

航班事務部負責：

- (i) 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協定及其他的安排；
- (ii) 監管不定期航班服務；
- (iii) 就本地航空公司的空運牌照申請及民用航空運輸談判向有關當局提供資料；
- (iv) 處理有關民航立法事宜；及
- (v) 和有關的國際組織聯絡，特別是處理國際民航組織及亞太經濟合作組織的事宜。

I. 航空服務

在一九九八至九九年度，因受一九九七年年末亞洲區的經濟不景影響，使來往香港的空運需求減少，故來往香港的定期航班服務數目輕微下降。不過，啟德機場及赤鱗角新香港國際機場在年內的總乘客量比去年仍微升1.1%。另一方面，本年度的航空貨運量下降8.5%，部分原因是新機場在一九九八年七月啟用後不久，在貨物處理方面曾出現一些問題。

雖然經營環境困難，國泰航空公司（國泰航空）於年內仍繼續發展其網絡，在一九九八年八月增設飛往伊斯坦堡的定期航班服務，並在同年十二月恢復經營飛往三藩市的定期航班服務。另一方面，該公司從一九九八年十月起撤回來往香港及札幌的定期航班服務。至於與其他航空公司的合作安排方面，國泰航空與瑞士航空公司在一九九八年七月簽訂聯號航班服務協定，在香港與蘇黎世之間的指定航線中提供聯號客運服務。此外，國泰航空作為環球航空聯盟「寰宇一家」的始創成員，亦聯同美國美利堅航空公司、英國航空公司、加拿大國際航空公司及澳洲航空公司於一九九九年二月展開「寰宇一家」環球航空聯盟的工作。國泰航空亦在一九九九年三月與日本航空公司簽訂另一聯號航班服務協定，在香港與大阪之間的指定航線中提供

The Air Services Division is responsible for:

- (i) monitoring compliance by airlines with Air Services Agreements and other arrangements which govern scheduled air services;
- (ii) regulating non-scheduled air services;
- (iii) providing information to the relevant authorities regarding air transport licence applications by local airlines and for air services negotiations;
- (iv) handling civil aviation legislative matters; and
- (v) effecting coordination with international organisations, in particular the International Civil Aviation Organisation (ICAO) and the Asia Pacific Economic Co-operation (APEC).

I. AIR SERVICES

The reduced demand for air travel in 1998/99 due to the residual effect of the economic turmoil in the Asian region in late 1997 resulted in a slight decrease in the number of scheduled air services serving Hong Kong. However, the total passenger throughput at Hong Kong International Airport (HKIA) at Kai Tak and Chek Lap Kok during the year was however increased slightly by 1.1 per cent when compared with the previous year. There was a decrease of 8.5 per cent in total air cargo throughput for the year, partly due to the problems with cargo handling on the opening of the new HKIA at Chek Lap Kok in July 1998.

Despite the difficult market conditions, Cathay Pacific Airways Limited (CPA) continued to develop its network during the year by introducing new scheduled services to Istanbul in August 1998 and resuming scheduled services to San Francisco in December 1998. This expansion in CPA's network was however offset by the suspension of scheduled services to Sapporo in October 1998. As regards co-operation arrangements with other airlines,



聯號客運服務。截至一九九九年三月底，該公司提供的定期航班服務所遍及的目的地數目由一九九八年三月底的42個增至43個。機隊方面，該公司的其中四架B747-200型客機已在本年內退役，而新增的飛機則有一架A330-300型、三架A340-300型及五架B777-300型客機。因此，截至一九九九年三月底，該公司機隊已增至66架飛機，計有12架A330-300型、11架A340-300型、三架B747-200型、六架B747-300型、19架B747-400型、四架B777-200型和五架B777-300型客機，以及四架B747-200型和兩架B747-400型貨機。

截至一九九九年三月底，港龍航空公司（港龍航空）提供的定期航班服務遍及21個目的地，其中12個是國內的城市。此外，港龍航空繼續提供不定期航班服務來往香港及多個亞洲城市，這些城市大部分位於國內及日本。年內，有一架A330-300型飛機加入該公司的機隊。截至一九九九年三月底，該公司機隊已增至13架飛機，分別是七架A320-200型及六架A330-300型飛機。

香港華民航空公司繼續以三架B747-200型貨機，經營飛往布魯塞爾、杜拜、曼徹斯特及大阪的定期貨運服務。

邁特捷出租飛機有限公司繼續以一架HS125-700型飛機，經營飛往位於亞洲區內目的地的不定期客運服務。

CPA entered into a codeshare arrangement with Swissair on passenger services on the sector between Hong Kong and Zurich on specified routes from July 1998. Being a founding member of a new global alliance, oneworld, CPA began implementing in February 1999 the oneworld global alliance with American Airlines, British Airways, Canadian Airlines International and Qantas Airways. In March 1999, CPA entered into another codeshare agreement, this time with Japan Airlines on passenger services on the sector between Hong Kong and Osaka on specified routes. At the end of March 1999, the number of destinations served by CPA's scheduled services from Hong Kong increased from 42 to 43 when compared with last year. One A330-300, three A340-300s and five B777-300s aircraft joined CPA's fleet while four B747-200s were retired during the year. As a result, CPA's fleet had grown to 66 aircraft by the end of March 1999: 12 A330-300s, 11 A340-300s, three B747-200s, six B747-300s, 19 B747-400s, four B777-200s, five B777-300s, four B747-200 and two B747-400 freighters.

At the end of March 1999, Hong Kong Dragon Airlines Limited (HDA) provided scheduled services from Hong Kong to 21 destinations, including 12 cities in the Mainland. In addition, the airline continued to operate non-scheduled services to a number of other cities in Asia, mostly in the Mainland and in Japan. During the year, an A330-300 aircraft joined HDA's fleet. At the end of March 1999, HDA's fleet grew to 13 aircraft, comprising seven A320-200s and six A330-300s.

AHK Air Hong Kong Limited (AHK) continued to operate scheduled all-cargo services to Brussels, Dubai, Manchester and Osaka using three B747-200 freighters.

Metrojet Limited continued to operate non-scheduled passenger services to destinations in Asia using one HS125-700 aircraft.

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年內，皇家柬埔寨航空公司在九九九年三月恢復經營飛往香港的定期航班服務。該公司於一九九七年七月結束經營此服務。因空運需求減少，俄羅斯全祿航空公司、新畿內亞航空公司及巴西航空公司分別由一九九八年四月、五月及九月開始，停辦飛往香港的定期航班服務。太平洋東亞貨運航空公司則由於公司的政策改變，於一九九九年三月開始停辦飛往香港的定期航班服務。北歐航空公司於一九九九年三月開始停辦飛往香港的定期客運服務，但於同月開辦飛往香港的定期貨運服務。Atlas Air 亦於一九九七年十二月停辦飛往香港的定期貨運服務。為香港提供定期航班服務的航空公司總數由一九九八年三月底的66間，減至一九九九年三月底的62間。來往香港的定期航班服務所遍及的目的地數目則從一九九八年三月的110個，降至一九九九年三月的105個。以上目的地的改動詳情列於附錄甲。

年內，民航處共簽發160張經營許可證給利用香港以外地方為基地的航空公司，為香港提供定期航班服務，並處理共1 740宗更改定期航班服務安排的申請。

民航處亦為來往香港的不定期航班服務，簽發共2 284張許可證。一如往年，此等不定期航班服務所遍及的目的地仍以國內城市為主。截至一九九九年三月底，經常來往香港及國內的不定期航班服務遍及21個國內城市。

II. 運價

年內，民航處共處理527宗航空公司的運價申請，這些申請涉及修訂來往香港的定期航班上的客運和貨運服務的運價。由香港飛往其他地區的經濟客位的正價票價仍保

During the year, Royal Air Cambodge resumed scheduled services to Hong Kong in March 1999. These services were last operated to Hong Kong in July 1997. Owing to the decline in demand for air travel, Transaero Airlines, Air Niugini and Varig Brazilian Airlines suspended their scheduled services to Hong Kong in April, May and September 1998 respectively. Pacific East Asia Cargo Airlines also withdrew their scheduled services to Hong Kong in March 1999 due to a change in corporate policy. Scandinavian Airlines System suspended its scheduled passenger services to Hong Kong in March 1999 but introduced scheduled all-cargo services to Hong Kong in the same month. Atlas Air also ceased to operate scheduled all-cargo services to Hong Kong in December 1997. With the above changes, the number of scheduled airlines serving Hong Kong decreased from 66 to 62 as at the end of March 1999. The number of destinations served by scheduled services to or from Hong Kong decreased from 110 in March 1998 to 105 in March 1999. Details of the changes in these destinations are given in Table A.

During the year, the Department issued 160 operating permits to airlines based outside Hong Kong for operation of scheduled services to and from Hong Kong and processed 1 740 applications for changes to flight schedules.

The Department also issued 2 284 permits for the operation of non-scheduled services to and from Hong Kong. As in previous years, the majority of the cities served by these non-scheduled services were in the Mainland. At the end of March 1999, there were 21 cities in the Mainland served by non-scheduled passenger services on a regular basis.

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持不變，其他來往香港的客運票價則較去年平均提高約3%至4%。整體而言，貨運價格則保持平穩。



III. 國際民航組織的活動

按照基本法的規定，為使香港保持其國際和區域航空中心的地位，及履行國際民航組織的區域性航行規劃程序所規定的職責，民航處繼續參與國際民航組織的會議和活動。

年內，民航處共處理208份由國際民航組織發出的信件，就有關民航的技術性事宜提供意見及資料。此外，民航處代表在年內以中國代表團成員的身份出席了六次以國家為限的國際民航組織會議，並以「中國香港」的名義參加了23次不以國家為限的國際民航組織會議。以上29次會議的詳情見附錄乙。

亞太經濟合作組織的活動

香港繼續以「中國香港」的名義參與亞太經濟合作組織的會議和活動。年內，民航處共處理82份與亞太經濟合作組織有關的信件，就有關民航的技術性事宜提供意見及資料，其中較重要的是關於航空安全及全球衛星導航系統的政策聲明。

II. TARIFF

During the year, the Department processed 527 tariff filings involving changes in tariffs for carriage of passengers and cargo on scheduled services to and from Hong Kong. With the exception of normal economy class fares from Hong Kong, which remained unchanged, other passenger fares to and from Hong Kong were on average increased by around 3 per cent to 4 per cent compared with the previous year. Cargo rates on the whole remained stable compared with the previous year.

III. ACTIVITIES OF ICAO

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 responsibilities under regional air navigation procedures of ICAO, the Department continued to participate in the meetings and activities of ICAO.

During the year, the Department handled 208 items of correspondence from ICAO that involved provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended six ICAO meetings which were limited to States as part of the delegation of the People's Republic of China and 23 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 29 meetings are provided in Table B.

Activities of APEC

Hong Kong continued to participate in the meetings and activities of APEC under the name "Hong Kong, China". During the year, the Department handled 82 items of correspondence related to APEC which involved provision of comments and information on technical matters related to civil aviation, including in particular aviation safety and operational policy on Global Navigation Satellite System.

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附錄甲 Table A

截至一九九九年三月來往香港的定期航班服務所遍及目的地的改變(與一九九八年三月比較)
Changes in the Destinations served by Scheduled Services to or from Hong Kong as at March 1999
(compared with March 1998)

(一) 新增服務		
(a) Additions		
新地點 New Points	經營者 Operated by	每周班次 Weekly Frequency
1. 巴塞爾 Basel	瑞士航空公司 Swissair	一班DC10 型貨機來往巴塞爾及香港 1 x DC10 freighter between Basel and Hong Kong
2. 波士頓 Boston	聯合航空公司 United Airlines	七班B747 型飛機來往波士頓及香港 7 x B747 aircraft between Boston and Hong Kong
3. 哥登堡 Gothenburg	北歐航空公司 Scandinavian Airlines	兩班MD11 型貨機來往哥登堡及香港 2 x MD11 freighter between Gothenburg and Hong Kong
4. 伊斯坦堡 Istanbul	國泰航空公司 Cathay Pacific Airways	兩班A340 型飛機來往香港及伊斯坦堡 2 x A340 aircraft between Hong Kong and Istanbul
5. 喀拉蚩 Karachi	法國航空公司 Air France	兩班B747 型貨機由香港至喀拉蚩 2 x B747 freighter from Hong Kong to Karachi
6. 華盛頓 Washington	聯合航空公司 United Airlines	七班B747 型飛機來往華盛頓及香港 7 x B747 aircraft between Washington and Hong Kong

(二) 刪減服務	
(b) Deletions	
刪除地點 Deleted Points	前經營者 Previously Operated by
1. 貝魯特 Beirut	德國漢莎航空公司 Lufthansa
2. 開普敦 Cape Town	南非航空公司 South African Airlines
3. 清邁 Chiang Mai	泰國國際航空有限公司 Thai Airways
4. 哥本哈根 Copenhagen	北歐航空公司 Scandinavian Airlines
5. 印第安納坡利斯 Indianapolis	聯邦快遞 Federal Express
6. 邁亞美 Miami	Polar Air Cargo
7. 明尼亞坡利斯 Minneapolis	西北航空公司 Northwest Airlines
8. 莫爾茲比港 Port Moresby	新畿內亞航空公司 Air Niugini
9. 里約熱內盧 Rio de Janeiro	巴西航空公司 Varig Brazilian
10. 聖保羅 Sao Paulo	巴西航空公司 Varig Brazilian
11. 烏達包 Utapao	俄羅斯全祿航空公司 Transaero Airlines

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附錄乙 Table B**一九九八年四月至一九九九年三月期間民航處代表出席的國際民航組織會議****ICAO Conferences and Meetings attended by Representatives from the Department between April 1998 and March 1999**

會議名稱 Name of Conference or Meeting	地點 Venue	日期 Dates
航空流動通訊專家組第五次會議 Fifth Meeting of the Aeronautical Mobile Communications Panel	加拿大蒙特利爾 Montreal, Canada	一九九八年四月二十一日至三十日 April 21 - 30, 1998
世界通訊、導航、監視及空中交通管理系統實施會議 World-wide Communications, Navigation, Surveillance and Air Traffic Management System Implementation Conference	巴西里約熱內盧 Rio de Janeiro, Brazil	一九九八年五月十一日至十五日 May 11 - 15, 1998
修訂最低高度間隔研討會 Reduced Vertical Separation Minima Seminar	新加坡 Singapore	一九九八年五月二十日至二十一日 May 20 - 21, 1998
飛機意外的預防和調查及飛機安全研討會 Aircraft Accident Prevention and Investigation and Safety Seminar	埃及開羅 Cairo, Egypt	一九九八年五月二十四日至二十八日 May 24 - 28, 1998
亞太太平洋航空導航策劃及實施地區小組轄下航空導航規劃、設施及服務實施文件的專責小組會議 Asia/Pacific Air Navigation Planning and Implementation Regional Group Air Navigation Plan and Facilities and Services Implementation Document Task Force Meeting	泰國曼谷 Bangkok, Thailand	一九九八年五月二十五日至二十九日 May 25 - 29, 1998
東南亞空中交通服務統籌工作小組第一次會議 First Meeting of the South-East Asia Air Traffic Services Co-ordination Working Group	新加坡 Singapore	一九九八年六月八日至九日 June 8 - 9, 1998
亞太太平洋航空導航策劃及實施地區小組轄下空中交通服務、航空資料服務及搜索及拯救分組第八次會議 Eighth Meeting of the Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	泰國曼谷 Bangkok, Thailand	一九九八年六月十五日至十九日 June 15 - 19, 1998
亞太太平洋航空導航策劃及實施地區小組轄下通訊、氣象、導航及監視分組第二次會議 Second Meeting of the Communications, Meteorology, Navigation and Surveillance Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	泰國曼谷 Bangkok, Thailand	一九九八年六月十五日至十九日 June 15 - 19, 1998

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會議名稱 <i>Name of Conference or Meeting</i>	地點 <i>Venue</i>	日期 <i>Dates</i>
亞太平洋區航空安全混合文化研討會 Seminar on Cross-Cultural Issues in Aviation Safety, Asia and Pacific Region	泰國曼谷 Bangkok, Thailand	一九九八年八月十二日至十四日 August 12 - 14, 1998
亞太平洋航空導航策劃及實施地區小組轄下通訊、 導航、監視及空中交通管理實施統籌分組第五次會議 Fifth Meeting of the Communications, Navigation, Surveillance and Air Traffic Management Implementation Co-ordination Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	泰國曼谷 Bangkok, Thailand	一九九八年八月十七日至二十一日 August 17 - 21, 1998
亞太平洋航空導航策劃及實施地區小組第九次會議 Ninth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	泰國曼谷 Bangkok, Thailand	一九九八年八月二十四日至二十八日 August 24 - 28, 1998
第三十二屆國際民航組織會員大會 32nd Session of the ICAO Assembly	加拿大蒙特利爾 Montreal, Canada	一九九八年九月二十二日至十月二日 September 22 - October 2, 1998
東南亞空中交通服務統籌工作小組第二次會議 Second Meeting of the South-East Asia Air Traffic Services Co-ordination Working Group	新加坡 Singapore	一九九八年十月六日至七日 October 6 - 7, 1998
航空保安全管理課程 Aviation Security Management Course	馬來西亞檳城 Penang, Malaysia	一九九八年十月十二日至二十一日 October 12 - 21, 1998
電腦公元二千年數位計劃經理會議及電腦 公元二千年數位應變計劃專責小組會議 Year 2000 Programme Managers Meeting and Year 2000 Contingency Planning Task Force Meeting	印度新德里 New Delhi, India	一九九八年十一月二日至六日 November 2 - 6, 1998
亞洲及太平洋區民航局長第三十四次會議 34th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	尼泊爾加德滿都 Kathmandu, Nepal	一九九八年十一月九日至十三日 November 9 - 13, 1998
修訂最低高度間隔的實施專責小組第一次會議 First Meeting of the Reduced Vertical Separation Minima Implementation Task Force	日本東京 Tokyo, Japan	一九九八年十一月十八日 November 18, 1998
航空電訊網絡及全球衛星導航服務研討會 Aeronautical Telecommunication Network and Global Navigation Satellite Service Seminar	泰國曼谷 Bangkok, Thailand	一九九八年十二月十四日至十八日 December 14 - 18, 1998
修訂最低高度間隔的實施專責小組第二次會議 Second Meeting of the Reduced Vertical Separation Minima Implementation Task Force	美國洛杉磯 Los Angeles, USA	一九九九年二月一日至五日 February 1 - 5, 1999

會議名稱 <i>Name of Conference or Meeting</i>	地點 <i>Venue</i>	日期 <i>Dates</i>
航空電訊網絡的過渡專責小組第一次會議 First Meeting of the Aeronautical Telecommunication Network Transition Task Force	澳洲坎培拉 Canberra, Australia	一九九九年二月八日至十二日 February 8 - 12, 1999
「電腦公元二千年數位」應變計劃 專責小組第三次分區會議 Third Year 2000 Contingency Planning Task Force Sub-Regional Meeting	新加坡 Singapore	一九九九年二月八日至十二日 February 8 - 12, 1999
華沙法制法律研討會及簡報會 Legal Seminar and Briefing Session on Warsaw System	泰國曼谷 Bangkok, Thailand	一九九九年二月二十二日至二十三日 February 22 - 23, 1999
「電腦公元二千年數位」應變計劃 專責小組第四次分區會議 Fourth Year 2000 Contingency Planning Task Force Sub-Regional Meeting	日本東京 Tokyo, Japan	一九九九年二月二十二日至二十六日 February 22 - 26, 1999
東南亞空中交通服務統籌小組第七次會議 Seventh Meeting of the South-East Asia Air Traffic Services Co-ordination Group	中國香港 Hong Kong, China	一九九九年三月一日至五日 March 1 - 5, 1999
「電腦公元二千年數位」應變計劃 專責小組第五次分區會議 Fifth Year 2000 Contingency Planning Task Force Sub-Regional Meeting	泰國曼谷 Bangkok, Thailand	一九九九年三月八日至十二日 March 8 - 12, 1999
修訂最低高度間隔第二次研討會 Second Reduced Vertical Separation Minima Seminar	新加坡 Singapore	一九九九年三月十六日至十七日 March 16 - 17, 1999
航空流動通訊專家組第六次會議 Sixth Meeting of the Aeronautical Mobile Communications Panel	加拿大蒙特利爾 Montreal, Canada	一九九九年三月二十三日至三十日 March 23 - 30, 1999
空中交通管理運作概念專家組第一次會議 First Meeting of the Air Traffic Management Operational Concept Panel	加拿大蒙特利爾 Montreal, Canada	一九九九年三月二十九日至四月二日 March 29 - April 2, 1999
「電腦公元二千年數位」應變計劃 專責小組第七次分區會議 Seventh Year 2000 Contingency Planning Task Force Sub-Regional Meeting	中國北京 Beijing, China	一九九九年三月二十九日至四月二日 March 29 - April 2, 1999

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