

航班事務及技術行政

AIR SERVICES AND TECHNICAL ADMINISTRATION



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。該組並為經濟發展及勞工局提供資料，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商討航空事務和活動。

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 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.





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

技術行政組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飛行路線，盡量減低飛機噪音對社區的影響。同時，該組負責提供航空交通的統計數字，統籌部門的建築工程項目，研究直升機服務需求，促進直升機場的發展，並監察飛機升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

香港航空交通在二零零六／零七年度持續增長。香港國際機場的客運量比去年同期上升8%，達4 386萬人次。增長主要來自中國內地、東南亞及歐洲的旅客，佔總增幅的63%。香港國際機場的貨運量持續增長，達358萬公噸，增幅2.9%，當中以往來歐洲、中國內地及東南亞的貨運增長最為顯著。

飛機升降量亦增加4.8%，達282 953架次。

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 in Hong Kong continued to rise in 2006/07. The passenger throughput at HKIA rose by 8 per cent year-on-year. A total of 43.86 million passengers were handled at the HKIA. The majority of the growth in passenger traffic was from Mainland China, South East Asia and Europe accounting for 63 per cent of the total increase. Air cargo throughput at HKIA continued to grow by 2.9 per cent to 3.58 million tonnes, with the strongest growth in Europe, Mainland China and South East Asia.

Aircraft movements also rose by 4.8 per cent to a total of 282 953.

Services by Local Carriers

During the year, Cathay Pacific Airways (CPA) celebrated its 60th anniversary and took delivery of new aircraft including its 100th aircraft, an Airbus A330-300. With its expanded fleet, CPA commenced scheduled passenger services to Shanghai in December 2006 and scheduled all-cargo services to Chennai in June 2006, to Stockholm and Toronto in September 2006, to Beijing in November 2006 and to Amsterdam in February 2007. CPA also increased the frequency of its scheduled all-cargo services to Dallas, Atlanta, Shanghai, Frankfurt and Manchester. In August 2006, it commenced its codeshare services with British Airways Comair to Cape Town, Durban and Port Elizabeth in South Africa. Subsequent to CPA's completion of its shareholding alignment with relevant parties which made Hong Kong Dragon Airlines (HDA) a wholly



本地航空公司的服務

年內，國泰航空公司(國泰)慶祝創業六十周年，並接收一批新飛機，當中一架空中巴士A330-300型成為該公司旗下第一百架飛機。擴充機隊後，國泰在二零零六年十二月開辦往返上海的定期客運航班，以及先後開辦往返多個目的地的定期貨運航班，包括二零零六年六月的真奈航班、二零零六年九月的斯德哥爾摩和多倫多航班、二零零六年十一月的北京航班及二零零七年二月的阿姆斯特丹航班。此外，定期貨運航班服務的班次亦見增加，涉及的航點包括達拉斯、亞特蘭大、上海、法蘭克福及曼徹斯特。二零零六年八月，國泰開始與英國航空公司Comair經營往返南非開普敦、德班及伊麗莎白港的代號共享航班。二零零六年九月，隨着國泰與有關各方完成股權重組後，港龍航空有限公司(港龍)成為國泰的全資附屬公司。隨後國泰透過與港龍的代號共享安排，經營往返上海、北京、廈門、東京、亞庇、布吉及釜山的航班。

截至二零零七年三月底，國泰提供往返香港的定期航班服務遍及55個目的地。年內，該公司的機隊數目由97架增至103架，包括27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、22架波音B747-400型、17架波音B777型客機，以及七架波音B747-200型、六架波音B747-400型、六架波音747-400BCF型貨機。

港龍先後在二零零六年四月及二零零七年一月開辦往返瀋陽及釜山的定期客運航班，並在二零零六年十二月恢復往返布吉的定期客運航班服務。港龍亦增加往返金邊的定期客運航班。但往返曼谷的定期客運航班在二零零六年九月停辦，往返阿姆斯特丹、法蘭克福及曼徹斯特的定期貨運航班亦在二零零七年二月停辦。

owned subsidiary in September 2006, it commenced codeshare arrangements with HDA to cities of Shanghai, Beijing, Xiamen, Tokyo, Kota Kinabalu, Phuket and Busan.

At the end of March 2007, the number of destinations served by CPA's scheduled services from Hong Kong was 55. The fleet of CPA increased from 97 to 103 aircraft during the year, comprising 27 Airbus A330-300s, 15 Airbus A340-300s, three Airbus A340-600s, 22 Boeing B747-400s, 17 Boeing B777s, seven Boeing B747-200 freighters, six Boeing B747-400 freighters and six Boeing 747-400BCF freighters.

The Hong Kong Dragon Airlines Limited (HDA) launched scheduled passenger air services to Shenyang and Busan in April 2006 and January 2007 respectively, and resumed scheduled passenger services to Phuket in December 2006. HDA also increased its scheduled passenger services to Phnom Penh. However, the airline suspended its scheduled passenger services to Bangkok in September 2006 and scheduled all-cargo services to Amsterdam, Frankfurt and Manchester in February 2007.

At the end of March 2007, HDA operated scheduled services to 28 destinations, including 19 cities in the Mainland. During the year, its fleet increased from 35 to 36, comprising 10 Airbus A320-200s, six Airbus A321-200s, 14 Airbus A330-300s, four Boeing B747 freighters and two Boeing B747-400BCF freighters.



部門派代表出席四月在曼谷舉行的航空公司保險與風險管理會議，緊貼業界的最新發展。

To keep abreast of industry development, a CAD delegation attends the Airline Insurance and Risk Management Conference in Bangkok in April.

截至二零零七年三月底，港龍定期航班服務遍及28個目的地，包括19個內地城市。年內，該公司的機隊數目由35架增至36架，計有10架空中巴士A320-200型、六架空中巴士A321-200型、14架空中巴士A330-300型客機，以及四架波音B747型和兩架波音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，並在二零零六年十月把名古屋納為航點。截至二零零七年三月底，華民以八架空中巴士A300-600GF型貨機，經營往返亞洲八個目的地的定期航班服務。

中富航空有限公司先後在二零零六年八月和九月開辦往返長沙和天津的定期客運航班服務。二零零六年十一月，該公司易名為香港航空有限公司(香港航空)。香港航空先後在二零零六年十二月、二零零七年一月和三月開辦往返福州、青島和廈門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。截至二零零七年三月底，香港航空的機隊包括六架波音B737-800型飛機。

港聯航空有限公司先後在二零零六年六月、七月和十一月開辦往返清邁、重慶和成都的定期客運航班。二零零七年一月，該公司易名

AHK Air Hong Kong Limited (AHK) focused on developing its services in Asia and added Nagoya to its network in October 2006. By the end of the year, AHK operated scheduled services to eight destinations in Asia with eight Airbus A300-600GF freighters.

CR Airways Limited commenced scheduled passenger services to Changsha and Tianjin in August 2006 and September 2006 respectively. In November 2006 the airline changed its name to Hong Kong Airlines Limited (CRK). CRK commenced scheduled passenger services to Fuzhou, Qingdao and Xiamen in December 2006, January 2007 and March 2007 respectively. During the year, CRK continued to provide frequent non-scheduled air services to destinations in Asia. At the end of March 2007, CRK's fleet comprised six Boeing B737-800 aircraft.

Hong Kong Express Airways Limited (HKE) commenced scheduled passenger services to Chiang Mai, Chongqing and Chengdu in June, July and November 2006 respectively with its fleet comprising three Embraer 170 and a Boeing B737-800 aircraft. HKE also operated frequent non-scheduled air services to destinations in Southeast Asia.

Oasis Hong Kong Airlines Limited (OHK) obtained its Air Operator's Certificate and commenced scheduled passenger services to London Gatwick in October 2006. At the end of March 2007, OHK operated two Boeing 747-400 aircraft.

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

Jet Aviation Business Jets (Hong Kong) Limited voluntarily returned its Air Operator's Certificate for revocation in December 2006 but continued to operate private business aircraft.

Metrojet Limited continued to operate non-scheduled passenger services to destinations in Asia with its fleet of two Gulfstream G200, one Gulfstream G450 and one Gulfstream G550 aircraft.

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



本處代表團出席十二月在北京舉行的國際民航組織亞太地區安全監督審計研討會。
CAD delegation attends the ICAO Safety Oversight Audit Regional Seminar in Beijing.



為香港快運航空有限公司(香港快運)。香港快運的機隊包括三架 Embraer 170 型及一架波音 B737-800 型飛機。該公司亦經常經營不定期航班服務，往來東南亞目的地。

甘泉香港航空有限公司在二零零六年十月獲簽發航空營運許可證後，同月開辦定期客運航班服務往返倫敦格域機場。截至二零零七年三月底，該公司以兩架波音 747-400 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，以及在本地提供不定期客運包機服務。

二零零六年十二月，Jet Aviation Business Jets (Hong Kong) Limited 自願交還航空營運許可證以供註銷，但繼續經營私人商用機服務。

香港商用飛機有限公司繼續以兩架灣流 G200 型、一架灣流 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

二零零六年八月，新畿內亞航空公司開辦莫爾茲比港與香港之間的定期客運航班服務。定期貨運航班服務方面，二零零六年六月，Ocean Airlines 開辦米蘭與香港之間的服務；二零零六年七月，伏爾加第聶伯航空公司開辦香港往來俄羅斯航點和名古屋的服務，但這些服務在二零零七年三月由 AirBridge Cargo Airlines 取代。二零零六年十月，南方航空運輸公司開辦



民航事務主任就民航法例作檢討，並提出修訂建議。
Operation officers review the civil aviation legislations and propose changes.

Services by Non-Hong Kong Carriers

Air Niugini commenced scheduled passenger services between Port Moresby and Hong Kong in August 2006. For scheduled all-cargo services, Ocean Airlines commenced services between Milan and Hong Kong in June 2006. In July 2006, Volga Dnepr Airlines commenced services between points in Russia, Nagoya and Hong Kong. Its services were taken over by AirBridge Cargo Airlines in March 2007. Southern Air commenced services between points in USA and Hong Kong in October 2006. Sky Express Aviation (Cargo) Limited also commenced services between Athens and Hong Kong in October 2006 but suspended the services in March 2007. In December 2006, Aeroflot Cargo Airlines took over from Aeroflot Russian International Airlines the scheduled all-cargo services between points in Russia and Hong Kong.

In the year, two airlines suspended their scheduled passenger services. Australian Airlines suspended scheduled passenger services between Cairns and Hong Kong in July 2006. Thai Sky Airlines suspended scheduled passenger services between Phuket, Taipei and Hong Kong in October 2006.



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.

香港往來美國航點的服務。同月 Sky Express Aviation (Cargo) Limited 開辦雅典與香港之間的服務，但這條航線在二零零七年三月停辦。二零零六年十二月，Aeroflot Cargo Airlines 取代俄羅斯國際航空公司經營往來香港與俄羅斯航點的定期貨運航班服務。

年內，有兩家航空公司停辦定期客運航班服務：二零零六年七月，澳亞航空公司停辦往返凱恩斯與香港的服務；十月，泰國天鷹航空停辦布吉、台北與香港之間的服務。

截至二零零七年三月底，提供定期往來香港航班服務的航空公司，總數增至80家。來往香港的定期航班服務遍及的目的地，增加了17個，另有七個停辦，最新的目的地總數達146個。有關目的地的變動詳見附錄甲。

年內，本處合共簽發141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2 052宗更改定期航班服務的申請，以及簽發1 460張經營不定期來往香港航班服務的許可證。

The number of scheduled airlines serving Hong Kong increased to 80 by the end of March 2007. As for the destinations served by scheduled services from Hong Kong, 17 new points were added while services to seven points were terminated. The total destinations served became 146. Details of the changes in these destinations are given in Appendix A.

During the year, the Department issued 141 operating permits to airlines based outside Hong Kong for operation of scheduled services to Hong Kong and processed 2 052 applications for changes to the schedules. A total of 1 460 permits were also issued for the operation of non-scheduled services to and from Hong Kong.

TARIFFS

In the year, the Department processed 732 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. 58 airlines were approved to collect a passenger fuel surcharge ranging from HK\$40 to HK\$438 per flight sector/coupon to cover part of the unforeseen increase in fuel cost. On the cargo side, approvals were given to about 60 airlines to levy a fuel surcharge which was adjusted upwards or downwards in accordance with an approved mechanism based on the fuel price index.

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



運價

年內，本處共處理了732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40港元至438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家航空公司按照核准機制徵收燃油附加費，即根據油價指數的變動而調高或調低附加費。

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34次非以國家為單位的國際民航組織會議。以上42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244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。

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，本處代表參加了六次該組織的會議，詳情見附錄丙。本處亦合共因應27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。

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 34 ICAO meetings which were not so limited, using the name "Hong Kong, China". Details of the above 42 meetings are provided in Appendix B. The Department also exchanged 244 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 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 six APEC meetings and details of these meetings are given in Appendix C. The Department also handled 27 requests relating to APEC, which involved provision of comments and information on technical matters related to civil aviation.



處長率代表團出席十二月在峇里舉行的第四十三屆亞洲及太平洋區民航局局長會議。

Led by DGCA, a CAD delegation attends the 43rd Conference of Directors General of Civil Aviation Asia and Pacific Regions in Bali in December.

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，繼續採取一系列噪音消減措施，限制飛機噪音的影響。本年度的記錄顯示，午夜至早上七時飛抵香港國際機場的航機中，超過87%能夠由機場西南面經海上降落；晚上十一時至早上七時向東北起飛的離港航機中，超過98%能夠使用經西博寮海峽的南行離場路線。達標率相當高，顯示只有少數飛機基於安全理由（例如當時的風力情況）和各種飛行限制，須在夜間飛越沙田、荃灣、葵青、九龍半島和港島北等人口稠密的地區。

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方進場的航機中，82%能夠採用持續降落模式運作；這種模式旨在減低這些地區的噪音水平。

本處繼續通過飛機噪音及航迹監察系統，24小時監察飛機噪音及飛行路線。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組成。年內，本處購置七套新的噪音監察器，取代使用多年的監察器，以提高該系統的效率 and 成效。



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

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. During the year, it was recorded that over 87 per cent of the aircraft arriving at the HKIA between midnight and 7 a.m. were able to land from the southwest over water; and over 98 per cent of the departure aircraft taking off to the northeast between 11 p.m. and 7 a.m. were able to follow the southbound departure route over West Lamma Channel. These high achievement rates indicated that only a small number of aircraft were required to overfly some of the populated areas, such as Shatin, Tsuen Wan, Kwai Tsing, Kowloon Peninsula and northern Hong Kong Island during the overnight periods, due to safety consideration such as prevailing wind conditions, and various operational constraints.

Moreover, 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., 82 per cent were able to adopt the Continuous Descent Approach procedures, which were designed to reduce the noise levels in these areas.

The Department continued to monitor aircraft noise and flight tracks round the clock by means of the Aircraft Noise and Flight Track Monitoring System. The System comprised 16 noise monitoring terminals installed near various landing and take off flight paths of the HKIA. During the year, in order to enhance the effectiveness and efficiency of the System, the Department procured seven sets of new noise monitoring terminals to replace the aged ones.

The Department maintained regular contact with District Councils concerned, and met with the local communities to explain the Department's initiatives to minimise the aircraft noise impact. Information on measured noise data and related issues were also regularly uploaded onto the Department's web site to facilitate public's access to the information.



本處與有關區議會定期接觸，並與區內居民會面，闡釋本處盡量減少飛機噪音影響的措施。此外，量度所得的噪音數據及相關資料會定期上載本處網頁，方便公眾查閱。

年內，本處共接獲 422 宗飛機噪音投訴。本處人員以持平的態度調查所有投訴，並向投訴人詳細解釋。

直升機場的發展

為促進香港跨境直升機服務的發展，本處通過公開招標，推展擴建港澳碼頭現有跨境直升機場的項目。招標工作在二零零七年一月完成，建造工程預期在二零零七年第三季展開，二零零九年年中竣工。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，用以興建另一個跨境直升機場。

至於開放香港會議展覽中心附近的政府直升機坪予本地直升機服務營辦商使用的建議，政府現正研究技術上是否可行。研究預期在二零零七年八月完成。

During the year, the Department received 422 complaints against aircraft noise. All the noise complaints were investigated impartially, and the complainants were given with detailed explanations.

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 exercise for the project was completed in January 2007 and it is expected that the construction works would commence in the third quarter of 2007 for completion in mid 2009. For further 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 has been conducted to look into the proposed share-use of the government helipad near the Hong Kong Convention and Exhibition Centre (HKCEC) with domestic commercial operators. The study is expected to be complete in August 2007.



港澳碼頭跨境直升機場擴建工程預期二零零九年竣工。

The expansion of the cross-boundary heliport at the Macau Ferry Terminal is expected to be completed in mid 2009.

附錄甲

APPENDIX A

截至二零零七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(與二零零六年三月比較)

Changes in Destinations Served by Scheduled Services to and from Hong Kong as at March 2007 (compared with March 2006)

(甲) 新增航點 Additions

新航點	New Points	經營者	Operated By
1. 阿斯塔納	Astana	漢莎貨運航空公司	Lufthansa Cargo AG
2. 清邁	Chiang Mai	香港快運航空公司	Hong Kong Express Airways
3. 達曼	Dammam	英國航空公司	British Airways
4. 大庸(張家界)	Dayong	中國南方航空公司	China Southern Airlines
5. 丹佛	Denver	聯合航空公司	United Airlines
6. 檀香山	Honolulu	聯合包裹運送服務公司	UPS Parcel Delivery Services
7. 哈巴羅夫斯克	Khabarovsk	AirBridge Cargo Airlines	AirBridge Cargo Airlines
8. 加爾各答	Kolkata	漢莎貨運航空公司	Lufthansa Cargo AG
9. 克拉斯諾亞爾斯克	Krasnojarsk	AirBridge Cargo Airlines	AirBridge Cargo Airlines
10. 倫敦 — 格域	London Gatwick	甘泉香港航空公司	Oasis Hong Kong Airlines
11. 安大略	Ontario	聯合包裹運送服務公司	UPS Parcel Delivery Services
12. 莫爾茲比港	Port Moresby	新畿內亞航空公司	Air Niugini
13. 里佛塞德	Riverside	金鵬航空公司	Transmile Air Service
14. 斯德哥爾摩	Stockholm	國泰航空公司	Cathay Pacific Airways
15. 太原	Taiyuan	中國東方航空公司	China Eastern Airlines
16. 塔什干	Tashkent	漢莎貨運航空公司	Lufthansa Cargo AG
17. 薩拉戈薩	Zaragoza	法國航空公司	Air France

(乙) 刪減航點 Deletions

刪除航點	Deleted Points	前經營者	Previously Operated By
1. 大馬士革	Damascus	盧森堡國際貨運航空公司	Cargolux Airlines International
2. 佬沃	Laoag	香港航空公司	Hong Kong Airlines
3. 梅縣	Meixian	中國南方航空公司	China Southern Airlines
4. 邁阿密	Miami	波拉航空貨運公司	Polar Air Cargo
5. 波爾圖	Porto	英國航空公司	British Airways
6. 托萊多	Toledo	Kalitta Air	Kalitta Air
7. 華盛頓 — 杜勒斯	Washington Dulles	聯合航空公司	United Airlines

附錄乙

民航處代表於二零零六年四月至二零零七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五次會議及專題研討會	印度新德里	二零零六年四月三日至七日
修訂最低高度間隔實施專責小組第 28 次會議	泰國曼谷	二零零六年四月二十四日至二十八日
亞太地區航空法律專題研討會	韓國首爾	二零零六年五月八日至十二日
運行專家組第七次會議	加拿大蒙特利爾	二零零六年五月八日至十九日
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六次會議	泰國曼谷	二零零六年五月十六日至十七日
東南亞航空交通管制協調小組第 13 次會議	泰國曼谷	二零零六年五月十六日至十九日
基於性能導航專題研討會	中國北京	二零零六年五月二十二日至二十四日
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一次會議	韓國首爾	二零零六年五月二十二日至二十六日
亞太太平洋地區空域安全監察諮詢小組第五次會議	泰國曼谷	二零零六年六月五日至八日
亞太地區互助航空保安計劃主導委員會第三次會議	不丹	二零零六年六月十三日至十四日
1952 年羅馬公約現代化特別小組第四次會議	加拿大蒙特利爾	二零零六年六月十九日至二十三日
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 16 次會議	泰國曼谷	二零零六年六月二十六日至三十日
航空情報服務全球大會	西班牙馬德里	二零零六年六月二十七日至二十九日
亞太太平洋地區航行規劃和實施小組轄下通訊、導航、監視及氣象分組第十次會議	泰國曼谷	二零零六年七月十七日至二十一日
第七次孟加拉灣未來航空導航系統實施小組、第四次東南亞未來航空導航系統實施小組聯合會議	泰國曼谷	二零零六年七月二十五日至二十八日
航空交通流量管理專責小組第七次會議	泰國曼谷	二零零六年七月三十一日至八月三日
亞太太平洋地區航行規劃和實施小組第 17 次會議	泰國曼谷	二零零六年八月二十一日至二十五日
國際民航組織、國際海事組織空中與海上搜救協調聯合工作小組第 13 次會議	新加坡	二零零六年八月二十八日至九月一日
第二次國際民航組織標準的機讀旅行證件、生物鑒別和保安專題討論會暨講習班	加拿大蒙特利爾	二零零六年九月六日至八日
航空保安專家組第 18 次會議	加拿大蒙特利爾	二零零六年九月十一日至十五日
航空運輸自由化全球專題討論會	阿拉伯聯合酋長國 迪拜	二零零六年九月十八日至十九日
預防傳染病經航空交通散播合作計劃專題討論會	新加坡	二零零六年九月二十五日至二十六日
航空電信專家組工作小組 N 分組 N1 會議	加拿大蒙特利爾	二零零六年九月二十五日至二十九日
1952 年羅馬公約現代化特別小組第五次會議	加拿大蒙特利爾	二零零六年十月三十日至十一月三日
第十次全球航空培訓(TRAINAIR)培訓專題討論會及會議	泰國曼谷	二零零六年十月三十日至十一月三日

會議名稱	地點	日期
亞太太平洋地區空域安全監察諮詢小組第六次會議	泰國曼谷	二零零六年十一月六日至十日
修訂最低高度間隔實施專責小組第 29 次會議	泰國曼谷	二零零六年十一月十四日至十六日
航空人員語言能力要求研討會	中國香港	二零零六年十一月三十日至十二月一日
亞太太平洋地區民航局局長第 43 次會議	印尼峇里	二零零六年十二月四日至八日
航空電訊網實施協調小組工作組第一次會議	泰國曼谷	二零零六年十二月四日至八日
國際民航組織普遍安全監督審計計劃的準備、實施和報告亞太地區研討會	中國北京	二零零六年十二月十二日至十五日
東南亞區航空安全小組第七次會議暨聯合航空安全小組會議	泰國曼谷	二零零七年一月八日至十日
國際電信聯盟二零零七年世界無線電通訊會議亞太地區籌備小組第二次會議	泰國曼谷	二零零七年一月十五日至十七日
西太平洋及南中國海修訂最低高度間隔詳審工作小組第一次會議	新加坡	二零零七年一月二十九日至二月二日
航空電信專家組工作小組 N 會議	泰國曼谷	二零零七年一月二十九日至二月二日
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八次會議	印尼峇里	二零零七年一月三十日至二月一日
航空環境保護委員會第七次會議	加拿大蒙特利爾	二零零七年二月五日至十六日
空中交通服務設施間數據通訊專責小組會議	泰國曼谷	二零零七年二月六日至九日
航空情報服務實施專責小組第二次會議	泰國曼谷	二零零七年二月六日至九日
修訂最低高度間隔實施專責小組第 30 次會議	泰國曼谷	二零零七年三月十二日至十六日
航空電訊網信息管理協調小組會議	比利時布魯塞爾	二零零七年三月二十七日至二十九日
航空保安訓練中心主管會議	中國昆明	二零零七年三月二十八日至三十日

Appendix B

ICAO Conferences and Meetings Attended by Representatives from the Department between April 2006 and March 2007

Name of Conference or Meeting	Venue	Dates
5th Meeting of Automatic Dependent Surveillance-Broadcast Study and Implementation Task Force and Seminar	New Delhi, India	April 3 – 7, 2006
28th Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	April 24 – 28, 2006
Regional Legal Seminar	Seoul, Republic of Korea	May 8 – 12, 2006
7th Meeting of the Operations Panel	Montréal, Canada	May 8 – 19, 2006
6th Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia Regional Aviation Safety Team	Bangkok, Thailand	May 16 – 17, 2006



Name of Conference or Meeting	Venue	Dates
13th Meeting of the South East Asia Air Traffic Services Coordination Group	Bangkok, Thailand	May 16 – 19, 2006
Performance Based Navigation Seminar	Beijing, China	May 22 – 24, 2006
1st Meeting of Aeronautical Telecommunication Network Implementation Coordination Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Seoul, Republic of Korea	May 22 – 26, 2006
5th Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	June 5 – 8, 2006
3rd Steering Committee Meeting of Cooperative Aviation Security Programme – Asia/Pacific	Bhutan	June 13 – 14, 2006
4th Meeting of the Special Group on the Modernisation of the Rome Convention of 1952	Montréal, Canada	June 19 – 23, 2006
16th 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 26 – 30, 2006
Global Aeronautical Information Service Congress	Madrid, Spain	June 27 – 29, 2006
10th Meeting of the Communications/Navigation/ Surveillance and Meteorology Sub-Group of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	July 17 – 21, 2006
Combined Meetings of 7th Future Air Navigation System Implementation Team – Bay of Bengal, 4th Future Air Navigation System Implementation Team – Southeast Asia	Bangkok, Thailand	July 25 – 28, 2006
7th Meeting of Air Traffic Flow Management Task Force	Bangkok, Thailand	July 31 – August 3, 2006
17th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group	Bangkok, Thailand	August 21 – 25, 2006
13th Meeting of the International Civil Aviation Organization / International Maritime Organization Joint Working Group on Harmonisation of Aeronautical and Maritime Search and Rescue	Singapore	August 28 – September 1, 2006
2nd Symposium and Workshop on ICAO-Standard Machine Readable Travel Documents, Biometrics and Security	Montréal, Canada	September 6 – 8, 2006
18th Meeting of Aviation Security Panel	Montréal, Canada	September 11 – 15, 2006
Global Symposium on Air Transport Liberalisation	Dubai, United Arab Emirates	September 18 – 19, 2006
Cooperative Arrangements for Preventing the Spread of Communicable Diseases through Air Travel Seminar	Singapore	September 25 – 26, 2006
Aeronautical Communication Panel Working Group N Sub-Group N1 Meeting	Montréal, Canada	September 25 – 29, 2006
5th Meeting of the Special Group on the Modernisation of the Rome Convention of 1952	Montréal, Canada	October 30 – November 3, 2006

Name of Conference or Meeting	Venue	Dates
10th Global TRAINAIR Training Symposium and Conference	Bangkok, Thailand	October 30 – November 3, 2006
6th Meeting of the Regional Airspace Safety Monitoring Advisory Group	Bangkok, Thailand	November 6 – 10, 2006
29th Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	November 14 – 16, 2006
Aviation Language Proficiency Seminar	Hong Kong, China	November 30 – December 1, 2006
43rd Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Bali, Indonesia	December 4 – 8, 2006
1st Meeting of Aeronautical Telecommunication Network Implementation Coordination Group Working Group	Bangkok, Thailand	December 4 – 8, 2006
Regional Seminar on the Preparation, Conduct and Reporting of an ICAO Safety Oversight Audit	Beijing, China	December 12 – 15, 2006
7th Southeast Asia Regional Aviation Safety Team and Combined Regional Aviation Safety Teams Meetings	Bangkok, Thailand	January 8 – 10, 2007
2nd Regional Preparation Group Meeting for ITU World Radiocommunication Conference 2007	Bangkok, Thailand	January 15 – 17, 2007
1st Meeting of the Western Pacific / South China Sea Reduced Vertical Separation Minima Scrutiny Working Group	Singapore	January 29 – February 2, 2007
Aeronautical Communications Panel Working Group N Meeting	Bangkok, Thailand	January 29 – February 2, 2007
8th Steering Committee Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia	Bali, Indonesia	January 30 – February 1, 2007
7th Meeting of Committee on Aviation Environmental Protection	Montréal, Canada	February 5 – 16, 2007
Air Traffic Services Interfacility Data Communication Review Task Force Meeting	Bangkok, Thailand	February 6 – 9, 2007
2nd Meeting of the Aeronautical Information Services Implementation Task Force	Bangkok, Thailand	February 6 – 9, 2007
30th Meeting of the Reduced Vertical Separation Minima Implementation Task Force	Bangkok, Thailand	March 12 – 16, 2007
Aeronautical Telecommunication Network Air Traffic Services Messaging Management Coordination Meeting	Brussels, Belgium	March 27 – 29, 2007
Meeting of Directors of Aviation Security Training Centres	Kunming, China	March 28 – 30, 2007

附錄丙

民航處代表於二零零六年四月至二零零七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九次會議	馬來西亞檳城	二零零六年四月三日至七日
運輸工作小組第27次會議	越南河內	二零零六年五月二十二日至二十五日
反恐怖主義專責小組會議	越南胡志明市	二零零六年五月二十六日至二十七日
運輸工作小組第28次會議	加拿大溫哥華	二零零六年九月五日至八日
全球衛星導航系統實施小組第十次會議	菲律賓馬尼拉	二零零六年十月二日至五日
運輸部長第五次會議	澳洲亞德萊德	二零零七年三月二十八日至三十日

APPENDIX C

APEC Conferences and Meetings attended by Representatives from the Department between April 2006 and March 2007

Name of Conference or Meeting	Venue	Dates
9th Meeting of the Global Navigation Satellite Systems Implementation Team	Penang, Malaysia	April 3 – 7, 2006
27th Transportation Working Group Meeting	Hanoi, Viet Nam	May 22 – 25, 2006
Counter Terrorism Task Force Meeting	Ho Chi Minh City, Viet Nam	May 26 – 27, 2006
28th Transportation Working Group Meeting	Vancouver, Canada	September 5 – 8, 2006
10th Meeting of the Global Navigation Satellite Systems Implementation Team	Manila, Philippines	October 2 – 5, 2006
5th Transportation Ministerial Meeting	Adelaide, Australia	March 28 – 30, 2007