





航班事務 Air Services

航班事務部負責監察航空公司的航班服務，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，處理有關民航立法事宜，提供航空交通統計及預測數字以計劃增添航空交通管制設施，以及制訂和執行飛機噪音消減措施。

The Air Services Division is responsible for monitoring the air services provided by airlines, providing information to the relevant authorities regarding air transport licence applications by local airlines and for air services negotiations, handling civil aviation legislative matters, producing air traffic statistics and forecasts to facilitate planning of additional air traffic control facilities, and developing and implementing noise mitigating measures.

航班事務 Air Services

航班事務組負責監察航空公司有否遵守規管定期航班服務的民用航空運輸安排，以及監管不定期航班服務。該組並為運輸及房屋局提供資料，在民用航空運輸談判時參考，另外又為空運牌照局提供資料，以助牌照局考慮本地航空公司提出的空運牌照申請。此外，該組負責檢討民航法例和提出修訂建議，以及與國際組織，特別是國際民航組織和亞太區經濟合作組織（亞太經合組織）商討航空事務和活動。

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

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 Asia-Pacific Economic Cooperation (APEC) on aviation related matters and activities.

The Technical Administration Section is responsible for developing and implementing noise mitigating measures and monitoring flight tracks of aircraft operating to and from the 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.



今年度新增11個航點，提供來往香港的定期航班服務。
This year, 11 new points are added for scheduled services to and from Hong Kong.



二零一一至一二年度的客運量及飛機升降量皆錄得7%增長。
In the year 2011-12, both passenger throughput and aircraft movements increased by 7%.

航空服務

航空交通量增長

二零一一至一二年度的載運量方面，客運量比去年上升7%至5 390萬人次，飛機升降量亦增加7%至339 133架次。在不明朗的環球經濟氣候影響下，貨運量則按年下跌6%，減至390萬公噸。

截至二零一二年三月底，提供定期往來香港航班服務的航空公司，總數為102家，服務的城市/機場總數維持約160個。航點城市/機場的變動情況詳見附錄甲。

本地航空公司的服務

年內，國泰航空公司（國泰）先後在二零一一年六月和九月，開辦香港往返阿布扎比和芝加哥的定期客運航班。截至二零一二年三月底，國泰營辦往返香港的定期航班服務遍及全球66個目的地。

港龍航空公司（港龍）於二零一一年二月停辦往返仙台的定期客運航班。截至二零一二年三月底，港龍定期航班服務遍及29個目的地，包括15個內地城市。

香港華民航空有限公司（華民）繼續經營亞洲區貨運航班服務，並於二零一二年二月開辦往返胡志明市的定期貨運航班。截至二零一二年三月底，華民經營往返亞洲12個目的地的定期航班服務。

香港航空有限公司（香港航空）繼續擴展區內服務網絡，開辦定期客運航班往返成都、重慶、海口、高雄、倫敦、南京、布吉和台北，但亦先後停辦往返莫斯科、杭州和昆明的航線。貨運服務方面，香港航空開辦往返寧波、大阪、石家莊和台北的航線，但停辦往返鄭州的航線。截至二零一二年三月底，香港航空經營往返24個目的地的定期航班服務。

AIR SERVICES

Air Traffic Growth

Traffic throughput in the year 2011-12 reached 53.9 million passengers with a growth rate of 7%. Aircraft movements also reached 339 133 movements, with a growth rate of 7%. Due to uncertain global economic climate, cargo throughput dropped to 3.9 million tonnes, representing a year-on-year decline of 6%.

By the end of March 2012, the number of scheduled airlines serving Hong Kong was 102. The total number of cities/airports served by scheduled services to and from Hong Kong remained at around 160. Details of the changes in these cities/airports are given in Appendix A.

Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) launched new scheduled passenger services to Abu Dhabi and Chicago in June and September 2011 respectively. By the end of March 2012, CPA operated scheduled services to 66 destinations worldwide.

The Hong Kong Dragon Airlines Limited (HDA) suspended scheduled passenger services to Sendai in February 2011. By the end of March 2012, HDA operated scheduled services to 29 destinations, including 15 cities in the Mainland.

AHK Air Hong Kong Limited (AHK) continued to operate its all-cargo services in Asia and launched scheduled all-cargo services to Ho Chi Minh City in February 2012. By the end of March 2012, AHK operated scheduled services to 12 destinations in Asia.

Hong Kong Airlines Limited (CRK) continued to expand its regional services. CRK launched scheduled passenger services to Chengdu, Chongqing, Haikou, Kaohsiung, London, Nanjing, Phuket and Taipei but suspended services to Moscow, Hangzhou and Kunming. For all-cargo services, CRK commenced services to Ningbo, Osaka, Shijiazhuang and Taipei but suspended services to Zhengzhou. By the end of March 2012, CRK operated scheduled services to 24 destinations.

香港快運航空有限公司（香港快運）繼續擴展區內定期客運航班服務，年內開辦往返長沙、海口、昆明、南寧、西安和首爾的航線，但停辦往返馬尼拉的航線。截至二零一二年三月底，香港快運的定期航班服務遍及13個目的地。

香港商用飛機有限公司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繼續經營香港與澳門之間的不定期客運服務。

直升機服務（香港）有限公司繼續在本地提供客運包機和空中作業服務。

TAG Aviation Asia Limited經營區內不定期客運服務。

香港航空公務機管理有限公司於二零一一年年底投入服務，經營區內不定期客運服務。

Hong Kong Express Airways Limited (HKE) continued to expand its regional scheduled passenger services and commenced services to Changsha, Haikou, Kunming, Nanning, Xian and Seoul but suspended services to Manila. By the end of March 2012, HKE operated scheduled services to 13 destinations.

Metrojet Limited operated non-scheduled passenger services to destinations in Asia.

Sky Shuttle Helicopters Limited continued to operate non-scheduled passenger services between Hong Kong and Macao.

Heliservices (Hong Kong) Limited continued to operate local passenger charters and aerial work.

TAG Aviation Asia Limited operated regional non-scheduled passenger services.

Hong Kong Airlines Corporate Jet Management Limited commenced operation at the end of 2011 for regional non-scheduled passenger services.

非本地航空公司的服務

定期客運服務方面，二零一一年四月，美佳航空開辦往來馬累與香港和往來甘島與香港的航班服務；二零一一年五月，釜山航空開辦往來釜山與香港的航班服務；二零一一年六月，蒙古航空開辦往來烏蘭巴托與香港的航班服務；二零一一年七月，天津航空和菲律賓飛鷹航空分別開辦往來天津與香港和往來宿霧與香港的航班服務；二零一一年十月，符拉迪沃斯托克航空和真航空分別開辦往來海參威與香港和往來首爾與香港的航班服務；二零一一年十一月，西伯利亞航空開辦往來海參威與香港的航班服務；二零一二年一月，深圳航空開辦往來晉江與香港的航班服務。

定期貨運航空服務方面，二零一一年八月，Nordic Global Airlines開辦往來赫爾辛基與香港的服務；二零一一年十月，Silk Way Airlines開辦往來巴庫與香港的服務。

年內，有11家航空公司停辦往返香港的定期航班服務，計有：Deccan Cargo (二零一一年五月)；東海航空和上海國際貨運航空 (二零一一年六月)；翡翠國際貨運航空有限責任公司 (二零一一年八月)；印尼亞洲航空公司 (二零一一年九月)；俄羅斯全祿航空公司 (二零一一年十月)；Cargoitalia S.P.A. (二零一一年十二月)；全亞航空和K-Mile Air (二零一二年二月)；翠鳥航空和美國大陸航空公司 (與聯合航空公司合併) (二零一二年三月)。

年內，民航處合共簽發145張經營許可證予航空公司，以供營辦往來香港的定期航班服務，並處理約4 100宗更改定期航班服務的申請，另又簽發984張經營來往香港包機服務的許可證。

Services by Non-Hong Kong Carriers

For scheduled passenger services, Mega Global Air Services launched services from Male and Gan Island in April 2011. Air Busan commenced services from Busan in May 2011. MIAT Mongolian Airlines commenced services from Ulaanbaatar in June 2011. In July 2011, Tianjin Airlines started services from Tianjin and Airphil Express started services from Cebu. In October 2011, Vladivostok Air launched services from Vladivostok and Jin Air launched services from Seoul. In November 2011, Siberia Airlines started services from Vladivostok. Shenzhen Airlines started services from Jinjiang in January 2012.

For scheduled all-cargo services, Nordic Global Airlines started services from Helsinki in August 2011. Silk Way Airlines started services from Baku in October 2011.

During the year, 11 airlines suspended their scheduled services to and from Hong Kong. They are: Deccan Cargo in May 2011; Donghai Airlines and Shanghai Airlines Cargo in June 2011; Jade Cargo International in August 2011; Indonesia AirAsia in September 2011; Transaero Airlines in October 2011; Cargoitalia S.P.A. in December 2011; Aviastar Mandiri and K-Mile Air in February 2012; Kingfisher Airlines and Continental Airlines (merged with United Airlines) in March 2012.

During the year, the Department issued 145 operating permits to airlines for operation of scheduled services to Hong Kong and processed around 4 100 applications for changes to the schedules. A total of 984 permits were also issued for the operation of charter services to and from Hong Kong.



年內，民航處處理約4 100宗更改定期航班服務的申請，以及簽發984張經營來往香港包機服務的許可證。

During the year, the Department processed around 4 100 applications for changes to the schedules and issued 984 permits for the operation of charter services to and from Hong Kong.

運價

年內，民航處共處理1 323宗涉及修訂來往香港客運和貨運定期航班服務的運價申請（不包括燃油附加費的申請）。客運票價雖有輕微調整，但大致保持穩定。年內，本處批准航空公司繼續收取客運和貨運燃油附加費，以彌補部分因油價波動而增加的營運成本。客運燃油附加費每月審批一次。年內，本處共處理1 603宗燃油附加費的申請，並在本處網站公布核准的燃油附加費。

國際民航組織的活動

為遵行《基本法》的規定，保持香港國際和區域航空中心的地位，以及方便履行國際民航組織區域航行程序所定職責，民航處繼續積極參與國際民航組織的活動。年內，民航處代表以中華人民共和國代表團成員身分，出席六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27次並非以國家為單位的國際民航組織會議。以上33次會議的詳情見附錄乙。此外，民航處與國際民航組織往來的函件共有380份，主要就民航技術事宜提供意見及資料。

TARIFFS

During the year, the Department processed 1 323 tariff filings (filings concerning fuel surcharges not included) for carriage of passengers and cargo on scheduled services to and from Hong Kong. Notwithstanding some minor adjustments, the passenger fares remained steady over the period. Airlines were allowed to continue levying passenger and cargo fuel surcharges to partially recover the increase in operational costs due to fluctuations in aviation fuel prices. The passenger fuel surcharges were reviewed on a monthly basis. In the year, the Department processed 1 603 filings on adjustment of fuel surcharges. The approved fuel surcharges were published in the Department's website.

ACTIVITIES OF THE 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 its responsibilities under the regional air navigation procedures of the ICAO, the Department continued to participate actively in the ICAO's activities. During the year, 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 27 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of these 33 meetings are provided in Appendix B. The Department also exchanged 380 letters with the ICAO. The majority of these letters involved comments and information on technical matters related to civil aviation.



本處年內共處理1 323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 1 323 tariff filings for carriage of passengers and cargo on scheduled services to and from Hong Kong.

航班事務組負責檢討民航法例和提出修訂建議。
The Air Services Section reviews and proposes changes to civil aviation legislation.



亞太經合組織的活動

民航處繼續以「中國香港」的名義，支持亞太經合組織的民航活動和措施。年內，民航處因應亞太經合組織的25項要求，提供民航技術事宜的意見及資料。

空運牌照

根據《空運（航空服務牌照）規例》（第448A章），香港註冊航空公司若希望經營定期航班運載乘客、郵件或貨物，必須先向空運牌照局申請營運牌照。由二零一一年四月一日至二零一二年三月三十一日，航班事務組因應22宗牌照申請，向空運牌照局提供與航班事務相關的資料和統計數字。

飛機噪音管理

為減低飛機進出香港國際機場時所產生的噪音對航道下和附近居民的影響，民航處實施了一系列的噪音消減措施。

為紓減沙田、荃灣、葵涌、青衣等人口稠密地區的飛機噪音，在符合風向和安全的情況下，由午夜十二時至早上七時飛抵香港國際機場的航機，須從機場西南面經海上降落。

技術行政組人員收集飛機噪音數據。
An officer of the Technical Administration Section collects aircraft noise data.



ACTIVITIES OF APEC

The Department continued to support aviation related activities and initiatives of APEC using the name "Hong Kong, China". During the year, the Department handled 25 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.

Air Transport Licensing

In accordance with the Air Transport (Licensing of Air Services) Regulations (Chapter 448A), Hong Kong-registered aircraft operator who wishes to operate scheduled services to carry passengers, mail or cargo must apply to the Air Transport Licensing Authority for a licence for such operation. From April 1, 2011 to March 31, 2012, the Air Services Section had provided the Air Transport Licensing Authority with air services-related information and statistics with regard to 22 licence applications.

AIRCRAFT NOISE MANAGEMENT

With a view to minimising the impact of aircraft noise on residents under and in the vicinity of the flight paths to and from the HKIA, the Department has implemented a series of noise mitigating measures.

To mitigate aircraft noise in highly populated areas such as Sha Tin, Tsuen Wan, Kwai Chung and Tsing Yi, subject to acceptable wind direction and safety consideration, aircraft arriving at the HKIA between midnight and 7 a.m. were required to land from the southwest over water.



香港註冊航空公司如欲經營定期航班運載乘客、郵件或貨物，須向空運牌照局申請相關的營運牌照。
Hong Kong-registered aircraft operators who wish to operate scheduled services to carry passengers, mail or cargo must apply to the Air Transport Licensing Authority for a licence.



此外，為減低飛機噪音對九龍及港島北地區的影響，在符合運作要求和安全的情況下，由晚上十一時至早上七時向東北方起飛的航機，須採用西博察海峽的航道離港。民航處在二零一二年二月，在上述離場程序加入使用衛星導航技術南轉的方案，以減低飛機噪音對馬灣地區的影響。

此外，本處建議在情況許可下，於晚上十一時至早上七時，從東北方進場的航機採用持續降落模式運作。採用這種降落模式的航機會由較高的高度開始下降，在開始進場時使用較低動力並在產生較少阻力的狀態下飛行，藉此減少將軍澳、西貢和馬鞍山等地區的飛機噪音。

民航處繼續利用飛機噪音及航迹監察系統，監察飛機進出香港國際機場時航道附近地區的噪音情況，以及監察噪音消減措施的實施情況。該系統由16個室外噪音監察站和一台中央電腦伺服器組成，系統把雷達記錄的飛行航迹資料，與噪音監察站記錄的飛機噪音數據連繫起來。本處在二零一二年二月更新了電腦伺服器的軟硬件，以提高系統的性能。系統收集所得的資料有助本部調查飛機噪音投訴。年內，本部處理了513宗投訴。

為加強與社區的聯繫，民航處多次派員出席立法會和區議會舉行的會議及其他團體論壇，解釋各項噪音消減措施。

In addition, to reduce the impact of aircraft noise in Kowloon and the northern Hong Kong Island, aircraft taking off to the northeast between 11 p.m. and 7 a.m. were required to use the flight path via the West Lamma Channel, subject to acceptable operational and safety considerations. Since February 2012, the Department had enhanced this departure procedure with the satellite navigation technology in the south turn to West Lamma Channel to reduce the noise impact on Ma Wan.

Furthermore, aircraft approaching the HKIA from the northeast between 11 p.m. and 7 a.m. were advised to adopt the Continuous Descent Approach (CDA) procedures wherever practicable. Aircraft on CDA procedures would fly at higher altitudes and in a lower power and lower drag configuration during the commencement of the approach, thereby reducing aircraft noise impact on districts such as Tseung Kwan O, Sai Kung and Ma On Shan.

The Department continued to monitor aircraft noise in the vicinity of the flight paths to and from the HKIA and the implementation of the noise mitigating measures with the aid of a computer-based Aircraft Noise and Flight Track Monitoring System. The system comprises 16 outdoor noise monitoring terminals and a central computer server to correlate the flight tracks recorded from the radars with the noise recorded by the noise monitoring terminals. To enhance the performance of the system, the Department upgraded the hardware and software of the central computer server in February 2012. The data compiled also assisted the Department to conduct investigation on noise complaints. During the year, the Division handled 513 complaints.

To enhance liaison with the community, the Department attended various meetings organised by the Legislative Council and District Councils, and organisation forums to explain the noise mitigating measures implemented.

航班協調

香港機場航班協調辦公室自二零零八年成立以來，根據國際航空運輸協會發行的《世界航班時刻準則》，採用中立、公開、公平的協調機制，務求善用機場的有限資源。

年內，航班協調辦公室共處理347 000宗機場航班升降時刻申請。為使時刻分配的工作更具效率和成效，網上協調系統已於二零一一年七月開始運作。該系統為航空公司提供實時航班時刻資料，已登記的使用者可即時申請、更改或查看航班時刻。



技術行政組負責研究直升機服務需求，以及促進直升機場的發展。
The Technical Administration Section is responsible for assessing the demand for helicopter services and facilitating the development of heliports.

直升機場的發展

民航處繼續監察跨境直升機服務設施的長遠發展。對於跨境直升機場的規劃，政府認為有需要因應各項考慮因素，重新評估跨境直升機服務的需求，以及位於啟德發展區的跨境直升機場的發展時間表。政府會考慮把已預留的土地，暫時轉作其他臨時用途。

支援本地商業直升機服務的設施方面，香港會議展覽中心附近的永久政府直升機坪，預計於二零一二年五月建成。該直升機坪主要供政府飛行服務隊使用，但亦可與本地商業直升機公司共用。

SCHEDULE COORDINATION

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

During the year, the HKSCO processed 347 000 applications for arrival and departure slots at HKIA. To facilitate efficient and effective processing of slot allocations, an Online Coordination System commenced operation in July 2011 to provide real time information on runway slot availability to aircraft operators and enable registered users to add, edit and view slot allocations.

香港會議展覽中心附近的永久政府直升機坪，預計於二零一二年五月建成。
Construction of the proposed permanent government helipad near the Hong Kong Convention and Exhibition Centre is expected to be completed in May 2012.



HELIPORT DEVELOPMENT

The Department continued to monitor the long-term development of facilities for cross-boundary helicopter services. On the planning of the proposed cross-boundary heliport within the Kai Tak Development Area, taking into account various considerations, the administration considered it necessary to re-assess the demand for cross-boundary helicopter services and the timeframe for the development of the heliport. The administration will consider developing the reserved site for other temporary use in the meantime.

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

附錄甲

截至二零一二年三月來往香港的定期航班服務的城市/ 機場變動情況
(與二零一一年三月比較)：

新增航點

新航點	經營者
1. 東方市	德國貨運航空公司
2. 晉江	深圳航空公司
3. 哈巴羅夫斯克	西伯利亞航空
4. 長灘島	宿霧太平洋航空公司和菲律賓航空公司
5. 倫敦(格域)	香港航空
6. 馬斯喀特	馬田航空公司和阿聯酋航空公司
7. 馬累	美佳航空
8. 第比利斯	英國航空公司
9. 烏蘭巴托	蒙古航空公司
10. 海參威	西伯利亞航空和符拉迪沃斯托克航空
11. 宜昌	四川航空公司

刪減航點

刪除的航點	前經營者
1. 棉蘭	印尼亞洲航空公司
2. 泗水	加魯達印尼航空
3. 特里凡得琅	沙特阿拉伯航空公司

Appendix A

Changes in Cities/Airports Served by Scheduled Services to and from Hong Kong as at March 2012
(compared with March 2011) :

Additions

New Points

Operated By

- | | |
|---------------------|--|
| 1. Ciudad del Este | ACG Air Cargo Germany |
| 2. Jinjiang | Shenzhen Airlines |
| 3. Khabarovsk | Siberia Airlines |
| 4. Kalibo | Cebu Pacific Air and Philippine Airlines |
| 5. London (Gatwick) | Hong Kong Airlines |
| 6. Muscat | Martinair and Emirates Airlines |
| 7. Male | Mega Global Air Services |
| 8. Tbilisi | British Airways |
| 9. Ulaanbaatar | MIAT Mongolian Airlines |
| 10. Vladivostok | Siberia Airlines and Vladivostok Air |
| 11. Yichang | Sichuan Airlines |

Deletions

Deleted Points

Previously Operated By

- | | |
|-----------------------|------------------------|
| 1. Medan | Indonesia AirAsia |
| 2. Surabaya | Garuda Indonesia |
| 3. Thiruvananthapuram | Saudi Arabian Airlines |

附錄乙

民航處代表在二零一一年四月至二零一二年三月出席的國際民航組織會議：

會議名稱	地點	日期
1. 二零一一年危險品專家組工作組會議	美國大西洋城	二零一一年四月四日至八日
2. 廣播式自動相關監察系統實施專責小組第十次會議	新加坡	二零一一年四月二十六日至二十九日
3. 東南亞未來航空導航系統實施小組第11次會議暨 東南亞航空交通管制協調小組第18次會議	泰國曼谷	二零一一年五月三日至六日
4. 性能導航專責小組第八次會議	印度新德里	二零一一年五月十二日至十三日
5. 航空電訊網實施協調小組第六次會議	南韓首爾	二零一一年五月十六日至二十日
6. 亞太地區航行規劃和實施小組轄下架構研究 工作組第一次會議	泰國曼谷	二零一一年五月二十三日至二十四日
7. 亞太地區飛行計劃及航空交通服務訊息實施專責 小組第四次會議	泰國曼谷	二零一一年五月三十日至六月三日
8. 亞太地區飛行程序計劃第二階段策劃會議	泰國曼谷	二零一一年五月三十一日至六月一日
9. 亞太地區互助航空保安計劃主導委員會 第八次會議	印度新德里	二零一一年六月十四日至十五日
10. 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21次會議	泰國曼谷	二零一一年六月二十七日至七月一日
11. 亞太地區空中航行規劃和實施小組轄下通訊/ 導航/ 監視及氣象分組第15次會議	泰國曼谷	二零一一年七月二十五日至二十九日
12. 亞太地區無障礙航空交通管理研討會及特別小組 會議	泰國曼谷	二零一一年八月十五日至十七日
13. 疲勞風險管理系統專題討論會暨疲勞風險管理 系統論壇第三次年度會議	加拿大蒙特利爾	二零一一年八月三十日至九月二日
14. 亞太地區航行規劃和實施小組第22次會議	泰國曼谷	二零一一年九月五日至九日
15. 東南亞航道檢討專責小組第五次會議	泰國曼谷	二零一一年十月三日至五日
16. 亞太地區區域航空安全小組第一次會議	新喀里多尼亞 努美阿	二零一一年十月十日至十一日

Appendix B

ICAO Conferences and Meetings Attended by Representatives of the Department between April 2011 and March 2012:

<i>Name of Conference or Meeting</i>	<i>Venue</i>	<i>Dates</i>
1. Dangerous Goods Panel Working Group Meeting 2011	Atlantic City, United States of America	April 4 - 8, 2011
2. 10 th Meeting of Automatic Dependent Surveillance-Broadcast Implementation Task Force	Singapore	April 26 - 29, 2011
3. 11 th Meeting of the Future Air Navigation System Implementation Team for Southeast Asia cum 18 th Meeting of the Southeast Asia Air Traffic Services Coordination Group	Bangkok, Thailand	May 3 - 6, 2011
4. 8 th Meeting of the Performance Based Navigation Task Force	New Delhi, India	May 12 - 13, 2011
5. 6 th Meeting of Aeronautical Telecommunication Network Implementation Coordination Group	Seoul, Republic of Korea	May 16 - 20, 2011
6. 1 st Meeting of the Contributory Bodies Structure Review Task Force of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	May 23 - 24, 2011
7. 4 th Meeting of the Asia Pacific Flight Plan and Air Traffic Services Messages Implementation Task Force	Bangkok, Thailand	May 30 - June 3, 2011
8. Asia Pacific Flight Procedure Programme Phase II Planning Meeting	Bangkok, Thailand	May 31 - June 1, 2011
9. 8 th Steering Committee Meeting of the Co-operative Aviation Security Programme – Asia Pacific	New Delhi, India	June 14 - 15, 2011
10. The 21 st 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 27 - July 1, 2011
11. 15 th Meeting of the Communications/ Navigation/ Surveillance and Meteorology Sub-Group of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 25 - 29, 2011
12. Asia Pacific Seamless Air Traffic Management Symposium and Ad-hoc Group Meeting	Bangkok, Thailand	August 15 - 17, 2011
13. Fatigue Risk Management Systems Symposium cum the 3 rd Annual Meeting of the Fatigue Risk Management Systems Forum	Montréal, Canada	August 30 - September 2, 2011
14. 22 nd Meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	September 5 - 9, 2011
15. 5 th Meeting of the Southeast Asia Route Review Task Force	Bangkok, Thailand	October 3 - 5, 2011
16. 1 st Meeting of the Asia and Pacific Regional Aviation Safety Group	Nouméa, New Caledonia	October 10 - 11, 2011

附錄乙 (續)

會議名稱	地點	日期
17. 亞太地區民航局局長第48次會議	新喀里多尼亞 努美阿	二零一一年十月十日至十四日
18. 危險品專家組第23次會議	加拿大蒙特利爾	二零一一年十月十一日至二十一日
19. 地區安全監督組織專題討論會	加拿大蒙特利爾	二零一一年十月二十六日至二十八日
20. 防止傳染病經航空交通散播合作安排計劃主導委員會第五次會議	泰國曼谷	二零一一年十一月十四日至十五日
21. 安全管理專家組工作組第一次會議	加拿大蒙特利爾	二零一一年十一月十四日至十八日
22. 廣播式自動相關監察系統東南亞及孟加拉灣分區實施工作小組第七次會議	印度金奈	二零一一年十一月二十八日至三十日
23. 互助發展運作安全和持續適航計劃東南亞區主導委員會第13次會議	緬甸仰光	二零一一年十一月二十九日至十二月一日
24. 亞太地區航空保安會議	馬來西亞吉隆坡	二零一二年一月十一日至十二日
25. 亞太地區無障礙航空交通管理規劃小組第一次會議	泰國曼谷	二零一二年一月三十一日至二月三日
26. 亞太地區飛行程序計劃主導委員會第三次會議	泰國曼谷	二零一二年二月八日至九日
27. 亞太地區航空安全小組第一次會議暨東南亞區航空安全小組第13次會議	泰國曼谷	二零一二年二月二十日至二十四日
28. 電離層研究專責小組第一次會議	日本東京	二零一二年二月二十七日至二十九日
29. 航空交通流量管理手冊協調小組第一次會議	荷蘭阿姆斯特丹	二零一二年三月五日至八日
30. 航空電訊網實施協調小組第七次會議	泰國清邁	二零一二年三月五日至九日
31. 航空情報服務 — 航空情報管理實施專責小組第七次會議	越南河內	二零一二年三月十三日至十六日
32. 航空保安專家組第23次會議	加拿大蒙特利爾	二零一二年三月二十六日至三十日
33. 性能導航專責小組第九次會議	泰國曼谷	二零一二年三月二十七日至三十日

Appendix B (continued)

<i>Name of Conference or Meeting</i>	<i>Venue</i>	<i>Dates</i>
17. 48 th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Nouméa, New Caledonia	October 10 - 14, 2011
18. 23 rd Meeting of the Dangerous Goods Panel	Montréal, Canada	October 11 - 21, 2011
19. Symposium on Regional Safety Oversight Organization	Montréal, Canada	October 26 - 28, 2011
20. 5 th Steering Committee Meeting of the Co-operative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel	Bangkok, Thailand	November 14 - 15, 2011
21. 1 st Meeting of the Safety Management Panel Working Group	Montréal, Canada	November 14 - 18, 2011
22. 7 th Meeting of the Southeast Asia and Bay of Bengal Sub-Regional Automatic Dependent Surveillance- Broadcast Implementation Working Group	Chennai, India	November 28 - 30, 2011
23. 13 th Steering Committee Meeting of the Co-operative Development of Operational Safety and Continuing Airworthiness Programme - Southeast Asia	Yangon, Myanmar	November 29 - December 1, 2011
24. Asia Pacific Regional Aviation Security Conference	Kuala Lumpur, Malaysia	January 11 - 12, 2012
25. 1 st Meeting of the Asia Pacific Seamless Air Traffic Management Planning Group	Bangkok, Thailand	January 31 - February 3, 2012
26. 3 rd Steering Committee Meeting of the Asia Pacific Flight Procedure Programme	Bangkok, Thailand	February 8 - 9, 2012
27. 1 st Meeting of the Asia Pacific Regional Aviation Safety Team cum 13 th Meeting of Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	February 20 - 24, 2012
28. 1 st Meeting of Ionospheric Studies Task Force	Tokyo, Japan	February 27 - 29, 2012
29. 1 st Meeting of the Air Traffic Flow Management Manual Coordinating Team	Amsterdam, Netherlands	March 5 - 8, 2012
30. 7 th Meeting of Aeronautical Telecommunication Network Implementation Co-ordination Group	Chiang Mai, Thailand	March 5 - 9, 2012
31. 7 th Meeting of the Aeronautical Information Services - Aeronautical Information Management Implementation Task Force	Hanoi, Vietnam	March 13 - 16, 2012
32. 23 rd Meeting of the Aviation Security Panel	Montréal, Canada	March 26 - 30, 2012
33. 9 th Meeting of the Performance Based Navigation Task Force	Bangkok, Thailand	March 27 - 30, 2012