



航班事務 Air Services

航班事務部由航班事務組和技術行政組這兩個分組組成。

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



航班事務 Air Services

航班事務組負責監察航空公司有否遵守規管定期航班服務的民用航空運輸安排，以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，另外又為空運牌照局提供資料，以助牌照局考慮本地航空公司提出的空運牌照申請。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(亞太經合組織)商討航空事務和活動。

技術行政組則負責制訂和實施噪音消減措施，並監察來往香港國際機場航機的飛行路線，以減低飛機噪音對社區的影響。該組亦負責提供航空交通統計數字，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，協調航班時間，分配飛機升降時段和監察航空公司航班升降的正點率。

航空服務

航空交通量增長

由於環球經濟持續改善，加上內地和本港經濟表現強勁，二零一零至一一年度香港的航空載運量及飛機升降量均刷新歷年紀錄。

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 Cooperation (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 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 monitors time-keeping performance of airlines.

AIR SERVICES

Air Traffic Growth

With the continual improvement in the global financial situation as well as the strong economic performance of the Mainland and the local industry, Hong Kong had enjoyed a record-breaking year in 2010-11 in traffic throughput and aircraft movements.



二零一零至一一年度香港的航空載運量及飛機升降量均刷新歷年紀錄。
Hong Kong enjoyed a record-breaking year in 2010-11 in traffic throughput and in aircraft movements.

載運量方面，客運量按年上升10%至5 030萬人次，貨運量則按年上升17%至420萬公噸。飛機升降量亦增加13%至316 349架次。

截至二零一一年三月底，提供定期往來香港航班服務的航空公司，總數為99家，服務的城市/機場總數維持約150個。航點城市/機場的變動詳見附錄甲。

本地航空公司的服務

年內，國泰航空公司(國泰)先後在二零一零年七月和十月，開辦香港往返莫斯科和東京(羽田)的定期客運航班。截至二零一一年三月底，國泰營辦往返香港的定期航班服務遍及全球60個目的地。

國泰繼續接收新的長途客機和貨機，但亦同時停用部分較舊飛機。該公司機隊的飛機數目由126架稍增至127架，包括32架空中巴士A330-300型、15架空中巴士A340-300型、21架波音B747-400型、36架波音B777型客機(其中包括16架波音B777-300ER型長途客機)，以及23架波音B747-400型貨機。

Traffic throughput reached 50.3 million passengers and 4.2 million tonnes of cargo, representing a year-on-year growth of 10% and 17% respectively. Aircraft movements also reached 316 349 movements, with a growth rate of 13%.

By the end of March 2011, the number of scheduled airlines serving Hong Kong was 99. The total number of cities/airports served by scheduled services to and from Hong Kong remained at around 150. Details of the changes in these cities/airports are given in Appendix A.

Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) launched new scheduled passenger services to Moscow and Tokyo (Haneda) in July and October 2010 respectively. By the end of March 2011, CPA operated scheduled services to 60 destinations worldwide.

CPA continued to take delivery of long haul passenger aircraft and freighters but at the same time retired some of its older aircraft. The fleet of CPA slightly increased from 126 to 127 aircraft, comprising 32 Airbus A330-300s, 15 Airbus A340-300s, 21 Boeing B747-400s, 36 Boeing B777s (including 16 long-haul Boeing B777-300ERs) and 23 Boeing B747-400 freighters.

截至二零一一年三月底，99家航空公司提供定期往來香港的航班服務，服務的城市/機場總數維持約150個。

By the end of March 2011, the number of scheduled airlines serving Hong Kong was 99. The total number of cities/airports served by scheduled services to and from Hong Kong remained at around 150.



航班事務 Air Services



航班事務部負責處理涉及修訂來往香港客運和貨運定期航班服務的運價申請。
ASD processes tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong.

港龍航空公司(港龍)於二零一零年五月開辦往返沖繩的定期客運航班，並於同年九月、十月和十二月先後恢復往返上海(虹橋)、福岡和仙台的定期客運航班。截至二零一一年三月底，港龍定期航班服務遍及30個目的地，包括15個內地城市。該公司機隊的飛機數目為31架，計有11架空中巴士A320-200型、6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)繼續經營亞洲區貨運航班服務。截至二零一一年三月底，華民以八架空中巴士A300-600型貨機和兩架租用的波音B727型貨機，經營往返亞洲11個目的地的定期航班服務。

香港航空有限公司(香港航空)繼續擴展區內服務，開辦定期客運航班往返東京(成田)、北京、曼谷、莫斯科、上海(虹橋和浦東)、登巴薩、新加坡和長沙，但亦先後停辦往返昆明、海口和杭州的航線。貨運服務方面，香港航空開辦往返曼谷、鄭州、河內、上海(浦東)、新加坡、天津和廈門的航線。截至二零一一年三月底，香港航空的機隊包括三架波音B737-800型客機、五架空中巴士A330-200型客機、兩架空中巴士A330型貨機和兩架波音B737型貨機，經營往返17個目的地的定期航班服務。

The Hong Kong Dragon Airlines Limited (HDA) commenced scheduled passenger services to Okinawa in May 2010 and reinstated its services to Shanghai (Hongqiao), Fukuoka and Sendai in September, October and December 2010 respectively. By the end of March 2011, HDA operated scheduled services to 30 destinations, including 15 cities in the Mainland with a fleet of 31 passenger aircraft, comprising 11 Airbus A320-200s, 6 Airbus A321-200s and 14 Airbus A330-300s.

AHK Air Hong Kong Limited (AHK) continued to operate its all-cargo services in Asia. By the end of March 2011, AHK operated scheduled services to 11 destinations in Asia with eight Airbus A300-600 freighters and two leased B727 freighters.

Hong Kong Airlines Limited (CRK) continued to expand its regional services. CRK launched scheduled passenger services to Tokyo (Narita), Beijing, Bangkok, Moscow, Shanghai (Hongqiao and Pudong), Denpasar, Singapore and Changsha while suspended services to Kunming, Haikou and Hangzhou. For all-cargo services, CRK commenced services to Bangkok, Zhengzhou, Hanoi, Shanghai (Pudong), Singapore, Tianjin and Xiamen. By the end of March 2011, CRK operated scheduled services to 17 destinations with three Boeing B737-800s, five Airbus A330-200s, two A330 freighters and two B737 freighters.



本部協調航班時間，分配飛機升降時段和監察航空公司航班升降的正點率。

The Division coordinates airlines' schedules, allocates runway slots and monitors time-keeping performance of airlines.

香港快運航空有限公司(香港快運)繼續重組區內定期客運航班服務，年內開辦往返大阪的航線，但停辦往返上海(浦東)和登巴薩的航線。截至二零一一年三月底，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11個目的地。

Hong Kong Express Airways Limited (HKE) continued to restructure its regional scheduled passenger services and commenced services to Osaka but suspended services to Shanghai (Pudong) and Denpasar. By the end of March 2011, HKE operated scheduled services to 11 destinations with five Boeing B737-800s.

香港商用飛機有限公司以四架灣流G200型、一架灣流G450型、一架灣流GIV型、一架波音737 BBJ型和一架龐巴迪CL605型飛機，經營來往亞洲多個目的地的不定期客運航班。

Metrojet Limited operated four Gulfstream G200s, one Gulfstream G450, one Gulfstream GIV, one Boeing 737 BBJ and one Bombardier CL605 for non-scheduled passenger services to destinations in Asia.

空中快線直升機有限公司以兩架阿古斯塔威斯特蘭AW139型直升機，提供來往香港與澳門之間的不定期客運服務。

Sky Shuttle Helicopters Limited continued to operate non-scheduled passenger services between Hong Kong and Macao with two AgustaWestland AW139 helicopters.

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和空中作業服務。

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

TAG Aviation Asia Limited以一架龐巴迪CL605型和兩架龐巴迪BD700型飛機，經營區內不定期客運服務。

TAG Aviation Asia Limited operated one Bombardier CL605 and two Bombardier BD700s for regional non-scheduled passenger services.

航班事務 Air Services

非本地航空公司的服務

定期客運服務方面，大陸密克羅尼西亞航空公司於二零一零年四月恢復開辦往來關島與香港的航班服務。該公司與美國大陸航空公司合併後，美國大陸航空公司於同年十二月接管其服務。俄羅斯全祿航空公司於二零一零年七月恢復開辦往來莫斯科與香港的航班，但於同年十二月停辦。春秋航空公司於二零一零年九月及十二月，先後開辦往返上海(浦東)與香港及往返石家莊與香港的航班服務。濟州航空公司於二零一零年十月，開辦往返仁川與香港的航班服務。吉祥航空公司於二零一零年十二月，開辦往返上海(浦東)與香港的航班服務。印尼亞洲航空公司於二零一一年一月開辦往返棉蘭與香港的航班服務。菲律賓東南亞航空公司於二零一一年三月開辦往返克拉克與香港的航班服務。二零一一年一月，曼達拉航空公司停辦定期客運服務。

定期貨運航班服務方面，阿提哈德航空公司於二零一零年十月，開辦往返阿布扎比與香港的貨運服務。

年內，本處合共簽發143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，並處理約4 400宗更改定期航班服務的申請，以及簽發1 167張經營來往香港包機服務的許可證。

航班事務組負責檢討民航法例和提出修訂建議。

Air Services Section reviews and proposes changes to civil aviation legislation.

Services by Non-Hong Kong Carriers

For scheduled passenger services, Continental Micronesia resumed its services between Guam and Hong Kong in April 2010 but its services were taken over by Continental Air Lines in December 2010 after the two airlines had merged; Transaero Airlines resumed its services between Moscow and Hong Kong in July 2010 and suspended services in December 2010; Spring Airlines commenced its services between Shanghai (Pudong) and Hong Kong in September 2010, and between Shijiazhuang and Hong Kong in December 2010; Jeju Air commenced services between Incheon and Hong Kong in October 2010; Juneyao Airlines launched its services between Shanghai (Pudong) and Hong Kong in December 2010; Indonesia Air Asia commenced services between Medan and Hong Kong in January 2011 and Southeast Asian Airlines between Clark and Hong Kong in March 2011. Mandala Airlines suspended its services in January 2011.

For scheduled all-cargo services, Etihad Airways commenced services between Abu Dhabi and Hong Kong in October 2010.

During the year, the Department issued 143 operating permits to airlines for operation of scheduled services to Hong Kong and processed around 4 400 applications for changes to the schedules. A total of 1 167 permits were also issued for the operation of charter services to and from Hong Kong.



運價

年內，本處共處理1 022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(不包括燃油附加費的申請)。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。客運燃油附加費每月審批一次。年內，本處共處理1 259宗燃油附加費的申請，並在本處網站公布核准的燃油附加費。

國際民航組織的活動

為遵行《基本法》的規定，保持香港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程序所定職責，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身分，出席四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次並非以國家為單位的國際民航組織會議。以上34次會議的詳情見附錄乙。此外，本處與國際民航組織往來的函件共有326份，主要就民航技術事宜提供意見及資料。

為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。

TARIFFS

During the year, the Department processed 1 022 tariff filings (filings concerning fuel surcharges not included) 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. Airlines were allowed to continue levying passenger and cargo fuel surcharges to partially recover the increase in operational costs due to fluctuations in aviation fuel prices. The passenger fuel surcharges were reviewed on a monthly basis. In the year, the Department processed 1 259 filings on adjustment of fuel surcharges. 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 in accordance with the provisions of the Basic Law, and to facilitate the discharge of its responsibilities under the regional air navigation procedures of ICAO, the Department continued to participate actively in the activities of ICAO. During the year, representatives of the Department attended four 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 these 34 meetings are provided in Appendix B. The Department also exchanged 326 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.

航班協調辦公室分配機場航班升降時段予所有本地及外地航空公司。
HKSCO allocates arrival and departure slots at HKIA to all local and overseas aircraft operators. legislation.





本處人員收集飛機噪音數據。
CAD officer collects aircraft noise data.



本處繼續監察跨境直升機服務設施的長遠發展。
The Division continues to monitor the long-term development of facilities for cross-boundary helicopter services.

亞太經濟合作組織的活動

本處繼續以「中國香港」的名義，支持亞太經濟組織的民航活動和措施。年內，本處因應亞太經合組織的26項要求，提供民航技術事宜的意見及資料。

飛機噪音管理

本處繼續致力執行一系列噪音消減措施，以減低飛機進出香港國際機場時噪音對航道下和附近居民的影響。

為減低飛機噪音對沙田、荃灣、葵涌、青衣等人口稠密地區居民的滋擾，在符合風向和安全的情況下，由午夜十二時至早上七時飛抵香港國際機場的航機，須從機場西南面經海上降落。另外，為減低飛機噪音對九龍及港島北地區的影響，在符合運作要求和安全的情況下，由晚上十一時至早上七時向東北起飛的航機，須經西博寮海峽離港。本處亦根據顧問研究結果，檢討上述離場程序，以減低飛機噪音對馬灣地區的影響。

此外，情況許可的話，本處鼓勵在晚上十一時至早上七時從東北進場飛越將軍澳、西貢和馬鞍山的航機，採用持續降落模式運作。採用這種降落模式的航機會由較高的高度開始下降，並在開始進場時使用較低動力和產生較少阻力的狀況飛行，以減少途經這些地區時所產生的噪音。

ACTIVITIES OF ASIA PACIFIC ECONOMIC COOPERATION

The Department continued to support aviation related activities and initiatives of APEC using the name "Hong Kong, China". During the year, the Department handled 26 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.

AIRCRAFT NOISE MANAGEMENT

The Department continued its effort to minimise the impact of aircraft noise on residents under and in the vicinity of the flight paths to and from the Hong Kong International Airport (HKIA) through a series of noise mitigating measures.

To avoid causing noise disturbance to residents in the highly populated areas such as Sha Tin, Tsuen Wan, Kwai Chung and Tsing Yi, aircraft arriving at the HKIA between midnight and 7 a.m. were required to land from the southwest over water, subject to acceptable wind direction and safety consideration. To keep areas in Kowloon and the northern Hong Kong Island away from the noise impact, aircraft taking off to the northeast between 11 p.m. and 7 a.m. were required to depart via the West Lamma Channel, subject to acceptable operational and safety considerations. This procedure was also reviewed in the light of the findings of a consultancy study with a view to minimising the noise impact on Ma Wan.

Furthermore, aircraft which overflew Tseung Kwan O, Sai Kung and Ma On Shan on approach to the HKIA from the northeast between 11 p.m. and 7 a.m. were encouraged to adopt the Continuous Descent Approach (CDA) procedures wherever practicable. Aircraft on CDA procedures would fly at higher altitudes and in a lower power and lower drag configuration during the commencement of the approach which as a result, would help reduce aircraft noise impact in these areas.

本處繼續利用飛機噪音及航迹監察電腦系統，監察飛機進出香港國際機場時航道附近地區的噪音情況。該系統由16個室外噪音監察站和一台電腦組成。系統把雷達記錄的飛行航迹資料，與噪音監察站記錄的飛機噪音數據相互比較。而本處會定期檢討和更新室外噪音監察站的數目及位置。本處利用該系統監察消減噪音措施的實施情況，以及調查飛機噪音投訴。年內，本處接獲和調查的飛機噪音投訴有370宗。

航班協調

香港機場航班協調辦公室自二零零八年成立以來，根據《國際航空運輸協會全球航班協調指南》，採用中立、公開、公平的協調機制，務求善用機場的有限資源。

年內，航班協調辦公室共處理了323 000宗機場航班升降時段申請。為使分配時段的工作更具效率和成效，航班協調辦公室正研發網上協調系統，即時提供最新資料供營運者提交或更改申請。該系統預計在二零一一至一二年度推出。

直升機場的發展

本處繼續監察跨境直升機服務設施的長遠發展。有關啓德發展區內擬建跨境直升機場的規劃，本處與其他政府部門緊密合作，並已開始規劃相關輔助設施。

支援本地商業直升機服務的設施方面，香港會議展覽中心附近的永久政府直升機坪，興建工程繼續進行，預計於二零一二年年初建成。該直升機坪主要供政府飛行服務隊使用，但亦可與本地商業直升機公司共用。

The Department continued to monitor aircraft noise in the vicinity of the flight paths for aircraft operating to and from the HKIA with the aid of a computer-based Aircraft Noise and Flight Track Monitoring System (ANFTMS). The system comprises 16 outdoor noise monitoring terminals and a computer to correlate the flight tracks recorded from the radars with the noise recorded at the noise terminals, the number and location of which are under regular review and updating. With the system, the Department was able to monitor the implementation of the noise mitigation measures and conduct investigation on noise complaints. During the year, 370 complaints were received and investigated.

SCHEDULE COORDINATION

Since the establishment of the Hong Kong Schedule Coordination Office (HKSCO) in 2008, the HKSCO has adopted a neutral, transparent and non-discriminatory schedule coordination mechanism in accordance with the International Air Transport Association (IATA) Worldwide Scheduling Guidelines (WSG) to ensure the efficient utilisation of scarce airport resources.

During the year, the HKSCO processed 323 000 applications for arrival and departure slots at HKIA. To facilitate the efficient and effective processing of slot allocations, an Online Coordination System to provide instant updates for operators to submit or adjust their slot applications was being developed for implementation in 2011-12.

HELIPORT DEVELOPMENT

The Department continued to monitor the long-term development of facilities for cross-boundary helicopter services. On the planning of the proposed cross-boundary heliport within the Kai Tak Development Area, the Department worked closely with other Government departments and planning work on the supporting facilities had already commenced.

For the facilities to support domestic commercial helicopter services, construction work of the proposed permanent government helipad near the Hong Kong Convention and Exhibition Centre continued and is expected to be completed in early 2012. Although primarily intended to serve the operations of the Government Flying Service, the helipad will also be able to facilitate domestic commercial helicopter operations on share-use basis.

附錄甲

截至二零一一年三月來往香港的定期航班服務的城市/ 機場變動情況
(與二零一零年三月比較)

新增航點

新航點	經營者
北海	四川航空公司
波士頓	聯合航空公司
清州	大韓航空公司
峴港	越南航空公司
丹佛	聯合航空公司
底特律	達美航空公司
關島	美國大陸航空公司
亨茨維爾	亞特拉斯航空公司
印第安納波利斯	聯邦快遞
棉蘭	印尼亞洲航空公司
奧斯陸	英國航空公司
仙台	港龍航空公司
上海(虹橋)	港龍航空公司、香港航空公司、 中國東方航空公司和上海航空公司
特里凡得琅	沙特阿拉伯航空公司
東京(羽田)	國泰航空公司、 全日空航空公司和日本航空公司
華盛頓	聯合航空公司
無錫	中國東方航空公司
徐州	上海航空公司
鹽城	中國東方航空公司

刪減航點

刪除航點	前經營者
安卡拉	漢莎貨運航空公司
雅典	漢莎貨運航空公司
登巴薩	香港快運航空公司
海口	香港航空公司
呼和浩特	中國南方航空公司
西雅圖	達美航空公司
上海(浦東)	香港快運航空公司

Appendix A

Changes in Cities/Airports Served by Scheduled Services to and from Hong Kong as at March 2011
(compared with March 2010)

(a) Additions

New Points Operated By

1. Beihai by Sichuan Airlines
2. Boston by United Airlines
3. Cheongju by Korean Air
4. Da Nang by Vietnam Airlines
5. Denver by United Airlines
6. Detroit by Delta Air Lines
7. Guam by Continental Air Lines
8. Huntsville by Atlas Air
9. Indianapolis by Federal Express
10. Medan by Indonesia Air Asia
11. Oslo by British Airways
12. Sendai by Hong Kong Dragon Airlines
13. Shanghai (Hongqiao) by Hong Kong Dragon Airlines,
Hong Kong Airlines, China Eastern Airlines and
Shanghai Airlines
14. Thiruvananthapuram by Saudi Arabian Airlines
15. Tokyo (Haneda) by Cathay Pacific Airways,
All Nippon Airways and Japan Airlines
16. Washington by United Airlines
17. Wuxi by China Eastern Airlines
18. Xuzhou by Shanghai Airlines
19. Yancheng by China Eastern Airlines

(b) Deletions

Deleted Points Previously Operated By

1. Ankara by Lufthansa Cargo
2. Athens by Lufthansa Cargo
3. Denpasar by Hong Kong Express
4. Haikou by Hong Kong Airlines
5. Hohhot by China Southern Airlines
6. Seattle by Delta Air Lines
7. Shanghai (Pudong) by Hong Kong Express

附錄乙

民航處代表在二零一零年四月至二零一一年三月出席的國際民航組織會議

會議名稱	地點	日期
1. 國際民航組織航空與氣候變化“邁向可持續”討論會	加拿大蒙特利爾	二零一零年四月十一日至十四日
2. 互助發展運作安全和持續適航計劃北亞區 主導委員會第十次會議	中國北京	二零一零年四月十三日至十五日
3. 亞太地區互助航空保安計劃主導委員會第七次會議	印尼峇里	二零一零年四月二十七日至二十八日
4. 亞太地區飛行程序計劃主導委員會第一次會議	中國北京	二零一零年五月十一日至十二日
5. 防止傳染病經航空交通散播合作安排計劃主導 委員會第四次會議	馬來西亞吉隆坡	二零一零年五月二十四日
6. 東南亞未來航空導航系統實施小組第10次會議暨 東南亞航空交通管制協調小組第17次會議	新加坡	二零一零年五月二十四日至二十七日
7. 航空電訊網實施協調小組第五次會議	馬來西亞吉隆坡	二零一零年五月三十一日至六月四日
8. 國際民航組織航空情報服務 — 航空情報 管理實施專責小組第五次會議	中國北京	二零一零年六月二十五日至二十六日
9. 亞太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20次會議	新加坡	二零一零年七月五日至九日
10. 亞太地區航行規劃和實施小組轄下通訊/ 導航/ 監察及氣象分組第14次會議	印尼雅加達	二零一零年七月十九日至二十二日
11. 地區空域安全監察諮詢小組第13次會議	泰國曼谷	二零一零年八月二日至五日
12. 廣播式自動相關監察系統實施專責小組第九次會議	印尼雅加達	二零一零年八月十六日至十九日
13. 亞太地區飛行計劃及航空交通服務訊息實施專責 小組第三次會議	泰國曼谷	二零一零年八月二十三日至二十四日
14. 東南亞航道檢討專責小組第三次會議	泰國曼谷	二零一零年八月二十四日至二十七日
15. 外交會議以便通過： 1) 修正經1988年議定書修正的《關於制止危害 民用航空安全的非法行為的公約》(簡稱1971年 《蒙特利爾公約》)的議定書；以及2) 修正《關於 制止非法劫持航空器的公約》(簡稱1970年《海牙 公約》)的議定書	中國北京	二零一零年八月三十日至九月十日
16. 基於性能導航專責小組第七次會議	泰國曼谷	二零一零年九月一日至三日
17. 亞太地區航行規劃和實施小組第21次會議	泰國曼谷	二零一零年九月六日至十日
18. 航空電訊網實施協調小組工作組第八次會議	新西蘭基督城	二零一零年九月二十八日至十月一日

Appendix B

ICAO Conferences and Meetings Attended by Representatives of the Department between April 2010 and March 2011 :

Name of Conference or Meeting	Venue	Dates
1. ICAO Colloquium on Aviation and Climate Change "En route to sustainability"	Montreal, Canada	April 11 - 14, 2010
2. 10 th Meeting of Co-operative Development of Operational Safety and Continuing Airworthiness Programme - North Asia Project Steering Committee	Beijing, China	April 13 - 15, 2010
3. 7 th Steering Committee Meeting of the Co-operative Aviation Security Programme - Asia Pacific	Bali, Indonesia	April 27 - 28, 2010
4. 1 st Steering Committee Meeting of the Asia Pacific Flight Procedure Programme	Beijing, China	May 11 - 12, 2010
5. 4 th Steering Committee Meeting of the Co-operative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel	Kuala Lumpur Malaysia	May 24, 2010
6. 10 th Meeting of the Future Air Navigation System Implementation Team for Southeast Asia cum 17 th Meeting of the Southeast Asia Air Traffic Services Coordination Group	Singapore	May 24 - 27, 2010
7. 5 th Meeting of Aeronautical Telecommunication Network Implementation Coordination Group	Kuala Lumpur, Malaysia	May 31 - June 4, 2010
8. 5 th Meeting of ICAO Aeronautical Information Services - Aeronautical Information Management Implementation Task Force	Beijing, China	June 25 - 26, 2010
9. 20 th 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	Singapore	July 5 - 9, 2010
10. 14 th Meeting of the Communications/ Navigation/ Surveillance and Meteorology Sub-Group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Jakarta, Indonesia	July 19 - 22, 2010
11. 13 th Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	August 2 - 5, 2010
12. 9 th Meeting of Automatic Dependent Surveillance-Broadcast Implementation Task Force	Jakarta, Indonesia	August 16 - 19, 2010
13. 3 rd Meeting of the Asia Pacific Flight Plan and Air Traffic Services Messages Implementation Task Force	Bangkok, Thailand	August 23 - 24, 2010
14. 3 rd Meeting of the Southeast Asia Route Review Task Force	Bangkok, Thailand	August 24 - 27, 2010
15. Diplomatic Conference to adopt: 1) the Protocol to Amend the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (the Montreal Convention of 1971) as amended by the Protocol of 1988; and 2) the Protocol to Amend the Convention for the Suppression of Unlawful Seizure of Aircraft (the Hague Convention of 1970)	Beijing, China	August 30 - September 10, 2010
16. 7 th Meeting of the Performance Based Navigation Task Force	Bangkok, Thailand	September 1 - 3, 2010
17. 21 st Meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	September 6 - 10, 2010
18. 8 th Working Group Meeting of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Christchurch, New Zealand	September 28 - October 1, 2010

附錄乙 (續)

會議名稱	地點	日期
19. 國際民航組織大會第37屆會議	加拿大蒙特利爾	二零一零年九月二十八日至十月八日
20. 亞太地區民航局局長第47次會議	中國澳門	二零一零年十月二十五日至二十九日
21. 國際民航組織2010年危險品專家組工作組會議	阿拉伯聯合酋長國 阿布扎比	二零一零年十一月七日至十一日
22. 東南亞航道檢討專責小組第四次會議	泰國曼谷	二零一零年十一月二十二日至二十六日
23. 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12次會議	菲律賓馬尼拉	二零一零年十二月二日至三日
24. 亞太地區航空交通流量管理主導小組第一次會議	日本東京	二零一零年十二月八日至十日
25. 2012年世界無線電通訊大會亞太地區電訊組織 會議籌備小組第四次會議	中國香港	二零一零年十二月十三日至十八日
26. 亞太地區飛行程序計劃主導委員會第二次會議	泰國曼谷	二零一零年十二月十五日至十六日
27. 亞太地區航行規劃和實施小組轄下通訊/導航/ 監察及氣象分組的氣象/航空交通管理專責 小組第二次會議	日本福岡	二零一一年一月二十七日至二十八日
28. 亞洲區航空安全小組第四次會議	泰國曼谷	二零一一年二月二十一日至二十四日
29. 廣播式自動相關監察系統東南亞分區實施 工作小組第六次會議	新加坡	二零一一年二月二十四日至二十五日
30. 東南亞區航空安全小組第12次會議	泰國曼谷	二零一一年二月二十五日
31. 航空情報服務 — 航空情報管理實施專責小組 第六次會議	泰國曼谷	二零一一年三月十五日至十七日
32. 航空保安專家組第22次會議	加拿大蒙特利爾	二零一一年三月二十一日至二十五日
33. 亞太地區航行規劃和實施小組轄下通訊/導航/ 監察及氣象分組的氣象諮詢及警告實施專責 小組第一次會議	泰國曼谷	二零一一年三月二十三日至二十五日
34. 新一代航空專業人才及培訓項目(TRAINAIR PLUS) 區域 會議	韓國仁川	二零一一年三月三十日至四月一日

Appendix B (continued)

Name of Conference or Meeting	Venue	Dates
19. 37 th Session of the ICAO Assembly	Montreal, Canada	September 28 - October 8, 2010
20. 47 th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Macao, China	October 25 - 29, 2010
21. ICAO Dangerous Goods Panel Working Group Meeting 2010	Abu Dhabi, United Arab Emirates	November 7 - 11, 2010
22. 4 th Meeting of the Southeast Asia Route Review Task Force	Bangkok, Thailand	November 22 - 26, 2010
23. 12 th Steering Committee Meeting of the Co-operative Development of Operational Safety and Continuing Airworthiness Programme - Southeast Asia,	Manila, Philippines	December 2 - 3, 2010
24. 1 st Meeting of the Asia Pacific Air Traffic Flow Management Steering Group	Tokyo, Japan	December 8 - 10, 2010
25. 4 th Asia Pacific Telecommunity Conference Preparatory Group Meeting for the World Radiocommunication Conference 2012	Hong Kong, China	December 13 - 18, 2010
26. 2 nd Steering Committee Meeting of the Asia Pacific Flight Procedure Programme	Bangkok, Thailand	December 15 - 16, 2010
27. 2 nd Meeting of Asia Pacific Meteorology / Air Traffic Management Task Force of the Communications/Navigation/Surveillance and Meteorology Sub-Group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Fukuoka, Japan	January 27 - 28, 2011
28. 4 th Asia Regional Aviation Safety Team Meeting	Bangkok, Thailand	February 21 - 24, 2011
29. 6 th Meeting of the Southeast Asia Sub-Regional Automatic Dependent Surveillance- Broadcast Implementation Working Group	Singapore	February 24 - 25, 2011
30. 12 th Meeting of Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	February 25, 2011
31. 6 th Meeting of the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force	Bangkok, Thailand	March 15 - 17, 2011
32. 22 nd Meeting of the Aviation Security Panel	Montreal, Canada	March 21 - 25, 2011
33. 1 st Meeting of Asia Pacific Meteorological Advisories and Warnings Implementation Task Force of the Communications/Navigation/Surveillance and Meteorology Sub-Group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	March 23 - 25, 2011
34. Next Generation of Aviation Professionals and TRAINAIR PLUS Regional Conference	Incheon, Republic of Korea	March 30 - April 1, 2011