

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。

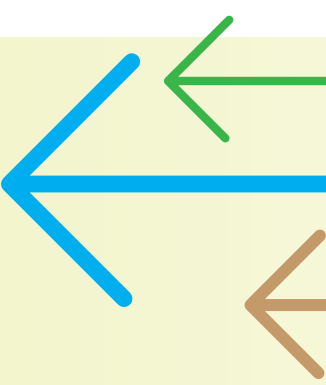
航班事務組負責監察航空公司是否遵守民用航空運輸協定，定期航班服務的安排及監管不定期航班服務。該組並為運輸及房屋局提供資料，在民用航空運輸談判時參考，以及供空運牌照局考慮本地航空公司的空運牌照申請之用。此外，該組負責檢討民航法例和提出修訂建議，以及與國際組織，特別是國際民用航空組織(國際民航組織)和亞太經濟合作組織聯絡航空事務和有關活動。

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 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.







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及促進直升機場的發展，並監察飛機起降時段的分配及航空公司航班起降的正點率。

航空服務

航空交通量增長

香港航空交通在二零零七/零八年度持續增長。增長主要來自中國內地、東南亞及北美洲的旅客，佔總增幅的67%。香港國際機場的客運量比去年同期上升8%，達4 743萬人次。香港國際機場的貨運量持續增長，達381萬公噸，增幅7%，當中以往來中國內地、東南亞及歐洲的貨運增長最為顯著。飛機升降量亦增加6%，達299 617架次。

本地航空公司的服務

年內，國泰航空公司(國泰)開始擴充長途機隊並在二零零七年十月接收首架波音B777-300ER型新飛機。隨着長途機隊的擴充，國泰先後增加定期長途客運航班服務的班次，涉及的航點包括悉尼、三藩市、紐約、奧克蘭、多倫多及溫哥華。國泰並在二零零八年三月開辦往返河內和達卡的定期貨運航班，以及增加往返達拉斯和亞特蘭大的定期貨運航班班次。二零零八年三月，國泰開始與芬蘭航空公司經營往返赫爾辛基及歐洲其他航點的代號共享航班。國泰亦透過增加定期航班服務的班次和與其全資附屬公司港龍航空公司的代號共享安排，加強往返印度及日本的服務。

截至二零零八年三月底，國泰提供往返香港的定期航班服務遍及56個目的地。年內，該公司的機隊數目由103架增至115架，包括30架空中巴士A330-300型、15架空中巴士A340-300型、三架空中巴士A340-600型、24架波音B747-400型、24架波音B777型客機(其中包括七架波音B777-300ER型新客機)，以及七架波音B747-200型、六架波音B747-400型和六架波音747-400BCF型貨機。

港龍航空公司(港龍)在二零零七年十月開辦往返福岡的定期客運航班，並先後在二零零七年十月及十二月恢復往返仙台和加德滿都的定期客運航班服務。港龍亦增加往返釜山的定期客運航班。但往返東京的定期客運航班在二零零七年十月停辦。

The Technical Administration Section is responsible for developing and implementing noise mitigating measures and monitoring flight tracks of aircraft operating to and from the Hong Kong International Airport (HKIA) with a view to minimising the impact of aircraft noise on local communities. It also provides air traffic statistics, coordinates building projects for the Department, examines the demand for helicopter services and to facilitate the development of heliports. In addition, the Section monitors the allocation of runway slots and time-keeping performance of airlines.

AIR SERVICES

Air Traffic Growth

Air traffic at Hong Kong International Airport continued to rise in 2007/08. Regions with strongest growth in passenger traffic were Mainland China, South East Asia and North America accounting for 67 per cent of the total increase. The passenger throughput rose by 8% year-on-year. A total of 47.43 million passengers were handled.

Air cargo throughput continued to grow by 7 per cent to 3.8 million tonnes, the majority of the growth in cargo traffic was from Mainland China, South East Asia and Europe.

Aircraft movements also rose by 6 per cent to a total of 299 617.



航空交通量持續穩定增長。
Air traffic continues to grow steadily.

Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) started to take delivery of its first Boeing 777-300ER aircraft in October 2007. With the expansion of its "Extended Range" fleet, CPA increased the frequency of its long haul scheduled passenger services to Sydney, San Francisco, New York, Auckland, Toronto and Vancouver. CPA also commenced scheduled all-cargo services to Hanoi and Dhaka in March 2008 and increased the frequency of its

截至二零零八年三月底，港龍定期航班服務遍及30個目的地，包括19個內地城市。年內，該公司的機隊數目由36架增至40架，計有10架空中巴士A320-200型、六架空中巴士A321-200型、16架空中巴士A330-300型客機，以及一架波音B747-200型，三架波音B747-300型和四架波音B747-400BCF型貨機。

香港華民航空有限公司(華民)集中發展亞洲業務，並先後在二零零七年五月、八月及二零零八年一月增設航點至上海、北京和馬尼拉。截至二零零八年三月底，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。

scheduled all-cargo services to Dallas and Atlanta. In March 2008, it commenced its code-share services with Finnair to Helsinki and other destinations in Europe. CPA also enhanced its regional services to India and Japan by increasing frequency of services and code-share arrangements with Hong Kong Dragon Airlines, its wholly owned subsidiary.

At the end of March 2008, the number of destinations served by CPA's scheduled services from Hong Kong was 56. The fleet of CPA increased from 103 to 115 aircraft during the year, comprising 30 Airbus A330-300s, 15 Airbus A340-300s, three Airbus A340-600s, 24 Boeing B747-400s, 24 Boeing B777s (including seven new Boeing 777-300ERs), seven Boeing B747-200 freighters, six Boeing B747-400 freighters and six Boeing 747-400BCF freighters.



各主要航空營運商積極擴充機隊，拓展業務及服務網絡。

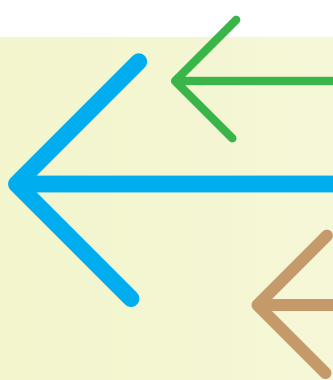
Major airline operators expand their business operations and service networks with enlarged fleets.

香港航空有限公司(香港航空)先後在二零零七年四月、七月、八月、十二月和二零零八年三月開辦往返河內、南昌、胡志明市、合肥和杭州的定期客運航班服務。年內，香港航空繼續經常提供不定期航班服務，往返亞洲多個目的地。截至二零零八年三月底，香港航空的機隊包括八架波音B737-800型飛機，經營往返15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)繼續擴展其區內的定期客運航班服務。香港快運先後在二零零七年四月、七月、和九月開辦往返西安、貴陽和曼谷的定期客運航班。其後在二零零七年十一月開辦往返仰光和吉隆坡、及在十二月開辦往返加

The Hong Kong Dragon Airlines Limited (HDA) launched scheduled passenger air services to Fukuoka in October 2007, and resumed scheduled passenger services to Sendai and Kathmandu in October and December 2007 respectively. HDA also increased its scheduled passenger services to Busan. However, the airline suspended its scheduled passenger services to Tokyo in October 2007.

At the end of March 2008, HDA operated scheduled services to 30 destinations, including 19 cities in the Mainland. During the year, its fleet increased from 36 to 40, comprising 10 Airbus A320-200s, six Airbus A321-200s, 16 Airbus A330-300s, one Boeing B747-200 freighter, three Boeing B747-300 freighters and four Boeing B747-400BCF freighters.



德滿都的定期客運航班服務。年內，香港快運已完成更換的機隊中的Embraer型飛機。截至二零零八年三月底，香港快運的機隊包括四架波音B737-800型飛機，定期航班服務遍及10個目的地。該公司亦經常經營不定期航班服務，往來亞洲多個目的地。

甘泉香港航空有限公司提供定期航班服務往返倫敦格域機場和溫哥華。後者是該公司於二零零七年六月新增的航點。截至二零零八年三月底，該公司以四架波音B747-400型飛機經營航班服務。

空中快線以兩架西科斯基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。

香港商用飛機有限公司的機隊於年內增加至三架灣流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。

直升機服務(香港)有限公司繼續以一架麥唐納道格拉斯MD500E型、一架歐洲直升機公司AS355N型及三架Aerospatiale SA315B型直升機，在本地提供客運包機及進行空中作業服務。

非本地航空公司的服務

東星航空公司和皇家約旦航空公司先後在二零零七年十一月及二零零八年三月開辦武漢與香港之間及安曼和曼谷與香港之間的定期客運航班服務。二零零七年十二月，俄羅斯全祿航空公司開辦莫斯科 - 香港 - 悉尼航線的定期客運航班服務，但該航線在二零零八年三月停辦。定期貨運航班服務方面，揚子江快運航空公司在二零零七年四月開辦青島和杭州與香港之間的服務；同年五月，中國國際貨運航空公司接辦中國國際航空公司往返北京與香港之間的定期貨運航班服務；六月，捷達貨運航空公司開辦新加坡航線；九月，中國貨運航空公司和Thai Global Airlines分別開辦往返上海與香港和曼谷與香港的貨運航班服務。埃塞俄比亞航空公司除原有的定期客運航班外，在二零零八年一月增辦阿的斯阿貝巴與香港之間的貨運航班服務。

年內，有兩家航空公司停辦定期航班服務：二零零七年六月，海灣航空公司停辦往返巴林、曼谷與香港的客運服務；十二月，Ocean Airlines停辦米蘭與香港之間的貨運服務。二零零七年十月，四川航空公司停辦成都、重慶與香港之間的客運服務，然而，該服務在二零零八年三月恢復。

AHK Air Hong Kong Limited (AHK) focused on developing its services in Asia and added Shanghai, Beijing and Manila to its network in May, August 2007 and January 2008 respectively. 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) commenced scheduled passenger services to Hanoi, Nanchang, Ho Chi Minh City, Hefei and Hangzhou in April, July, August, December 2007 and March 2008 respectively. During the year, CRK continued to provide frequent non-scheduled air services to destinations in Asia. At the end of March 2008, CRK operated scheduled services to 15 destinations with eight Boeing B737-800 aircraft.

Hong Kong Express Airways Limited (HKE) continued to develop regional scheduled passenger services and commenced services to Xi'an in April 2007; Guiyang in July; Bangkok in September 2007; Yangon and Kuala Lumpur in November 2007; and Kathmandu in December 2007. During the year, it replaced its fleet of Embraer aircraft. At the end of March 2008, the number of destinations served by HKE's scheduled services was 10. Its fleet comprised four Boeing B737-800 aircraft. HKE also operated frequent non-scheduled air services to destinations in Asia.

Oasis Hong Kong Airlines Limited (OHK) operated to London Gatwick Airport and Vancouver, the latter being added to its network since June 2007. At the end of March 2008, OHK operated four Boeing 747-400 aircraft.

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

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

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

Services by Non-Hong Kong Carriers

East Star Airlines and Royal Jordanian commenced scheduled passenger services between Wuhan and Hong Kong in November 2007 and between Amman, Bangkok and Hong Kong in January 2008 respectively. Transaero Airlines also launched its scheduled passenger services on the route Moscow - Hong Kong - Sydney in December 2007. However, this service was suspended in March 2008. For scheduled all-cargo services, Yangtze River Express Airlines commenced services between Qingdao, Hangzhou and Hong Kong in April 2007. In May, Air China Cargo took over the all-cargo operations between Beijing and Hong Kong from Air China. Jett8 Airlines Cargo launched services between Singapore and Hong

截至二零零八年三月底，提供定期往來香港航班服務的航空公司，總數增至85家。年內，定期航班服務的目的地，新增八個航點，但另有八個停辦。故至三月底，航點總數維持146個。有關目的地的變動詳見附錄甲。

年內，本處合共簽發147張經營許可證予以香港以外地方為基地的航空公司，以供營辦往來香港的定期航班服務，並處理共1 826宗更改定期航班服務的申請，以及簽發2 143張經營不定期來往香港航班服務的許可證。

Time	Flight	From	Hall	Status
09:00	10:20 KA 873	Shanghai	B	Est at 10:00
	10:20 MU 501	Shanghai	A	Est at 10:28
09:55	10:20 MU 765	Nanjing	A	Est at 10:06
10:24	10:25 3K 691	Singapore	A	Est at 10:19
10:44	10:25 UA 896	Singapore	B	Est at 10:14
10:15	10:30 LH 738	Frankfurt	A	Est at 10:46
10:16	NZ 4638			
10:13	10:35 CZ 3075	Wuhan	A	Est at 10:45
10:10	10:35 MU 593	Hangzhou	A	Est at 10:50
10:57	10:40 CX 471	Taipei	B	Est at 10:34
10:25	10:45 CI 641	Taipei	A	Est at 10:47
10:17	10:45 CX 912	Manila	B	Est at 10:24
10:29	10:50 KA 153	Bangalore	B	Est at 10:55
10:35	10:50 MU 2901	Wuxi	A	Est at 10:39
10:11	10:50 MU 715	Ningbo	A	Est at 10:55
10:05	10:55 BR 865	Taipei	B	Est at 10:57
10:00	10:55 KE 603	Seoul/ICN	A	Est at 11:00
10:01	11:00 KA 871	Shanghai	B	Est at 10:32
10:05	11:05 AK 076	Kuala Lumpur	A	Est at 10:54
10:05	11:05 KA 825	Chengdu	B	Est at 11:11
10:00	CA 8503			
10:00	11:05 KA 863	Nanjing	B	Est at 10:49
10:00	11:05 MU 5025	Jinan	A	Est at 11:04
10:00	11:10 CX 403	Taipei	B	
10:00	11:15 CX 682	Mumbai	B	Est at 11:27
10:00	11:15 KA 831	Shanghai	B	Est at 11:11
10:00	11:20 CZ 381	Xiamen	A	
10:00	11:20 MU 701	Shanghai	A	Est at 12:30
10:00	11:20 UO 305	Beijing	A	Est at 11:30

運價

年內，本處共處理了808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。

油價自二零零四年五月起急升，備受航空業關注。年內，本處批准58家航空公司的申請，向乘客收取燃油附加費(每程/每張機票為61港元至508港元不等)，以彌補部分未能預見的新增燃油成本。貨運方面，本處也批准約60家航空公司徵收不高於每千克7.20港元(長途)或每千克3.60港元(短途)的燃油附加費。

Kong in June. In September 2007, China Cargo Airlines started new services between Shanghai and Hong Kong, and Thai Global Airlines between Bangkok and Hong Kong. In addition to passenger services, Ethiopian Airlines started all-cargo services between Addis Ababa and Hong Kong in January 2008.

In the year, Gulf Air suspended its scheduled passenger services between Bahrain, Bangkok and Hong Kong in June 2007. Sichuan Airlines suspended scheduled passenger services between Chengdu, Chongqing and Hong Kong in October 2007 but resumed the services in March 2008. In December 2007, Ocean Airlines suspended its all-cargo services to Hong Kong.

The number of scheduled airlines serving Hong Kong increased to 85 by the end of March 2008. As for the destinations served by the scheduled services from Hong Kong, eight new points were added. On the other hand, services to eight points were terminated, the total number of destinations served therefore remained at 146 by the end of March 2008. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 147 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 1 826 applications for changes to the schedules. A total of 2 143 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

TARIFFS

In the year, the Department processed 808 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.

The surge of oil prices since May 2004 became a major concern to the airline industry. In order to cover part of the unforeseen increase in fuel cost, 58 airlines were approved to collect a passenger fuel surcharge ranging from HK\$61 to HK\$508 per flight sector/coupon. On the cargo side, approvals were given to about 60 airlines to levy a fuel surcharge up to a maximum level of HK\$7.20/kg for long haul services and HK\$3.60/kg for short haul services.

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，出席五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31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344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。

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 five ICAO meetings which were limited to States as part of the delegation of the People's Republic of China, and 31 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 344 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.



處長率領代表團到西安出席亞洲及太平洋區民航局長第四十四次會議。

DGCA led a delegation to attend the 44th Conference of Directors General of Civil Aviation, Asia and Pacific Regions in Xian.

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，本處代表參加了三次該組織的會議，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，提供民航的技術事宜的意見及資料。

飛機噪音管理

本處繼續致力減少飛機噪音對航道之下或附近居民的影響，為此本處實施了一系列噪音消減措施。其中一項措施，是在風向適合及安全的情況下，午夜十二時至早上七時抵港的航機須要從西南方經海上降落。這措施旨在減少航機在晚間飛越人口稠密的地區如沙田、荃灣、深井及青龍頭等。年內有86%在這時段抵港的航機能夠實行這項措施。另一項飛機噪音消減措施，是晚上十一時至早上七時向東北方起飛的航機，須經西博寮海峽離港。這措施旨在使紅磡、北角、筲箕灣及柴灣等地區免受離港航機的噪音影響。年內逾99%在上述時段內離港的航機能夠實行這項措施。上述措施的成效顯示，只有少數航機因運作和安全理由，需要在深夜時份飛經人口稠密的地方。



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

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 three 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.

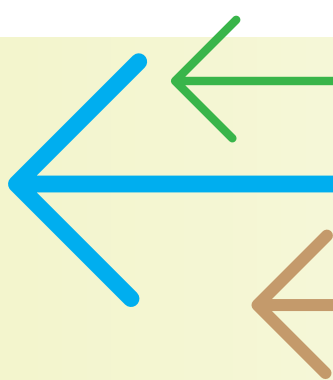
AIRCRAFT NOISE MANAGEMENT

The Department continued its effort in minimising the impact of aircraft noise on residents living under or in the vicinity of flight paths by the implementation of a series of noise mitigating measures. One of the mitigating measures required aircraft arriving between midnight and 7 a.m. to land from the southwest over water, subject to acceptable wind directions and safety consideration. This measure aims to reduce the number of aircraft overflying populated areas like Sha Tin, Tsuen Wan, Sham Tseng and Tsing Lung Tau. During the year, this mitigating measure achieved a compliance rate of 86 per cent. Another mitigating measure required aircraft taking off to the northeast between 11 p.m. and 7 a.m. to depart via the West Lamma Channel. This measure aims to keep areas like Hung Hom, North Point, Shau Kei Wan and Chai Wan away from the noise impact of departing aircraft. During the year, this mitigating measure achieved a compliance rate of over 99 per cent. These high achievement rates indicated that only a small number of aircraft were required to overfly the populated areas during the small hours due to operational and safety considerations.

In addition, of those aircraft arriving at the HKIA from the northeast between 11 p.m. and 7 a.m., 82.3 per cent were able to adopt the Continuous Descent Approach (CDA) procedures. Aircraft on CDA procedures would fly higher and in a lower power and drag configuration during the commencement of the approach which as a result reduce aircraft noise impact in areas such as Sai Kung, Tseung Kwan O and Ma On Shan.

Measures to control the impact of aircraft noise are closely monitored with the aid of a computer-based aircraft noise and flight track monitoring system. The system comprised 16 noise monitoring terminals installed in the vicinity of the landing and take-off flight paths of the HKIA. During the year, the Department replaced eight sets of aged noise monitoring terminal equipment by new units in order to enhance the effectiveness and efficiency of the system.

During the year, the Department received 349 complaints against aircraft noise. All the complaints were investigated impartially, and the complainants were replied with investigation findings.



此外，在晚上十一時至早上七時從東北方抵港的航機中，82.3%的航機能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。

本處利用一套飛機噪音及航跡監察電腦系統，密切監察飛機噪音消減措施的執行情況。該系統由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。年內，本處更換了八套已使用多年的監察器，以提高該系統的效率 and 成效。

年內，本處共接獲349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。

為便利公眾瞭解本處就飛機噪音所做的各項工作，本處設有投訴熱線，與受飛機噪音影響的市民保持溝通，並利用本處的網頁，發佈飛機噪音消減措施的資料及噪音數據。本處職員也有出席區議會會議及與區內居民會面，講解本處在減少飛機噪音所作的努力。

直升機場的發展

為促進香港跨境直升機服務的發展，民航處通過公開招標，落實擴建港澳碼頭現有跨境直升機場的計劃。標書已於二零零七年一月批與港聯直升機(香港)有限公司，為期十八年的擴建及營運合約於二零零七年七月一日開展，工程預期於二零零九年中旬竣工。在跨境直升機服務的長遠發展方面，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。

就建議把會議展覽中心附近的擬建政府直升機坪開放予商業直升機使用的技術可行性研究已於二零零七年尾完成。該研究報告亦就共用提議作出最適合的直升機坪整體佈局設計。

In order to facilitate the general public in understanding the Department's work on aircraft noise, the Department continued to communicate with residents affected by aircraft noise through the Department's complaint hotline, and to disseminate the mitigating measures and noise data in the Department's website. Staff of the Department also attended District Council meetings and met local communities to explain the Department's aircraft noise mitigation initiatives.

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 Macau Ferry Terminal through an open tender exercise. The tender was awarded to the Heli Express Limited in January 2007. A 18-year Lease for the expansion and operations of the heliport commenced on July 1, 2007 and the expansion work is scheduled for completion in mid 2009. Regarding 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.

A technical feasibility study for the proposed share-use of the government helipad near the Hong Kong Convention and Exhibition Centre with domestic commercial helicopter operations was completed in end 2007. The study proposed the best share-use layout of the government helipad.



港澳碼頭現有的跨境直升機場。
The cross-boundary heliport at the Macau Ferry Terminal.

附錄甲

截至二零零八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（與二零零七年三月比較）

APPENDIX A

Changes in Destinations Served by Scheduled Services to and from Hong Kong as at March 2008 (compared with March 2007)

(甲) 新增航點

(a) Additions

新航點	New Points	經營者	Operated By
1. 安曼	Amman	皇家約旦航空公司	Royal Jordanian
2. 開羅	Cairo	漢莎貨運航空公司	Lufthansa Cargo AG
3. 新山	Johor Bahru	金鵬航空公司	Transmile Air Services
4. 萊比錫	Leipzig	漢莎貨運航空公司	Lufthansa Cargo AG
5. 莫斯科 - 多莫傑多沃	Moscow Domodedovo	AirBridge Cargo Airlines	AirBridge Cargo Airlines
6. 仙台	Sendai	港龍航空公司	Hong Kong Dragon Airlines
7. 仰光	Yangon	香港快運航空公司	Hong Kong Express Airways
8. 銀川	Yinchuan	中國南方航空公司	China Southern Airlines

(乙) 刪減航點

(b) Deletions

刪除航點	Deleted Points	前經營者	Previously Operated By
1. 雅典	Athens	漢莎貨運航空公司	Lufthansa Cargo AG
2. 波士頓	Boston	聯合航空公司	United Airlines
3. 大庸（張家界）	Dayong	中國南方航空公司	China Southern Airlines
4. 丹佛	Denver	聯合航空公司	United Airlines
5. 哈巴羅夫斯克	Khabarovsk	AirBridge Cargo Airlines	AirBridge Cargo Airlines
6. 拉合爾	Lahore	Ocean Airlines	Ocean Airlines
7. 德黑蘭	Tehran	盧森堡國際貨運航空公司	Cargolux Airlines International
8. 屯溪（黃山）	Tunxi	中國東方航空公司	China Eastern Airlines

附錄乙

民航處代表於二零零七年四月至二零零八年三月出席的國際民航組織會議

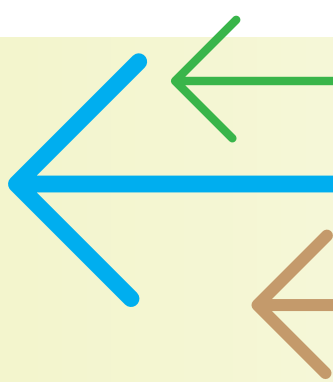
會議名稱	地點	日期
廣播式自動相關監察系統研究及實施專責小組第六次會議及專題研討會	韓國首爾	二零零七年四月二十三日至二十七日
危險品的航空安全運輸專家組工作小組會議	美國孟菲斯	二零零七年四月三十日至五月四日
第二次航空語言專題討論會	加拿大蒙特利爾	二零零七年五月七日至九日
安全管理系統地區研討會 — 航空交通管理的改變管理	泰國曼谷	二零零七年五月十日至十一日
航空通信專家組第一次會議	加拿大蒙特利爾	二零零七年五月十日至十八日
亞太地區航行規劃和實施小組轄下的航空電訊網實施協調小組第二次會議	中國香港	二零零七年五月二十八日至六月一日
第六次東南亞未來航空導航系統實施小組、第14次東南亞航空交通管制協調小組聯合會議	越南河內	二零零七年五月二十八日至六月一日
亞太太平洋地區空域安全監察諮詢小組第七次會議	泰國曼谷	二零零七年六月四日至八日
亞太地區航行規劃和實施小組轄下的飛行氣象情報管理小組第五次會議	泰國曼谷	二零零七年六月六日至八日
西太平洋及南中國海縮小垂直間隔標準詳審工作小組第二次會議	泰國曼谷	二零零七年六月十二日至十五日
互助發展運作安全和持續適航計劃北亞區主導委員會第七次會議	中國西安	二零零七年六月十九日至二十一日
1952年羅馬公約現代化特別小組第六次會議	加拿大蒙特利爾	二零零七年六月二十六日至二十九日
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17次會議	泰國曼谷	二零零七年七月二日至六日
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11次會議	泰國曼谷	二零零七年七月十六日至二十日
檢討航空導航不足專責小組第三次會議	泰國曼谷	二零零七年七月二十三日至二十四日
縮小垂直間隔標準實施專責小組第31次會議	泰國曼谷	二零零七年七月三十一日至八月三日
亞太地區互助航空保安計劃主導委員會第四次會議	柬埔寨金邊	二零零七年八月二十一日至二十二日
亞太地區多機組駕駛員執照實施討論會	中國香港	二零零七年八月二十三日至二十四日
防止傳染病經航空交通散播合作安排計劃主導委員會第一次會議	中國香港	二零零七年八月三十日至三十一日
亞太太平洋地區航行規劃和實施小組第18次會議	泰國曼谷	二零零七年九月三日至七日
基於性能導航專題研討會	泰國曼谷	二零零七年九月十一日至十四日
縮小垂直間隔標準實施專責小組第32次會議	中國北京	二零零七年九月十八日至二十一日
國際民用航空組織第36屆大會	加拿大蒙特利爾	二零零七年九月十八日至二十八日

會議名稱	地點	日期
航空電訊網實施協調小組工作組第二次會議	泰國曼谷	二零零七年九月十九日至二十一日
亞太地區民航局局長第44次會議	中國西安	二零零七年十月二十二日至二十六日
西太平洋及南中國海縮小垂直間隔標準詳審工作小組第三次會議	泰國曼谷	二零零七年十月三十日至十一月二日
危險品的航空安全運輸專家組第21次會議	加拿大蒙特利爾	二零零七年十一月五日至十六日
互助發展運作安全和持續適航計劃東南亞區航空安全小組第八次會議	泰國曼谷	二零零七年十一月十二日至十四日
基於性能導航專題研討會	埃及開羅	二零零七年十一月十二日至十五日
互助發展運作安全和持續適航計劃東南亞區主導委員會第九次會議	寮國永珍	二零零七年十二月十一日至十三日
基於性能導航專責小組第一次會議	泰國曼谷	二零零八年一月九日至十一日
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第三次會議	泰國清邁	二零零八年一月二十四日至二十五日
西太平洋及南中國海縮小垂直間隔標準詳審工作小組第四次會議	泰國曼谷	二零零八年二月二十六日至二十九日
所需導航性能東南亞區實施專責小組第二次會議	新加坡	二零零八年三月四日至七日
亞太地區航行規劃和實施小組轄下的飛行氣象情報管理小組第六次會議	泰國曼谷	二零零八年三月二十六日至二十八日
預防機場地面意外專題討論會	泰國曼谷	二零零八年三月二十七日至二十八日

附錄丙

民航處代表於二零零七年四月至二零零八年三月出席的亞太經濟合作組織會議

會議名稱	地點	日期
全球衛星導航系統實施小組第11次會議	日本東京	二零零七年六月二十五日至二十八日
運輸工作小組第29次會議	台北	二零零七年七月九日至十三日
管制飛機排放物措施策略專題討論會	新加坡	二零零七年八月十日至十一日



Appendix B

ICAO Conferences and Meetings Attended by Representatives from the Department between April 2007 and March 2008

Name of Conference or Meeting	Venue	Dates
6th Meeting of Automatic Dependent Surveillance-Broadcast Study and Implementation Task Force and Seminar	Seoul, Republic of Korea	April 23 - 27, 2007
Dangerous Goods Panel Working Group Meeting	Memphis, USA	April 30 - May 4, 2007
2nd Aviation Language Symposium	Montréal, Canada	May 7 - 9, 2007
Regional Seminar on Safety Management Systems - Managing Change in Air Traffic Management	Bangkok, Thailand	May 10 - 11, 2007
1st Meeting of Aeronautical Communications Panel	Montréal, Canada	May 10 - 18, 2007
2nd Meeting of Aeronautical Telecommunication Network Implementation Coordination Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Hong Kong, China	May 28 - June 1, 2007
Combined Meetings of 6th Future Air Navigation System Implementation Team - South-East Asia and 14th Meeting of the South-East Asia Air Traffic Services Coordination Group	Hanoi, Viet Nam	May 28 - June 1, 2007
7th Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	June 4 - 8, 2007
5th Meeting of Asia/Pacific Operational Meteorology Management Task Force of the Communications/Navigation/ Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	June 6 - 8, 2007
2nd Meeting of the Western Pacific / South China Sea Reduced Vertical Separation Minima Scrutiny Working Group	Bangkok, Thailand	June 12 - 15, 2007
7th Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - North Asia Project Steering Committee	Xi'an, China	June 19 - 21, 2007
6th Meeting of the Special Group on the Modernisation of the Rome Convention of 1952	Montréal, Canada	June 26 - 29, 2007
17th Meeting of the Air Traffic Services, Aeronautical Information Services, Search and Rescue Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 2 - 6, 2007
11th Meeting of the Communications/Navigation/ Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 16 - 20, 2007
3rd Meeting of Deficiency Review Task Force	Bangkok, Thailand	July 23 - 24, 2007
31st Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	July 31 - August 3, 2007
4th Steering Committee Meeting of Cooperative Aviation Security Programme - Asia/Pacific	Phnom Penh, Cambodia	August 21 - 22, 2007
Regional Symposium on the Implementation of Multi-Crew Licence	Hong Kong, China	August 23 - 24, 2007
1st Steering Committee Meeting of the Cooperative Arrangement for Preventing the Spread of Communicable Disease through Air Travel	Hong Kong, China	August 30 - 31, 2007
18th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	September 3 - 7, 2007

Name of Conference or Meeting	Venue	Dates
Introduction to Performance Based Navigation Seminar	Bangkok, Thailand	September 11 - 14, 2007
32nd Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Beijing, China	September 18 - 21, 2007
36th Session of the Assembly	Montréal, Canada	September 18 - 28, 2007
2nd Meeting of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Bangkok, Thailand	September 19 - 21, 2007
44th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Xi'an, China	October 22 - 26, 2007
3rd Meeting of the Western Pacific / South China Sea Reduced Vertical Separation Minima Scrutiny Working Group	Bangkok, Thailand	October 30 - November 2, 2007
21st Meeting of Dangerous Goods Panel	Montréal, Canada	November 5 - 16, 2007
8th Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	November 12 - 14, 2007
Introduction to Performance Based Navigation Seminar	Cairo, Egypt	November 12 - 15, 2007
9th Steering Committee Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - Southeast Asia	Vientiane, Lao	December 11 - 13, 2007
1st Meeting of the Performance Based Navigation Task Force	Bangkok, Thailand	January 9 - 11, 2008
3rd Meeting of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Chiang Mai, Thailand	January 24 - 25, 2008
4th Meeting of the Western Pacific / South China Sea Reduced Vertical Separation Minima Scrutiny Working Group	Bangkok, Thailand	February 26 - 29, 2008
2nd Meeting of the Required Navigation Performance Implementation Task Force for South-East Asia	Singapore	March 4 - 7, 2008
6th Meeting of Asia/Pacific Operational Meteorology Management 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 26 - 28, 2008
Ground Accident Prevention Seminar	Bangkok, Thailand	March 27 - 28, 2008

Appendix C

APEC Conferences and Meetings attended by Representatives from the Department between April 2007 and March 2008

Name of Conference or Meeting	Venue	Dates
11th Meeting of the Global Navigation Satellite Systems Implementation Team	Tokyo, Japan	June 25 - 28, 2007
29th Transportation Working Group Meeting	Taipei	July 9 - 13, 2007
Strategic Seminar on Measures to Manage Aviation Emission	Singapore	August 10 - 11, 2007