谷	二零零八年六月五日
航空情報服務實施專責小組第三次會議	泰國曼谷	二零零八年六月二十日至二十二日
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18次會議	泰國曼谷	二零零八年六月二十三日至二十七日
國際民航組織普遍安全監督審計計劃的準備、實施和報告亞太地區研討會	中國香港	二零零八年七月十四日至十六日
基於性能導航專責小組第三次會議	泰國曼谷	二零零八年七月十四日至十七日
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12次會議	泰國曼谷	二零零八年七月二十一日至二十五日
亞太太平洋地區航行規劃和實施小組第19次會議	泰國曼谷	二零零八年九月一日至五日

會議名稱	地點	日期
機場和空中航行服務經濟會議和專題討論會	加拿大蒙特利爾	二零零八年九月十日至十九日
航空電訊網實施協調小組工作組第四次會議暨保安工作小組第二次會議	泰國曼谷	二零零八年九月二十二日至二十六日
亞太地區航空交通流量管理專題討論會	日本福岡	二零零八年十月七日至九日
2008年事故調查和預防專業會議	加拿大蒙特利爾	二零零八年十月十三日至十八日
西太平洋及南中國海縮小垂直間隔標準詳審工作小組第五次會議	泰國曼谷	二零零八年十月十四日至十七日
機場緊急事故計劃及演練專題討論會	新加坡	二零零八年十月二十日至二十二日
國際搜尋與援救專題討論會	中國香港	二零零八年十月二十八日至三十日
亞太區實施數據鏈飛行情報服務專題討論會	泰國曼谷	二零零八年十一月五日至七日
所需導航性能東南亞區實施專責小組第四次會議	新加坡	二零零八年十一月五日至七日
東南亞區航空安全小組第九次會議	泰國曼谷	二零零八年十一月十九日至二十一日
亞太地區民航局局長第45次會議	馬來西亞吉隆坡	二零零八年十一月二十四日至二十八日
縮小垂直間隔標準實施專責小組第34次會議	中國北京	二零零八年十二月一日至三日
航空情報服務自動化 / 電子地形與障礙物數據專題討論會 / 航空情報服務-航空情報管理實施專責小組第四次會議	日本東京	二零零九年二月二十三日至二十七日
基於性能導航專題討論會及基於性能導航專責小組第四次會議	日本大阪	二零零九年三月二日至六日
亞太地區飛行計劃與航空交通服務訊息實施專責小組第一次會議	泰國曼谷	二零零九年三月十七日至二十日
國際民航組織航空法律會議	韓國首爾	二零零九年三月三十日至四月二日
航空保安專家組第20次會議	加拿大蒙特利爾	二零零九年三月三十日至四月三日

## 附錄丙

民航處代表於二零零八年四月至二零零九年三月出席的亞太經濟合作組織會議

會議名稱	地點	日期
亞太經濟合作組織管制飛機排放物措施第二次專題討論會	馬來西亞吉隆坡	二零零八年四月三日至四日
運輸工作小組第30次會議	菲律賓馬尼拉	二零零八年四月十四日至十八日

# 航班事務

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### Appendix B

ICAO Conferences and Meetings Attended by Representatives from the Department between April 2008 and March 2009

Name of Conference or Meeting	Venue	Dates
2nd Meeting of the Performance Based Navigation Task Force	Bangkok, Thailand	April 1 - 3, 2008
7th Meeting of Automatic Dependent Surveillance-Broadcast Study and Implementation Task Force and Seminar	Chengdu, China	April 7 - 11, 2008
33rd Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Hangzhou, China	April 9 - 11, 2008
1st Meeting of Security Sub-Working Group of Aeronautical Telecommunication Network Implementation Coordination Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	April 21 - 23, 2008
33rd Session of the Legal Committee	Montréal, Canada	April 21 - May 2, 2008
Cabin Safety Seminar	Bangkok, Thailand	April 22 - 24, 2008
8th Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - North Asia Project Steering Committee	Beijing, China	April 23 - 25, 2008
3rd Meeting of Aeronautical Telecommunication Network Implementation Coordination Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Nadi, Fiji Islands	May 5 - 9, 2008
Combined Meetings of 8th Future Air Navigation System Implementation Team - South-East Asia and 15th Meeting of the South-East Asia Air Traffic Services Coordination Group	Bangkok, Thailand	May 20 - 23, 2008
19th Meeting of Aviation Security Panel	Montréal, Canada	May 26 - 30, 2008
Approved Maintenance Organisation and Air Operator Maintenance Organisation Safety Management System Implementation Seminar	Bangkok, Thailand	June 3 - 4, 2008
3rd Meeting of the Required Navigation Performance Implementation Task Force for South-East Asia	Bangkok, Thailand	June 4 - 6, 2008
1st Meeting of South-East Asia Regional Safety Team - Maintenance	Bangkok, Thailand	June 5, 2008
3rd Meeting of the Aeronautical Information Services Implementation Task Force	Bangkok, Thailand	June 20 - 22, 2008
18th 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 23 - 27, 2008
Regional Seminar on the Preparation, Conduct and Reporting of an ICAO Safety Oversight Audit	Hong Kong, China	July 14 - 16, 2008
3rd Meeting of the Performance Based Navigation Task Force	Bangkok, Thailand	July 14 - 17, 2008
12th Meeting of the Communications/Navigation/ Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 21 - 25, 2008
19th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	September 1 - 5, 2008

Name of Conference or Meeting	Venue	Dates
Conference on the Economics of Airports and Air Navigation Services with a preceding Symposium	Montréal, Canada	September 10 - 19, 2008
4th Working Group Meeting and 2nd Meeting of Security Sub-Working Group of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Bangkok, Thailand	September 22 - 26, 2008
Asia/Pacific Air Traffic Flow Management Seminar	Fukuoka, Japan	October 7 - 9, 2008
Accident Investigation and Prevention Divisional Meeting 2008	Montréal, Canada	October 13 - 18, 2008
5th Meeting of the Western Pacific / South China Sea Reduced Vertical Separation Minima Scrutiny Working Group	Bangkok, Thailand	October 14 - 17, 2008
Seminar on Aerodrome Emergency Planning / Exercises	Singapore	October 20 - 22, 2008
International Search and Rescue Seminar	Hong Kong, China	October 28 - 30, 2008
Seminar on the Implementation of Data-link Flight Information Service in the Asia and Pacific Regions	Bangkok, Thailand	November 5 - 7, 2008
4th Meeting of the Required Navigation Performance Implementation Task Force for South-East Asia	Singapore	November 5 - 7, 2008
9th Meeting of South-East Asia Regional Safety Team	Bangkok, Thailand	November 19 - 21, 2008
45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Kuala Lumpur, Malaysia	November 24 - 28, 2008
34th Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Beijing, China	December 1 - 3, 2008
Aeronautical Information Services Automation / electronic Terrain and Obstacles Data Seminar and 4th Meeting of Aeronautical Information Services / Aeronautical Information Management Implementation Task Force	Tokyo, Japan	February 23 - 27, 2009
Performance Based Navigation Seminar and Fourth Meeting of the Performance Based Navigation Task Force	Osaka, Japan	March 2 - 6, 2009
First Meeting of Asia / Pacific Flight Plan and Air Traffic Service Message Implementation Task Force	Bangkok, Thailand	March 17 - 20, 2009
ICAO Legal Conference	Seoul, Republic of Korea	March 30 - April 2, 2009
20th Meeting of Aviation Security Panel	Montréal, Canada	March 30 - April 3, 2009

## Appendix C

APEC Conferences and Meetings attended by Representatives from the Department between April 2008 and March 2009

Name of Conference or Meeting	Venue	Dates
2nd APEC Seminar on Measures to Manage Aviation Emission	Kuala Lumpur, Malaysia	April 3 - 4, 2008
30th Transportation Working Group Meeting	Manila, Philippines	April 14 - 18, 2008