



## 第九章 航班事務及技術行政 Chapter 9 Air Services and Technical Administration

航班事務部由航班事務組和技術行政組組成。

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。該組亦監察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，向國際機構提出修訂建議，並與國際民用航空組織（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。

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 legislations 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.



技術行政組則負責與香港機場管理局定期檢討空運需求的預測，統籌向本地和國際組織提供航空交通的統計數字，監察飛機起降時段的分配及航空公司的航班起降是否準時。為了減低飛機噪音對社區的影響，該組負責發展和實行噪音消減措施，並監察來往香港國際機場航機的噪音及飛行路線。該組亦同時負責研究直升機服務需求和促進直升機場的發展。

中區直升機場在年內關閉後，為使商用直升機服務得以持續發展，民航處聯同其他政府決策局和部門物色發展本地直升機場的合適地點。最後，西九龍直升機場在二零零三年十二月落成啟用，提供本地直升機服務。

The Technical Administration Section coordinates periodic review of air transport demand forecasts with the Airport Authority Hong Kong and provides air traffic statistics to local and international organisations. It monitors the allocation of runway slots and time-keeping performance of airlines. To minimise the impact of aircraft noise on local communities, the 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). The Section is also tasked to examine the demand for helicopter services and to facilitate the development of heliports.

To foster continuous development of commercial helicopter services following the closure of the Central Heliport in the year, CAD coordinated with other government bureaux and departments to identify suitable sites in Hong Kong for the development of a domestic heliport. To this end, a new heliport-the West Kowloon Heliport was opened in December 2003 for domestic helicopter services.



## 航空服務

### 航空交通量轉變

隨著香港爆發嚴重急性呼吸系統綜合症（「沙士」），引致世界衛生組織（世衛）發出旅遊忠告，勸喻旅遊人士如非必要暫緩前往香港，令香港的航空交通大受打擊。二零零三／零四年度，進出香港國際機場的旅客總數達2 700萬人次（不包括67萬過境人次），較二零零二／零三年大幅減少19%。香港國際機場航機升降量亦顯著地減少了10%，下跌至190 301架次。

儘管客運量及航機升降量有所下降，但香港國際機場的航空貨運量於二零零三／零四年仍持續增長。年內，經香港國際機場處理的航空貨運量總數達至274萬公噸，較二零零二／零三年上升7.5%，主要是出口往歐洲及亞洲城市的貨運有強勁增長所致。

## AIR SERVICES

### Air Traffic Changes

The spread of Severe Acute Respiratory Syndrome (SARS) in Hong Kong and the subsequent issuance of travel advisory against non-essential travel to Hong Kong by the World Health Organisation (WHO) had a severe deterring effect on air travel. In 2003/04, a total of 27 million passengers (excluding 0.67 million in transit) passed through HKIA, representing a drastic decrease of 19 per cent from 2002/03. Aircraft movements also fell markedly by 10 per cent to a total of 190 301.

Despite the drop in passenger throughput and aircraft movements, the year saw continued growth in air cargo throughput at HKIA. In 2003/04, the airport handled 2.74 million tonnes of air cargo, representing a growth of 7.5 per cent from 2002/03. The strong growth in air cargo was mainly attributed to the surge in exports to Europe and to other Asian cities.

## 本地航空公司的服務

「沙士」於二零零三年三月爆發，導致全球航空客運需求量下降。國泰航空公司曾把定期客運航班的數目減半。但隨著世衛於二零零三年五月撤除對香港的旅遊忠告後，市場迅速復元。至二零零三年九月，國泰航空公司的定期客運航班服務已回復到「沙士」爆發前的水平。此外，該公司在二零零三年九月和十二月分別開辦飛往大阪的定期全貨運航班和北京的定期客運航班服務，並由二零零三年十月起增加來往香港至奧克蘭、約翰尼斯堡、倫敦、墨爾本、羅馬及札幌之間的定期客運航班班次。年內，該公司的貨運量並沒有受「沙士」所影響，仍一直保持增長，更在二零零四年一月和三月分別錄得該公司按月計的最高客運量和貨運量。

## Services by Local Carriers

The outbreak of SARS in March 2003 triggered a worldwide reduction in demand for passenger air travel. Cathay Pacific Airways Limited (CPA) had to cut its scheduled passenger flights up to 50 per cent. After the travel advisory warning against Hong Kong was lifted by the WHO in May 2003, the market recovered quickly and CPA's scheduled passenger air services were restored to pre-SARS level by September 2003. In September and December 2003 respectively, CPA commenced scheduled all-cargo services to Osaka and passenger services to Beijing. The frequency of scheduled passenger air services to Auckland, Johannesburg, London, Melbourne, Rome and Sapporo was also increased from October 2003. The airlines' cargo carriage was not affected by SARS and sustained growth was attained in the year. A monthly record high in passenger carriage and air cargo shipment by CPA was recorded in January and March 2004 respectively.



年內，國泰航空公司恢復來往北京的定期客運和全貨運服務。  
In the year, CPA resumes scheduled passenger and all-cargo services to Beijing.



截至二零零四年三月底，國泰航空公司提供往返香港的定期航班服務遍及49個目的地。在本報告期內，該公司的機隊數目由79架增加至86架，當中包括23架空中巴士A330-300型、15架空中巴士A340-300型、3架空中巴士A340-600型、19架波音B747-400型、5架波音B777-200型、10架波音B777-300型客機，以及6架波音B747-200型及5架波音B747-400型貨機。

港龍航空有限公司的服務亦受「沙士」爆發所影響，在世衛撤除對香港的旅遊忠告前，該公司曾取消多達64%的定期航班。自二零零三年七月起，國內多個指定城市的居民除了可參加旅行團來港外，也可以個人身份來港旅遊，令該公司往返中國內地目的地的客運航班服務需求上升，並於隨後的一個月回復到疫症出現之前的水平。該公司於二零零三年十一月開辦往來曼谷的客運航班服務，又在二零零三年十二月恢復飛往哈爾濱的客運航班服務。至於該公司按月計的最高貨運量，則於二零零三年十一月錄得。此外，該公司亦於二零零四年二月開始與中國國際航空公司經營往來大連、成都、重慶及天津的共用代碼航班。

截至二零零四年三月底，港龍航空有限公司提供定期航班服務所遍及的目的地數目共有30個，包括19個國內城市。在本報告期內，該公司的機隊已由24架增加至28架，計有8架空中巴士A320-200型、6架空中巴士A321-200型和10架空中巴士A330-300型客機，以及4架波音B747-300型貨機。

At the end of March 2004, the number of destinations served by CPA's scheduled services from Hong Kong was 49. The fleet of CPA increased from 79 to 86 aircraft during this report period, comprising 23 Airbus A330-300s, 15 Airbus A340-300s, three Airbus A340-600s, 19 Boeing B747-400s, five Boeing B777-200s, 10 Boeing B777-300s, six Boeing B747-200 freighters and five Boeing B747-400 freighters.

The services by Hong Kong Dragon Airlines Limited (HDA) were also affected by the outbreak of SARS. Up to 64 per cent of its scheduled flights were cancelled before the lifting of the WHO travel advisory warning against Hong Kong in May 2003. Two months later, visitors from designated Mainland cities began to be allowed to travel to Hong Kong as individuals, in addition to group travel. This has a stimulating effect on demand for HDA's services to the Mainland destinations, which resumed to pre-SARS level in August 2003. The airline also launched new scheduled passenger services to Bangkok in November 2003 and resumed its passenger services to Harbin in December 2003. HDA recorded a monthly high of air cargo carriage in November 2003. The airline also commenced code-share services with Air China to Dalian, Chengdu, Chongqing and Tianjin in February 2004.

At the end of March 2004, HDA operated scheduled services to 30 destinations, including 19 cities in the Mainland. During this report period, its fleet increased from 24 to 28, comprising eight Airbus A320-200s, six Airbus A321-200s, 10 Airbus A330-300s and four Boeing B747-300 freighters.



港龍航空公司新開辦來往曼谷的定期客運服務。  
HDA launches new scheduled passenger services to Bangkok.

只經營全貨運服務的香港華民航空公司旗下的一架貨機。  
A freighter of AHK, which operates all-cargo services only.



香港華民航空有限公司集中發展其亞洲業務網絡，除繼續經營飛往曼谷、大阪、漢城及東京的定期貨運航班服務外，並於二零零三年十月開辦飛往新加坡的定期貨運航班服務。截至二零零四年三月底，該公司提供服務遍及的目的地數目共有5個。

中富航空有限公司繼續以一架龐巴迪CRJ-200型飛機，經營不定期航班服務。至於該公司一架西科斯基S76型直升機的登記，已於二零零四年二月取消。

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繼續以一架灣流G200型飛機，經營來往亞洲多個目的地的客運包機服務。

港聯直升機有限公司繼續以兩架歐洲直升機公司 AS350B3型、兩架Aerospatiale SA315B型及兩架西科斯基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。

直升機服務(香港)有限公司則擴充機隊，以一架麥唐納道格拉斯MD500E型、一架歐洲直升機公司 AS355N型及3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。

AHK Air Hong Kong Limited (AHK) focused on developing its network in Asia. The airline continued to operate scheduled all-cargo services to Bangkok, Osaka, Seoul and Tokyo and commenced its services to Singapore in October 2003. At the end of March 2004, the number of destinations served by AHK was five.

CR Airways Limited continued to operate non-scheduled air services using a Bombardier CRJ-200 aircraft. Its Sikorsky S76 helicopter was de-registered in February 2004.

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

Metrojet Limited continued to operate passenger charter services to destinations in Asia using one Gulfstream G200 aircraft.

Helicopters Hong Kong Limited (HHK) continued to operate two Eurocopter AS350B3, two Aerospatiale SA315B and two Sikorsky S76 helicopters for non-scheduled local passenger flights and aerial works, and for passenger charters between Hong Kong and Macao.

Heliservices (Hong Kong) Limited (HEL) expanded its fleet and operated one McDonald Douglas MD500E, one Eurocopter AS355N and three



Aerospatiale SA315B helicopters for local passenger charters and aerial works.

港聯直升機公司營運來往香港至澳門的客運直升機包機服務。  
HHK operates passenger helicopter charter services between Hong Kong and Macao.



直升機服務(香港)有限公司不斷擴充機隊，提供本地客運包機服務和進行空中作業。  
HEL continues to expand its fleet for local passenger charters and aerial works.



### 其他航空公司的服務

肯尼亞航空公司於二零零三年九月開辦往來奈羅比和香港的定期客運航班服務。俄羅斯全祿航空公司於一九九八年四月停辦往來莫斯科和香港的航班服務後，於二零零三年十月恢復往返兩地的服務。緬甸國際航空公司於二零零二年二月停辦往來仰光和香港的航班服務，也於二零零三年十二月恢復經營。此外，新成立的德國漢莎貨運公司已於二零零三年十月接手經營德國漢莎航空公司的貨運航班服務。

在「沙士」爆發期間，多家航空公司曾停辦來港的航班服務。但在去年第三季，大多數航空公司的服務已恢復正常。在此期間，滙公航空公司於五月停辦往來金邊的定期客運航班服務，而菲鷹航空公司則於十月停辦佬沃與香港之間的定期服務。此外，金鵬航空服務私人有限公司及東亞太平洋空運兩家航空公司則分別於二零零三年八月及九月停辦往來吉隆坡、檳城與香港，以及菲律賓克拉克與香港之間的貨運航班服務。

### Services by Other Carriers

Kenya Airways commenced scheduled passenger services between Nairobi and Hong Kong in September 2003. Transaero Airlines resumed its services between Moscow and Hong Kong in October 2003 since its last suspension of services in April 1998. Also, Myanmar Airways International resumed its services between Yangon and Hong Kong in December 2003 after suspension of services in February 2002. A new all-cargo carrier, Lufthansa Cargo AG, took over the all-cargo services of Lufthansa German Airlines in October 2003.

During the outbreak of SARS, a number of airlines suspended their services to Hong Kong. However, most of them resumed services in the third quarter. In the period, two airlines suspended their scheduled passenger services to Hong Kong: Mekong Airlines between Phnom Penh and Hong Kong in May 2003 and Air Philippines between Laoag and Hong Kong in October 2003. Two other airlines suspended their all-cargo services: Transmile Air between Kuala Lumpur, Penang and Hong Kong in August 2003 and Pacific East Asia Cargo Airlines between Clark and Hong Kong in September 2003.



年內，肯尼亞航空公司首辦來往香港至奈羅比的定期客運服務。  
In the year, Kenya Airways inaugurates scheduled passenger services between Nairobi and Hong Kong.

綜合以上改變，截至二零零四年三月底，提供定期航班服務往來香港的航空公司總數仍維持於71家。在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9個，但停辦服務的目的地亦有9個，令目的地總數仍維持於133間，詳情列於附件甲。

年內，本處共簽發172張經營許可證予以香港之外為基地的航空公司，營辦往來香港的定期航班服務，並處理共3 269宗更改定期航班服務的申請，以及簽發989張經營來往香港的不定期航班服務的許可證。

As a result of the above changes, the number of scheduled airlines serving Hong Kong remained at 71 at the end of March 2004. As for the destinations served by scheduled services to and from Hong Kong, nine new points were added while services to nine points stopped. The total destinations served therefore remained at 133. Details of the changes in these destinations are given in Appendix A

During the year, the Department issued 172 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 3 269 applications for changes to the schedules. A total of 989 permits were also issued for the operation of non-scheduled services to and from Hong Kong.





## 運價

年內，本處共處理了 688 宗涉及修訂來往香港的定期客運和貨運航班服務的運價申請。由香港前往亞洲、澳洲、歐洲、南非及北美洲的客運票價較去年提高 1% 至 3% 不等，至於由這些地區來港的客運票價，雖有輕微調整，但仍大致保持穩定。

約40家本地及外國航空公司繼續向乘客徵收每程／每張機票1.2美元至8.0美元不等的保險附加費至二零零四年三月底。在貨運方面，由於油價持續高企，令燃油價格指數出現變動，因此本處已准許60多家航空公司徵收因應油價指數的變動而加或減的燃油附加費。此外，本處亦批准約50家航空公司收取貨運或保安附加費，直至二零零四年一月底為止，以收回因為航空保險費高企及加強保安措施需要付出的額外成本。

## TARIFFS

In the year, the Department processed 688 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong. Passenger fares from Hong Kong to Asia, Australasia, Europe, South Africa and North America were increased by 1 to 3 per cent when compared with the previous year. Notwithstanding some minor adjustments, the passenger fares from these regions to Hong Kong remained steady over the period.

Some 40 local and foreign airlines continued to collect a passenger insurance surcharge ranging from US\$1.2 to US\$8 per flight sector/coupon until March 31, 2004. On the cargo side, approvals were given to more than 60 airlines to levy a fuel surcharge which could be adjusted upwards or downwards in accordance with an approved mechanism based on the fuel price index. In addition, approvals were given to some 50 airlines to collect cargo insurance or security surcharge up to late January 2004 to recover the additional costs incurred as a result of high insurance premiums and enhanced aviation security measures respectively.

## 國際民航組織的活動

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

年內，本處與國際民航組織往來的函件共有326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6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24次不限以國家為單位參加的國際民航組織會議。以上30次會議的詳情見附錄乙。

## ICAO ACTIVITIES

To maintain the status of Hong Kong as a centre of international and regional civil aviation and to facilitate the discharge of its responsibilities as prescribed under the regional air navigation services of ICAO as well as in accordance with the provisions in the Basic Law, the Department continued to participate actively in the activities of ICAO.

During the year, the Department exchanged 326 correspondences with ICAO. The majority of these correspondences involved comments and information on technical matters related to civil aviation. In addition, representatives of the Department attended six ICAO meetings which were limited to States as part of the delegation of the People's Republic of China, and 24 ICAO meetings which were not so limited, under the name of "Hong Kong, China". Details of these 30 meetings are provided in Appendix B.





## 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59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7次該組織的會議，詳情見附錄丙。

## APEC ACTIVITIES

The Department continued to participate in the activities of APEC under the name of "Hong Kong, China". During the year, the Department handled 59 correspondences relating to APEC, which involved provision of comments and information on technical matters related to civil aviation. Representatives of the Department attended seven APEC meetings during the year and details of these meetings are given in Appendix C.

## 飛機噪音管理

本處十分關注飛機噪音的問題並繼續嚴格執行飛機噪音消減措施以紓緩噪音對航道之下或附近居民的影響。根據年內的紀錄，在凌晨至早上七時抵達香港國際機場的航機中，平均接近93%能夠從機場西南面經海上降落，而在晚上十一時至早上七時期間，向機場東北面離港的航機中，逾99%能夠採用經西博寮海峽向南的航道離港。上述措施的成效顯示只有極少數航機因運作和安全需要，例如當時的地面風向、導航系統的維修保養或航空交通繁忙等理由，需要在深夜時分飛經人口稠密的地方。此外，於晚上十一時至早上七時期間，有67%從東北方向降落的航機在飛經西貢、馬鞍山及沙田上空時能夠採用持續降落模式程序，以減低上述地區的飛機噪音水平。

## AIRCRAFT NOISE MANAGEMENT

The Department is mindful of the impact of aircraft noise on residents living under or in the vicinity of flight paths and has continued its effort to limit the impact by means of a series of noise mitigation measures. During the year, it was recorded that on average, about 93 per cent of aircraft arriving at HKIA between midnight and 7 a.m. were able to land from the southwest over water; and over 99 per cent of departure aircraft taking off to the northeast between 11 p.m. and 7 a.m. were able to follow the southbound route over West Lamma Channel. These high achievement rates indicated that only a very small number of aircraft were required to overfly the populated areas during small hours due to operational and safety considerations such as prevailing wind conditions, maintenance of ground navigation aids, and air traffic congestion, etc. Of those aircraft which overflew Sai Kung, Ma On Shan and Shatin on approach to HKIA from the northeast between 11 p.m. and 7 a.m., 67 per cent were able to adopt the Continuous Descent Approach (CDA) procedures, which were designed to reduce the noise levels in these areas.



精密的噪音監察儀器可測量航道下民居受飛機噪音影響的情況。  
Aircraft noise impact on residential areas under the flight path is measured by sophisticated noise monitoring equipments.

本部與受飛機噪音影響的居民會面，解釋部門實施的噪音消減措施。  
The Division organises meetings with residents affected by aircraft noise to explain the Department's noise mitigation initiatives.



本處致力向公眾介紹本處就飛機噪音所做的各項工作和促進雙方就飛機噪音問題的瞭解，故此本處設有投訴熱線，與受飛機噪音影響的居民保持溝通，並將量度所得的噪音數據和噪音消減措施的執行情況等資料在本處網頁上發布。在有需要時，本處會與關注飛機噪音的居民會面，講解本處在減少飛機噪音方面所作的努力。年內，本處共接獲339宗飛機噪音投訴。本處人員均以專業及持平的態度處理所有投訴，並向投訴人作出詳細的解釋。

本處在二零零四年三月完成了提升噪音及航迹監察系統的分析功能，以增強本處監察飛機噪音的能力。

In order to introduce our works related to aircraft noise to the public and to strengthen mutual understanding, the Department continued to communicate with residents affected by aircraft noise through a complaint hotline and to disseminate data on measured noise and on the performance of noise mitigation measures in the Department's web site. When necessary, meetings with residents who showed particular interest in aircraft noise issues were also held to explain the Department's noise mitigation initiatives. In the year, the Department received a total of 339 complaints on aircraft noise. They were all investigated thoroughly and impartially, and the complainants were given detailed explanations.

The project to upgrade the system functionality of the noise and flight track monitoring system to enhance the Department's aircraft noise monitoring capability was completed in March 2004.



## 直升機場的發展

為促進香港跨境直升機服務的發展，政府計劃採納「香港直升機交通需求及直升機場發展顧問研究」報告建議，擴建在港澳碼頭現有的直升機場。由於擴建港澳碼頭直升機場是環境影響評估（環評）條例所訂明的指定工程項目，民航處將會聘請顧問，為擴建港澳碼頭直升機場方案進行詳細的環評研究，該研究暫定於二零零四年第三季時段展開。

提供本地直升機服務的中區直升機場已於二零零四年初關閉，為了維持本地商用直升機服務的持續發展，政府早已在中區直升機場關閉前騰出西九龍填海區的南端發展臨時本地直升機場。在二零零三年進行的公開招標中，港聯直升機有限公司獲得該臨時本地直升機場的發展和管理權。新的西九龍直升機場在二零零三年十二月七日正式啟用，直升機場佔地近8 000平方米，設有一個升降坪和三個停機位。政府會繼續物色合適地點發展永久本地直升機場。

## HELIPORT DEVELOPMENT

To facilitate the development of cross-boundary helicopter services in Hong Kong, the Government has adopted the recommendation of the "Consultancy Study on Helicopter Traffic Demand and Heliport Development in Hong Kong" to expand the existing heliport at the Macau Ferry Terminal (MFT). As the expansion of the heliport at the MFT constitutes a Designated Project under the Environmental Impact Assessment (EIA) Ordinance, CAD will engage consultants to conduct a comprehensive EIA Study for the purpose. The EIA Study is scheduled to commence in the third quarter of 2004.

To facilitate the continuous development of commercial domestic helicopter services after the closure of the Central Heliport in early 2004, the Government had made available a site at the southern tip of the West Kowloon Reclamation Area for the development of a temporary domestic heliport.

The development and management of the new West Kowloon Heliport was awarded to HHK through an open tender exercise conducted earlier in the year. The new West Kowloon Heliport was officially commissioned on December 7, 2003. It has an area of almost 8000 square metres and comprises one landing/take-off pad and three parking pads. The Government will continue to search for a site for the development of a permanent domestic heliport.



中區直升機場關閉後，新的西九龍直升機場落成啟用，繼續提供本地直升機服務。  
The new West Kowloon Heliport is opened for the provision of continuous domestic helicopter services following the closure of the Central Heliport.

**附錄甲**

截至二零零四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(與二零零三年三月比較)

**APPENDIX A**

Changes in Destinations served by Scheduled Services to and from Hong Kong as at March 2004 (compared with March 2003)

**(a) 新增服務 Additions**

新地點	New Points	經營者	Operated By
1. 巴庫	Baku	盧森堡國際貨運航空公司	Cargolux Airlines International
2. 貝魯特	Beirut	盧森堡國際貨運航空公司	Cargolux Airlines International
3. 清邁	Chiang Mai	泰國國際航空公司	Thai Airways International
4. 科隆	Cologne	德國漢莎貨運公司及聯合包裹運送服務公司	Lufthansa Cargo AG and UPS Parcel Delivery Services
5. 內羅比	Nairobi	肯尼亞航空公司	Kenya Airways
6. 新西伯利亞	Novosibirsk	俄羅斯國際航空公司	Aeroflot Russian International Airlines
7. 暹粒	Siem Reap	總統航空公司	President Airlines
8. 太原	Taiyuan	中國東方航空公司	China Eastern Airlines
9. 仰光	Yangon	緬甸國際航空公司	Myanmar Airways International

**(b) 刪減服務 Deletions**

刪除地點	Deleted Points	前經營者	Previously Operated By
1. 大庸(張家界)	Dayong	中國南方航空公司	China Southern Airlines
2. 廣島	Hiroshima	港龍航空公司	Hong Kong Dragon Airlines Limited
3. 佬沃	Laoag	菲鷹航空公司	Air Philippines
4. 拉斯維加斯	Las Vegas	新加坡航空公司	Singapore Airlines
5. 慕尼黑	Munich	德國漢莎航空公司	Lufthansa German Airlines
6. 沖繩島	Okinawa	日本航空公司	Japan Airlines
7. 西雅圖	Seattle	西北航空公司	Northwest Airlines
8. 仙台	Sendai	港龍航空公司	Hong Kong Dragon Airlines Limited
9. 湛江	Zhanjiang	中國南方航空公司	China Southern Airlines

## 附錄乙

民航處代表於二零零三年四月至二零零四年三月出席的國際民航組織會議

會議名稱	地點	日期
全球衛星導航系統專家組第四次會議	加拿大蒙特利爾	二零零三年四月二十三日至五月二日
簡化手續附件草議工作小組	加拿大蒙特利爾	二零零三年六月二日至六日
亞太區航空導航策劃及實施地區小組轄下航空電傳通訊網過渡專責小組第五次會議	泰國普吉	二零零三年六月九日至十三日
修訂最低高度間隔實施專責小組第十八及十九次合併會議	泰國曼谷	二零零三年六月三十日至七月四日
亞太區航空導航策劃及實施地區小組轄下航空交通服務、航空資料服務和搜索及拯救分組第十三次會議	泰國曼谷	二零零三年六月二十三日至二十七日
亞太區航空導航策劃及實施地區小組轄下第七次通訊、導航、監視及氣象分組和第十次通訊導航及航空交通管理實施統籌分組合併會議	泰國曼谷	二零零三年七月十五日至二十一日
檢討航空導航不足專責小組第一次會議	泰國曼谷	二零零三年七月二十二日至二十三日
亞太區航空導航策劃及實施地區小組第十四次會議	泰國曼谷	二零零三年八月四日至八日
亞太區民航局局長第四十次會議	蒙古烏蘭巴托	二零零三年九月一日至五日
特別航空交通管理服務統籌會議 – 修訂「縮小垂直間隔」轉移程序	泰國曼谷	二零零三年九月三日至五日
國際民航組織及國際海事組織聯合工作小組第十次會議	英國扎基	二零零三年九月十五日至十九日
合作發展運作安全和持續適航計劃東南亞區航空安全小組第二次會議	泰國曼谷	二零零三年九月十七日至十九日



會議名稱	地點	日期
第十一次世界航行大會	加拿大蒙特利爾	二零零三年九月二十二日至十月三日
亞太區意外調查研習會	泰國曼谷	二零零三年十月十四日至十五日
特別執行計劃專題討論會 – 區域導航儀表著陸飛行程序的發展	泰國曼谷	二零零三年十月二十七日至三十一日
危險品專家組第十九次會議	加拿大蒙特利爾	二零零三年十月二十七日至十一月七日
航空安全審核會議	新加坡	二零零三年十一月三日至五日
建立和管理安全監察系統研討會和研習會	斐濟納迪	二零零三年十一月十一日至十四日
數據鏈接實施及衛星通訊研討會	泰國曼谷	二零零三年十一月十七日至十九日
航空通訊專家組M工作小組會議	泰國曼谷	二零零三年十一月二十日至二十八日
搜索及拯救研討會	中國香港	二零零三年十一月二十四日至二十五日
亞太區跑道安全及航空交通服務安全管理研討會	新加坡	二零零三年十二月一日至五日
東南亞互助拓展安全操作及延續適航計劃統籌委員會第四次會議	泰國曼谷	二零零三年十二月五日至十六日
技術合作計劃研討會	新加坡	二零零四年一月十二日至十四日
航空電傳通訊網研討會	泰國清邁	二零零四年二月三日至六日
亞太區航空導航策劃及實施地區小組轄下亞太飛行氣象情報管理小組第二次會議	泰國曼谷	二零零四年二月十日至十三日
航空保安審核工作小組	加拿大蒙特利爾	二零零四年三月九日至十一日
法律委員會第三十二次會議	加拿大蒙特利爾	二零零四年三月十五日至二十一日
「自動從屬監察 - 廣播」研究及實施專責小組第二次會議	泰國曼谷	二零零四年三月二十二日至二十六日
簡化手續部第十二次會議	埃及開羅	二零零四年三月二十二日至四月二日

## APPENDIX B

ICAO Conferences and Meetings attended by Representatives from the Department between April 2003 and March 2004

Name of Conference or Meeting	Venue	Dates
4th Meeting of the Global Navigation Satellite Systems Panel	Montreal, Canada	April 23 - May 2, 2003
Passenger Processing Drafting Group Meeting	Montreal, Canada	June 2-6, 2003
5th Meeting of Aeronautical Telecommunication Network Transition Task Force of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Phuket, Thailand	June 9-13, 2003
Combined 18th and 19th Meeting of the Reduced Vertical Separation Minimum Implementation Task Force	Bangkok, Thailand	June 30 - July 4, 2003
13th 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, 2003
7th Meeting of the Communications, Navigation, Surveillance and Meteorology Sub-Group and 10th Meeting of Communications, Navigation, Surveillance and Air Traffic Management Implementation Coordination Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 15-21, 2003
1st Meeting of Deficiency Review Task Force	Bangkok, Thailand	July 22-23, 2003
14th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	August 4-8, 2003
40th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Ulaan Bataar, Mongolia	September 1-5, 2003
Special Air Traffic Services Coordination Meeting on Reduced Vertical Separation Minimum Transition Procedures	Bangkok, Thailand	September 3-5, 2003
10th Session of the International Civil Aviation Organisation/International Maritime Organisation Joint Working Group	Torquay, United Kingdom	September 15-19, 2003
2nd Meeting of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	September 17-19, 2003



11th Air Navigation Conference	Montreal, Canada	September 22 - October 3, 2003
Regional Accident Investigation Workshop, Asia and Pacific Region	Bangkok, Thailand	October 14-15, 2003
Special Implementation Project Workshop on Development of Instrument Approach Procedures for Area Navigation	Bangkok, Thailand,	October 27-31, 2003
19th Meeting of the Dangerous Goods Panel	Montreal, Canada	October 27 - November 7, 2003
Conference on Safety Audit	Singapore	November 3-5, 2003
Seminar/Workshop on the Establishment and Management of a State's Safety Oversight System	Nadi, Fiji	November 11-14, 2003
Seminar on Implementation of Data link and SATCOM Communications	Bangkok, Thailand	November 17-19, 2003
Meeting of Aeronautical Communication Panel Working Group- M	Bangkok, Thailand	November 20-28, 2003
Search and Rescue Seminar	Hong Kong, China	November 24-25, 2003
Asia/Pacific Runway Safety and Air Traffic Services Safety Management Seminar	Singapore	December 1-5, 2003
4th Meeting of the Steering Committee on Cooperative Development of Operational Safety and Continuing Airworthiness Programme - South East Asia	Bangkok, Thailand	December 5-16, 2003
Seminar on Technical Co-operation Programme	Singapore	January 12-14, 2004
Aeronautical Telecommunication Network Seminar	Chiang Mai, Thailand	February 3-6, 2004
2nd Meeting of Asia/Pacific Operational Meteorology Management Task Force of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	February 10-13, 2004
Aviation Security Panel Audits Working Group	Montreal, Canada	March 9-11, 2004
32nd Legal Committee	Montreal, Canada	March 15-21, 2004
2nd Meeting of Automatic Dependent Surveillance - Broadcast Study and Implementation Task Force	Bangkok, Thailand	March 22 -26, 2004
12th Session of the Facilitation Division	Cairo, Egypt	March 22 - April 2, 2004

## 附錄丙

民航處代表於二零零三年四月至二零零四年三月出席的亞太經濟合作組織會議

會議名稱	地點	日期
運輸保安專家組會議	泰國曼谷	二零零三年四月二日至四日
航空保安專家小組會議	中國香港	二零零三年八月二十三日至二十四日
運輸工作小組促進有效及全面行李檢查討論會	中國香港	二零零三年八月二十六日至二十八日
運輸保安專家組會議	中國香港	二零零三年八月二十八日至二十九日
化學對話- 全球調和制度研討會	台北	二零零三年九月二十二日至二十四日
全球衛星導航系統實施小組第五次會議	台北	二零零四年三月三日至五日
航空保安審核研討會	新加坡	二零零四年三月三十一日至四月二日

## APPENDIX C

APEC Conferences and Meetings attended by Representatives from the Department between April 2003 and March 2004

Name of Conference or Meeting	Venue	Dates
Transportation Security Experts Group Meeting	Bangkok, Thailand	April 2-4, 2003
Aviation Security Experts Sub-group	Hong Kong, China	August 23-24, 2003
100% Baggage Screening Symposium	Hong Kong, China	August 26-28, 2003
Transportation Security Experts Group Meeting	Hong Kong, China	August 28-29, 2003
Chemical Dialogue Seminar on Globally Harmonised System	Taipei	September 22-24, 2003
5th Meeting of the Global Navigation Satellite Systems Implementation Team	Taipei	March 3-5, 2004
Aviation Security Audit Seminar	Singapore	March 31-April 2, 2004