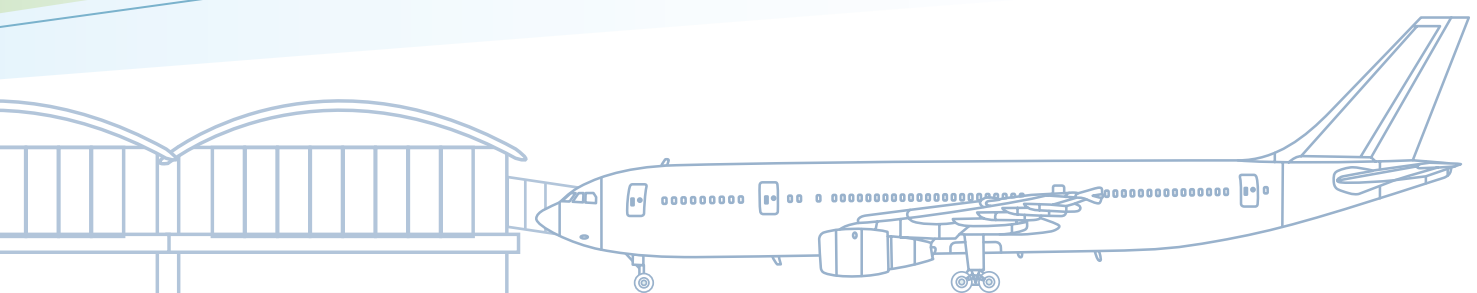


航班事務 Air Services

航班事務部由兩個分組組成，分別是航班事務組和技術行政組。

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





航班事務 Air Services

航班事務組負責監察航空公司是否遵守規管定期航班服務的民用航空運輸安排，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，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，特別是國際民航組織和亞太經濟合作組織商討航空事務和活動。

技術行政組則負責制訂和實行噪音消減措施，並監察來往香港國際機場航機的飛行路線，以減低飛機噪音對社區的影響，同時也負責提供航空交通統計數字、統籌部門的工程項目、研究直升機服務需求、促進直升機場的發展，並協調航班時間、分配飛機升降時段及監察航空公司航班升降的正點率。

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 ICAO and the 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 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.

本地航空公司調整服務以配合市場需求。

Local carriers adjusted their services to align with the market demand.



航空交通量在二零一零年開始復甦。
Air traffic saw recovery in 2010.



航空服務

航空交通量增長

雖然航空交通在二零零九年仍然受到環球金融危機的持續影響，航空交通量在二零一零年開始復甦。二零零九至一零年度，香港國際機場的貨運量尤其顯著回升，而客運量及飛機升降量仍然較去年同期為少。貨運量錄得增長，主要由於去年同期基數偏低，以及二零零九至一零年度最後一季的貨運需求激增。貨運量增加4%至360萬公噸。客運量則為4 580萬人次，下跌1%。飛機升降量減少5%至280 218架次。

本地航空公司的服務

年內，國泰航空公司(國泰)繼續接收新的長途客機和貨機，但亦同時停用部份較舊飛機。國泰先後在二零零九年十月和二零一零年三月開辦往返吉達和米蘭的定期客運航班。二零零九年十二月，該公司亦透過與太平洋航空的共用代碼安排，開辦往返南太平洋斐濟納迪的定期客運航班服務。

AIR SERVICES

Air Traffic Growth

Air traffic saw recovery in 2010 despite the continued effect of the global financial crisis felt throughout 2009. The cargo traffic upturn was particularly remarkable and recorded an increase at the Hong Kong International Airport in 2009/10 whereas the passenger traffic and aircraft movements continued to record a year-on-year decrease. The increase in cargo traffic was mainly because of last year's low base and a surge of freight demand in the last quarter of 2009/10. The air cargo throughput increased by 4 per cent to 3.6 million tonnes. The passenger throughput continued to drop by 1 per cent. A total of 45.8 million passengers were handled. Aircraft movements dropped by 5 per cent to a total of 280 218.

Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) continued to take delivery of long haul passenger aircraft and freighters but at the same time retired some of its older aircraft. CPA launched new scheduled passenger services to Jeddah and Milan in October 2009 and March 2010 respectively. In December 2009, it also entered into code sharing arrangements with Air Pacific for scheduled passenger services to the South Pacific destination Nadi, Fiji.



航班事務 Air Services

截至二零一零年三月底，國泰提供往返香港的定期航班服務遍及59個目的地。年內，該公司的機隊數目由125架輕微增至126架，包括31架空中巴士A330-300型、15架空中巴士A340-300型、22架波音B747-400型、33架波音B777型客機(其中包括16架波音B777-300ER型長途客機)，以及25架波音B747-400型貨機。

港龍航空公司(港龍)在年內調整載運量以配合市場需求，並先後停辦往返大連、福岡、桂林、瀋陽和西安的定期客運航班。另一方面，該公司在二零零九年九月開辦往返廣州的定期客運航班服務。

截至二零一零年三月底，港龍定期航班服務遍及26個目的地，包括15個內地城市。該公司的機隊數目為29架，計有九架空中巴士A320-200型、六架空中巴士A321-200型和14架空中巴士A330-300型客機。

香港華民航空有限公司(華民)集中發展亞洲業務。截至二零一零年三月底，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。

香港航空有限公司(香港航空)接收第一架貨機，並在二零一零年一月開辦往返杭州和胡志明市的定期貨運航班。至於定期客運航班服務方面，香港航空於年內先後停飛往返長沙、布吉和廈門的航線，但在年內把三亞納入航線網絡。截至二零一零年三月底，香港航空的機隊包括兩架波音B737-800型客機和一架波音B737型貨機，經營往返七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)與聯盟公司香港航空繼續重組區內定期客運航班

At the end of March 2010, CPA operated scheduled services to 59 destinations. The fleet of CPA slightly increased from 125 to 126 aircraft during the year, comprising 31 Airbus A330-300s, 15 Airbus A340-300s, 22 Boeing B747-400s, 33 Boeing B777s (including 16 long-haul Boeing B777-300ERs) and 25 Boeing B747-400 freighters.

The Hong Kong Dragon Airlines Limited (HDA) adjusted its capacity to align with the market demand. During the report period, HDA suspended its scheduled passenger services to Dalian, Fukuoka, Guilin, Shenyang and Xian. On the other hand, the airline commenced new scheduled passenger services to Guangzhou in September 2009.

At the end of March 2010, HDA operated scheduled services to 26 destinations, including 15 cities in the Mainland with a fleet of 29 passenger aircraft, comprising nine Airbus A320-200s, six Airbus A321-200s and 14 Airbus A330-300s.

AHK Air Hong Kong Limited (AHK) focused on developing its services in Asia. At the end of March 2010, AHK operated scheduled services to 11 destinations in Asia with eight Airbus A300-600GF freighters.

Hong Kong Airlines Limited (CRK) took delivery of its first freighter and commenced scheduled all-cargo services to Hangzhou and Ho Chi Minh City in January 2010. With regard to its scheduled passenger services, CRK suspended services to Changsha, Phuket and Xiamen but added Sanya to its network during the year. At the end of March 2010, CRK operated scheduled services to seven destinations with two Boeing B737-800 passenger aircraft and one B737 freighter.

Hong Kong Express Airways Limited (HKE) continued to restructure its regional scheduled passenger services with its alliance airline CRK and



超過90家航空公司提供往來香港的定期航班服務。
More than 90 airlines provide scheduled services to and from Hong Kong.

服務。該公司在年內先後開辦往返長沙和海口的航線，亦同時取消往返曼谷、杭州、昆明、南寧、三亞和廈門的航線。截至二零一零年三月底，香港快運的機隊包括六架波音B737-800型飛機，定期航班服務遍及11個目的地。

香港商用飛機有限公司以四架灣流G200型、兩架灣流G450型和一架灣流G550型飛機，經營來往亞洲多個目的地的不定期客運航班。

空中快線直升機有限公司以一架西科斯基S76型直升機和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及本地不定期客運服務。

直升機服務(香港)有限公司繼續以一架麥唐納道格拉斯MD500E型、一架歐洲直升機公司AS355N型及四架Aerospatiale SA315B型直升機，在本地提供客運包機及進行空中作業服務。

commenced services to Changsha and Haikou but suspended services to Bangkok, Hangzhou, Kunming, Nanning, Sanya and Xiamen during the report period. At the end of March 2010, HKE operated scheduled services to 11 destinations with six Boeing B737-800 aircraft.

Metrojet Limited operated four Gulfstream G200, two Gulfstream G450 and one Gulfstream G550 aircraft for non-scheduled passenger carriage to destinations in Asia.

Sky Shuttle Helicopters Limited continued to operate non-scheduled services between Hong Kong and Macao and local flights for passenger carriage with one Sikorsky S76 and two AgustaWestland AW139 helicopters.

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.

航班事務 Air Services

TAG Aviation Asia Limited在二零零九年四月取得航空營運許可證，並以一架龐巴迪BD700型飛機經營區內不定期客運服務。

非本地航空公司的服務

二零零九年九月，翠鳥航空公司開辦孟買與香港之間的航班服務。太平洋航空在二零零九年十二月開辦往來納迪與香港的航班服務。達美航空公司與美國西北航空公司合併後，在二零一零年一月接辦後者在香港的定期航班服務。虎航和四川航空公司在二零一零年二月分別開辦往來新加坡與香港和往來重慶/成都與香港的航班服務。飛龍航空公司在二零零九年十月開辦往來克拉克與香港的航班服務，不過，該服務在二零一零年一月停辦。

定期貨運航班服務方面，Cargolux Italia和Deccan Cargo & Express Logistics在二零零九年六月開辦服務；AeroLogic和D.E.T.A. Air在二零零九年七月開辦服務；Cargitalia、翡翠國際貨運航空公司和TNT Airways在二零零九年九月開辦服務；以及德國貨運航空公司在二零零九年十一月開辦服務。揚子江快運航空公司亦在二零零九年十二月重新開辦服務。

本處年內共處理1 035宗涉及修訂來往香港客運和貨運定期航班服務的運價申請。

The Department in the year processed 1 035 tariff filing for carriage of passengers and cargo on scheduled services to and from Hong Kong.

TAG Aviation Asia Limited obtained its Air Operator's Certificate in April 2009 and commenced its operation with one Bombardier BD700 aircraft for regional non-scheduled passenger carriage.

Services by Non-Hong Kong Carriers

Kingfisher Airlines launched its services between Mumbai and Hong Kong in September 2009. In December 2009, Air Pacific launched its services between Nadi and Hong Kong. In January 2010, Delta Air Lines took over Northwest Airlines' scheduled services in Hong Kong after the two airlines had merged. In February 2010, Tiger Airways and Sichuan Airlines commenced services between Singapore and Hong Kong and between Chongqing / Chengdu and Hong Kong respectively. Zest Airways commenced services between Clark and Hong Kong in October 2009 but suspended the services in January 2010.

For scheduled all-cargo services, Cargolux Italia and Deccan Cargo & Express Logistics commenced services in June 2009; AeroLogic and D.E.T.A. Air in July 2009; Cargitalia, Jade Cargo International and TNT Airways in September 2009; and ACG Air Cargo in November 2009. In December 2009, Yangtze River Express Airlines resumed its services.





年內，有兩家航空公司停辦往來香港的定期航班服務。銀河國際貨運航空公司在二零零九年九月停辦定期貨運航班。俄羅斯國際航空貨運公司在二零零九年十二月停辦往來香港與莫斯科的定期貨運航班服務，而該服務由俄羅斯國際航空公司接辦。

截至二零一零年三月底，提供定期往來香港航班服務的航空公司，總數為94家，服務的目的地總數，維持約150個。有關目的地的變動詳見附錄甲。

年內，本處合共簽發132張經營許可證予航空公司，以供營辦往來香港的定期航班服務，並處理共3 402宗更改定期航班服務的申請，以及簽發1 555張經營不定期來往香港航班服務的許可證。

運價

年內，本處共處理1 035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。二零零九年十月開始，審批客運燃油附加費的次數由每兩個月一次增至每月一次。年內，本處共處理1 122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。

In the year, two airlines suspended their scheduled services to and from Hong Kong. Grandstar Cargo International Airlines suspended its scheduled all-cargo services in September 2009. In December 2009, Aeroflot Cargo Airlines suspended its scheduled all-cargo services between Moscow and Hong Kong, which were taken over by Aeroflot Russian International Airlines.

By the end of March 2010, the number of scheduled airlines serving Hong Kong was 94. The total number of destinations served by scheduled services to and from Hong Kong remained at around 150. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 132 operating permits to airlines for operation of scheduled services to Hong Kong and processed 3 402 applications for changes to the schedules. A total of 1 555 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

TARIFFS

In the year, the Department processed 1 035 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 have been reviewed more frequently on a monthly basis instead of bi-monthly basis since October 2009. In the year, the Department processed 1 122 filings on adjustment of fuel surcharges. The approved fuel surcharges were published in the Department's website.

航班事務 Air 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職責和遵行《基本法》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身分，出席八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37次並非以國家為單位的國際民航組織會議。以上45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336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。

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，本處代表參加該組織的會議兩次，詳情見附錄丙。本處亦因應25項亞太經濟合作組織的要求，提供民航技術事宜的意見及資料。

飛機噪音管理

本處關注飛機噪音對航道下和附近居民的影響，並致力執行一系列噪音消減措施，以減低飛機噪音對市民的影響。

其中一項措施是，在符合風向及安全的情況下，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。

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 eight ICAO meetings which were limited to States as part of the delegation of the People's Republic of China, and 37 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of the above 45 meetings are provided in Appendix B. The Department also exchanged 336 letters with ICAO. The majority of these letters involved comments and information on technical matters related to civil aviation.

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

ACTIVITIES OF ASIA PACIFIC ECONOMIC COOPERATION

The Department continued to participate in the activities of APEC using the name "Hong Kong, China". During the year, representatives of the Department attended two APEC meetings and details of these meetings are given in Appendix C. The Department also handled 25 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.

AIRCRAFT NOISE MANAGEMENT

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

One of the mitigating measures requires aircraft arriving at the HKIA between midnight and 7 a.m. to land from the southwest over water, subject to acceptable wind direction and safety consideration. This measure aims to

這項措施旨在減少飛越沙田、荃灣、葵涌及青衣等人口稠密地區的航機數目。年內，有90.7%在這時段抵港的航機能夠實行這項措施。另一項噪音消減措施是，在符合運作及安全的情況下，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。這項措施旨在減少離港航機對九龍及港島北地區的噪音影響。年內，有高達99.4% 在上述時段離港的航機能夠實行這項措施。

此外，晚上十一時至早上七時飛越將軍澳、西貢和馬鞍山從東北進場的航機中，有91.9% 能夠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。

本處一直利用飛機噪音及航跡監察電腦系統，全日24小時監察飛機航道附近地區的噪音情況。該系統由16個噪音監察器組成。本處利用該系統編製飛機噪音統計數據和調查飛機噪音投訴。

reduce the number of aircraft overflying populated areas such as Sha Tin, Tsuen Wan, Kwai Chung and Tsing Yi. During the year, this mitigating measure achieved a compliance rate of 90.7 per cent. Another mitigating measure requires aircraft taking off to the northeast between 11 p.m. and 7 a.m. to depart via the West Lamma Channel, subject to acceptable operational and safety considerations. This measure aims to keep areas in Kowloon and the northern Hong Kong Island away from the noise impact of departing aircraft. During the year, this mitigating measure achieved a high compliance rate of 99.4 per cent.

Furthermore, of those 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., 91.9 per cent were able to adopt the Continuous Descent Approach (CDA) procedures. 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, reduce aircraft noise impact in these areas.

The Department has been monitoring aircraft noise in the vicinity of the flight paths round the clock with the aid of a computer-based Aircraft Noise and Flight Track Monitoring System. The system comprises 16 noise monitoring terminals and enables the compilation of statistics on aircraft noise and investigation of aircraft noise complaints.



左圖：本處人員正收集飛機噪音數據。

右圖：噪音監察器。

Left: An officer collecting aircraft noise data.

Right: An aircraft noise monitor.

航班事務 Air Services

為協助公眾了解本處處理飛機噪音的工作，本處設有投訴熱線，與受飛機噪音影響的居民保持溝通，並在本處網站發布噪音消減措施及噪音數據。本處人員也出席區議會會議，並與有關居民團體保持密切聯絡，講解本處消減飛機噪音的工作。

年內，本處共接獲1 012宗飛機噪音投訴。本處以持平態度調查所有投訴，並向投訴人交代調查結果。

航班協調

航班協調員根據《國際航空運輸協會全球航班協調指南》，以中立、公開及公平方式，分配機場航班升降時段予所有本地及外地航空公司，務求善用機場的有限資源。香港機場航班協調辦公室在二零零八年四月成立，並在同年七月六日接任為香港國際機場的航班協調員。由前航班協調員提供的過渡協助，亦在二零零九年七月五日結束。

年內，香港機場航班協調辦公室繼續根據《國際航空運輸協會全球航班協調指南》，採用中立、公開及公平的協調機制。展望未來，香港機場航班協調辦公室會致力維持和改善協調程序的透明度。

In order to facilitate the general public in understanding the Department's work on aircraft noise issues, 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 maintained close contact with concerned resident groups, to explain the Department's aircraft noise mitigating efforts.

During the year, the Department received 1 012 complaints against aircraft noise. All the complaints were investigated impartially, and the complainants were replied with investigation findings.

SCHEDULE COORDINATION

To comply with the International Air Transport Association (IATA) Worldwide Scheduling Guidelines (WSG) and to ensure the efficient utilisation of scarce airport resources, Schedule Coordinators aim at allocating arrival and departure slots at an airport, to all local and overseas aircraft operators, in a neutral, transparent and non-discriminatory manner. The Hong Kong Schedule Coordination Office (HKSCO) was established in April 2008 and took over the role of Schedule Coordinator for the HKIA on July 6, 2008. Back up support provided by the previous Schedule Coordinator for HKIA was ended on July 5, 2009.

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

航班協調辦公室採用中立、公開及公平方式，分配機場航班升降時段予所有本地及外地航空公司。

The Schedule Coordination Office allocates arrival and departure slots to all local and overseas aircraft operators in a neutral, transparent and non-discriminatory manner.





本處繼續監察擴建港澳碼頭現有跨境直升機場的計劃。

The Department continued to monitor the project of expanding the existing cross-boundary heliport at the Hong Kong – Macao Ferry Terminal.

直升機場的發展

本處繼續監察擴建港澳碼頭現有跨境直升機場的計劃。空中快線有限公司經公開招標程序獲批為期18年的直升機場租約，擴建計劃隨後在二零零七年展開。計劃分為兩期，第一期工程包括興建新升降坪及支援設施，已在二零零九年三月完成。第二期工程包括更換舊有升降坪及建造升降坪連接道，亦已在二零零九年十月完成。全部工程完成後，直升機場的容量增加80%，每年可處理的直升機升降約55 200架次。

至於跨境直升機服務的長遠發展，當局已在啟德發展區預留土地，用以興建另一跨境直升機場。本處就直升機場的規劃與其他政府部門保持緊密聯繫。

本地商業直升機服務方面，一家商業直升機公司獲准與政府共用位於前灣仔公眾貨物裝卸區的臨時政府直升機坪，以提供本地直升機服務。該直升機公司在二零零九年七月開始在臨時政府直升機坪營運。香港會議展覽中心附近擬建的永久政府直升機坪，在二零一零年一月展開工程，約24個月內建成，供與本地商業直升機公司共用。

HELIPORT DEVELOPMENT

The Department continued to monitor the project of expanding the existing cross-boundary heliport at the Hong Kong – Macao Ferry Terminal. The expansion project commenced in 2007 when an 18-year lease was granted to the Sky Shuttle Helicopters Limited after an open tender exercise. Expansion works on the heliport had been carried out in two Phases. Phase one works, which consisted of the construction of a new helipad and its supporting facilities, was completed in March 2009. Phase two works, which involved the replacement of the old helipad and the provision of helipad connecting links, was completed in October 2009. Upon completion of the works, the capacity of the heliport has been increased by 80% to accommodate about 55 200 helicopter movements every year.

For the long-term development of cross-boundary helicopter services, land provision has been made within the Kai Tak Development Area for construction of another cross-boundary heliport. The Department maintained close liaison with other Government departments in planning of the heliport.

For domestic commercial helicopter services, a commercial helicopter operator was allowed to share-use the temporary government helipad at the former Wan Chai Public Cargo Working Area for provision of domestic helicopter services. The helicopter operator commenced its operations at the temporary government helipad in July 2009. A proposed permanent government helipad near the Hong Kong Convention and Exhibition Centre, which will be share-used by domestic commercial helicopter operations, is being built. The construction works commenced in January 2010 for completion in about 24 months.

航班事務 Air Services

附錄甲

截至二零一零年三月來往香港的定期航班服務的目的地變動情況(與二零零九年三月比較)

(甲) 新增航點

新航點	經營者
1. 雅典	漢莎貨運航空公司
2. 巴格達	AeroLogic
3. 貝魯特	盧森堡國際貨運航空公司
4. 辛辛那提	波拉航空貨運公司
5. 呼和浩特	中國南方航空公司
6. 加爾各答	Deccan Cargo & Express Logistics
7. 列日	TNT Airways
8. 納迪	太平洋航空
9. 湛江	中國南方航空公司

(乙) 刪減航點

刪除航點	前經營者
1. 阿布扎比	盧森堡國際貨運航空公司
2. 達沃	宿霧太平洋航空公司
3. 底特律	美國西北航空公司
4. 印第安納波利斯	聯邦快遞
5. 小松	盧森堡國際貨運航空公司
6. 克拉斯諾亞爾斯基	AirBridge Cargo Airlines
7. 維也納	盧森堡國際貨運航空公司
8. 威爾明頓	波拉航空貨運公司
9. 銀川	中國南方航空公司

APPENDIX A

Changes in Destinations Served by Scheduled Services to and from Hong Kong as at March 2010 (compared with March 2009)

(a) Additions

New Points	Operated By
1. Athens	Lufthansa Cargo AG
2. Baghdad	AeroLogic
3. Beirut	Cargolux Airlines International
4. Cincinnati	Polar Air Cargo Worldwide
5. Hohhot	China Southern Airlines
6. Kolkata	Deccan Cargo & Express Logistics
7. Liège	TNT Airways
8. Nadi	Air Pacific
9. Zhanjiang	China Southern Airlines

(b) Deletions

Deleted Points	Previously Operated By
1. Abu Dhabi	Cargolux Airlines International
2. Davao	Cebu Pacific Air
3. Detroit	Northwest Airlines
4. Indianapolis	Federal Express
5. Komatsu	Cargolux Airlines International
6. Krasnojarsk	AirBridge Cargo Airlines
7. Vienna	Cargolux Airlines International
8. Wilmington	Polar Air Cargo Worldwide
9. Yinchuan	China Southern Airlines

附錄乙

民航處代表在二零零九年四月至二零一零年三月出席的國際民航組織會議

會議名稱	地點	日期
國際民航組織航空法律會議	韓國首爾	二零零九年三月三十日至四月二日
航空保安專家組第20次會議	加拿大蒙特利爾	二零零九年三月三十日至四月三日
亞太地區跑道安全計劃研討會	泰國曼谷	二零零九年四月七日至九日
西太平洋及南中國海縮小垂直間隔標準詳審工作小組第六次會議	泰國曼谷	二零零九年四月七日至九日
外交會議以便通過(1)《關於因涉及航空器的非法干擾行為而導致對第三方造成損害的賠償的公約》；和(2)《關於航空器對第三方造成損害的賠償的公約》	加拿大蒙特利爾	二零零九年四月二十日至五月二日
亞太地區互助航空保安計劃主導委員會第六次會議	中國香港	二零零九年四月二十一日至二十二日
亞太地區發展航空保安工作計劃研討會	中國香港	二零零九年四月二十三日至二十四日
互助發展運作安全和持續適航計劃北亞區主導委員會第九次會議	韓國首爾	二零零九年四月二十七日至二十九日
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四次會議	新加坡	二零零九年五月四日至八日
2009年危險品專家組工作組會議	新西蘭奧克蘭	二零零九年五月四日至八日
第9次東南亞未來航空導航系統實施小組及第16次東南亞航空交通管制協調小組聯合會議	泰國曼谷	二零零九年五月十一日至十五日
廣播式自動相關監察系統研究及實施專責小組第八次會議及專題研討會	越南河內	二零零九年五月十八日至二十二日
亞太地區航行規劃和實施小組轄下通訊/導航/監察及氣象分組的飛行氣象情報管理小組第七次會議	泰國曼谷	二零零九年六月二日至四日
防止傳染病經航空交通散播合作安排計劃主導委員會第三次會議	中國澳門	二零零九年六月十二日
東南亞區航空安全小組第二次會議	泰國曼谷	二零零九年六月十五日至十九日
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19次會議	泰國曼谷	二零零九年六月二十二日至二十六日
基於性能導航專責小組第五次會議	泰國曼谷	二零零九年七月十五日至十七日
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13次會議	泰國曼谷	二零零九年七月二十日至二十四日
測試導航和監察設施及確認飛行程序研討會	泰國曼谷	二零零九年八月五日至七日
體檢員航空醫學研討會	泰國曼谷	二零零九年九月一日至二日
亞太地區航行規劃和實施小組第20次會議	泰國曼谷	二零零九年九月七日至十一日
法律委員會第34屆會議	加拿大蒙特利爾	二零零九年九月九日至十七日
航空電訊網實施協調小組工作組第六次會議	泰國華欣	二零零九年九月二十二日至二十五日
危險品專家組第22次會議	加拿大蒙特利爾	二零零九年十月五日至十六日

航班事務 Air Services

附錄乙 (續)

會議名稱	地點	日期
亞太地區民航局局長第46次會議	日本大阪	二零零九年十月十二日至十六日
機場發牌地區研討會	中國香港	二零零九年十一月三日至五日
基於性能導航運作核准會議	美國洛杉磯	二零零九年十一月十七日至十九日
亞太地區飛行計劃及航空交通服務訊息 實施專責小組第二次會議	泰國曼谷	二零零九年十一月十七日至二十日
亞洲區航空安全小組 — 意外事故調查和報告第一次會議	泰國曼谷	二零零九年十一月二十三日至二十四日
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 小組第一次會議	泰國曼谷	二零零九年十二月二日至四日
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11次會議	馬來西亞吉隆坡	二零零九年十二月八日至九日
東南亞航道檢討專責小組第一次會議	泰國曼谷	二零零九年十二月八日至十一日
國際電信聯盟世界無線電通訊會議地區籌備小組 第一次會議暨航空通訊專家組F分組第21次會議	泰國曼谷	二零零九年十二月八日至十八日
廣播式自動相關監察系統東南亞分區實施 工作小組第五次會議	印尼雅加達	二零一零年一月二十一日至二十二日
航空電訊網實施協調小組工作組第七次會議	泰國曼谷	二零一零年一月二十五日至二十九日
航空環境保護委員會第八次會議	加拿大蒙特利爾	二零一零年二月一日至十二日
實施基於性能導航研討會	中國香港	二零一零年二月一日至二日
基於性能導航專責小組第六次會議	中國香港	二零一零年二月三日至五日
航空器運作研討會	泰國曼谷	二零一零年二月二十三日至二十五日
亞洲區航空安全小組第3次會議暨東南亞區 航空安全小組第11次會議	泰國曼谷	二零一零年三月十六日至十九日
持續降落運作簡報會	泰國曼谷	二零一零年三月二十二日
東南亞航道檢討專責小組第二次會議	泰國曼谷	二零一零年三月二十二日至二十六日
航空保安專家組第21次會議	加拿大蒙特利爾	二零一零年三月二十二日至二十六日
亞太地區航行規劃和實施小組轄下通訊/ 導航/ 氣象分組的飛行氣象情報管理小組第八次會議	泰國曼谷	二零一零年三月二十三日至二十五日
2010年高級別安全會議	加拿大蒙特利爾	二零一零年三月二十九日至四月一日

Appendix B

ICAO Conferences and Meetings Attended by Representatives from the Department between April 2009 and March 2010

Name of Conference or Meeting	Venue	Dates
ICAO Legal Conference	Seoul, Republic of Korea	March 30 - April 2, 2009
20th Meeting of Aviation Security Panel	Montréal, Canada	March 30 - April 3, 2009
Asia Pacific Runway Safety Programme Seminar	Bangkok, Thailand	April 7 - 9, 2009
6th Meeting of the Western Pacific / South China Sea Reduced Vertical Separation Minima Scrutiny Working Group	Bangkok, Thailand	April 7 - 9, 2009
Diplomatic Conference to adopt 1) Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft; and 2) Convention on Compensation for Damage Caused by Aircraft to Third Parties	Montréal, Canada	April 20 - May 2, 2009
6th Steering Committee Meeting of the Cooperative Aviation Security Programme - Asia Pacific	Hong Kong, China	April 21 - 22, 2009
Aviation Security Seminar on the Development of an Asia-Pacific Regional Work Programme	Hong Kong, China	April 23 - 24, 2009
9th Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - North Asia Project Steering Committee	Seoul, Republic of Korea	April 27 - 29, 2009
4th Meeting of Aeronautical Telecommunication Network Implementation Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Singapore	May 4 - 8, 2009
Dangerous Goods Panel Working Group Meeting 2009	Auckland, New Zealand	May 4 - 8, 2009
Combined Meetings of 9th Future Air Navigation System Implementation Team - South-East Asia and 16th Meeting of the South-East Asia Air Traffic Services Coordination Group	Bangkok, Thailand	May 11 - 15, 2009
8th Meeting of Automatic Dependent Surveillance-Broadcast Study and Implementation Task Force and Seminar	Hanoi, Viet Nam	May 18 - 22, 2009
7th 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 2 - 4, 2009
3rd Steering Committee Meeting of the Cooperative Arrangement for Preventing the Spread of Communicable Disease through Air Travel	Macao, China	June 12, 2009
2nd Meeting of South-East Asia Regional Aviation Safety Team	Bangkok, Thailand	June 15 - 19, 2009
19th 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 22 - 26, 2009
5th Meeting of the Performance Based Navigation Task Force	Bangkok, Thailand	July 15 - 17, 2009
13th Meeting of the Communications/Navigation/ Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 20 - 24, 2009
Seminar on Testing of Navigation and Surveillance Facilities and Validation of Flight Procedure	Bangkok, Thailand	August 5 - 7, 2009

航班事務 Air Services

Appendix B (continued)

Name of Conference or Meeting	Venue	Dates
Aviation Medicine Workshop for Medical Examiners	Bangkok, Thailand	September 1 - 2, 2009
20th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	September 7 - 11, 2009
34th Session of the Legal Committee	Montréal, Canada	September 9 - 17, 2009
6th Working Group Meeting of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Hua Hin, Thailand	September 22 - 25, 2009
22nd Meeting of Dangerous Goods Panel	Montréal, Canada	October 5 - 16, 2009
46th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Osaka, Japan	October 12 - 16, 2009
Regional Seminar on Aerodrome Certification	Hong Kong, China	November 3 - 5, 2009
Performance Based Navigation Operational Approval Meeting	Los Angeles, USA	November 17 - 19, 2009
2nd Meeting of Asia / Pacific Flight Plan and Air Traffic Service Message Implementation Task Force	Bangkok, Thailand	November 17 - 20, 2009
1st Meeting of Asia Regional Aviation Safety Team – Accident / Incident Investigation and Reporting	Bangkok, Thailand	November 23 - 24, 2009
1st 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	Bangkok, Thailand	December 2 - 4, 2009
11th Steering Committee Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - Southeast Asia	Kuala Lumpur, Malaysia	December 8 - 9, 2009
1st Meeting of the Southeast Asia Route Review Task Force	Bangkok, Thailand	December 8 - 11, 2009
1st Regional Preparatory Group Meeting for International Telecommunication Union World Radiocommunication Conference and 21st Meeting of Aeronautical Communication Panel Working Group F	Bangkok, Thailand	December 8 - 18, 2009
5th Meeting of Southeast Asia Sub-Regional Automatic Dependent Surveillance-Broadcast Implementation Working Group	Jakarta, Indonesia	January 21 - 22, 2010
7th Working Group Meeting of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Bangkok, Thailand	January 25 - 29, 2010
8th Meeting of the Committee on Aviation Environmental Protection	Montréal, Canada	February 1 - 12, 2010
Performance Based Navigation Implementation Seminar	Hong Kong, China	February 1 - 2, 2010
6th Meeting of the Performance Based Navigation Task Force	Hong Kong, China	February 3 - 5, 2010
Aircraft Operations Seminar	Bangkok, Thailand	February 23 - 25, 2010
3rd Meeting of Asia Regional Aviation Safety Team and 11th meeting of Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	March 16 - 19, 2010
Continuous Descent Operations Briefing	Bangkok, Thailand	March 22, 2010
2nd Meeting of the Southeast Asia Route Review Task Force	Bangkok, Thailand	March 22 - 26, 2010
21st Meeting of Aviation Security Panel	Montréal, Canada	March 22 - 26, 2010
8th 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 23 - 25, 2010
High Level Safety Conference 2010	Montréal, Canada	March 29 - April 1, 2010

附錄丙

民航處代表在二零零九年四月至二零一零年三月出席的亞太區經濟合作組織會議

會議名稱	地點	日期
航空安全專家小組新航空技術研討會II	泰國曼谷	二零零九年六月十七日至十九日
運輸工作組第32次會議	新加坡	二零零九年七月二十七日至三十日

Appendix C

APEC Conferences and Meetings attended by representatives from the Department between April 2009 and March 2010

Name of Conference or Meeting	Venue	Dates
Aviation Safety Expert Subgroup New Aviation Technologies Workshop II	Bangkok, Thailand	June 17 - 19, 2009
32nd Transportation Working Group Meeting	Singapore	July 27 - 30, 2009

