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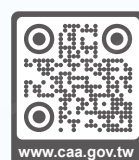
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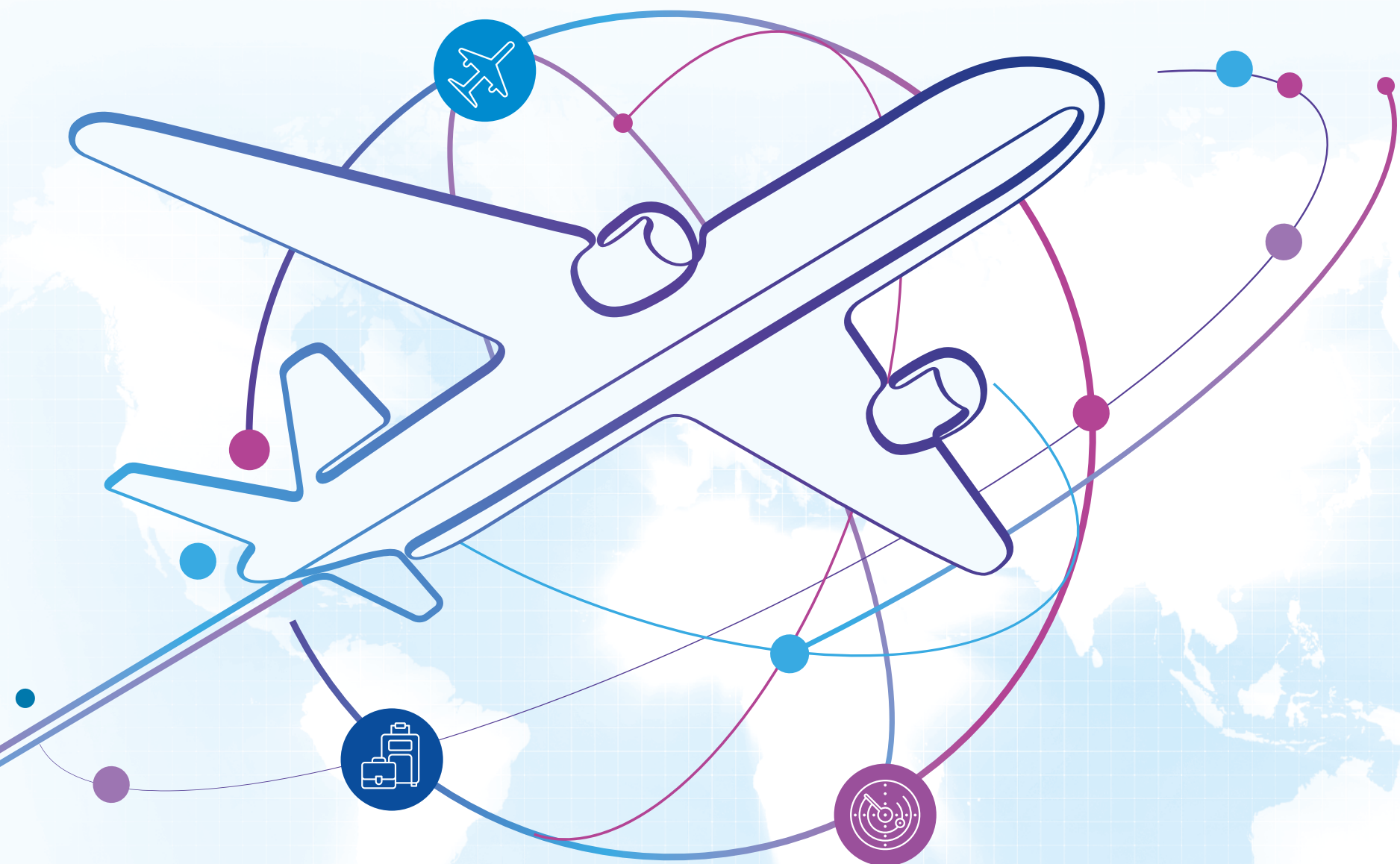
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局長的話 Statement from the Director General

2024 年全球航空展現強勁的復甦動能，臺灣民航產業也同步交出漂亮的成績單，我國航空運量快速恢復，總客運量達到 6,396 萬人次，其中國際及兩岸航線客運量為 5,356 萬人次，預計 114 年運量將突破疫情前水準，隨著民航基礎建設全面升級，飛航安全與科技監理並進，臺灣民航將再創高峰。

前瞻部署，擘劃航空運輸新藍圖

面對快速升溫的航空需求，本局與航空業者密切合作，積極協助航班的規劃、新闢及重啟航點。除了桃園國際機場外，高雄國際機場及臺中機場的國際及兩岸航點均持續擴增，其他機場亦迎來一波波國際航班；而在展翅拓展國際線之際，仍須持續兼顧國內線的穩健維運，在相關運能及資源有限下，促成臺北花蓮航線天天飛航，並開辦高雄南竿包機。

為落實均衡臺灣政策，貫徹交通平權與永續發展的目標，本局對於各機場建設的推動不遺餘力。高雄國際機場新航廈計畫自 113 年起進入實質工程施作階段，其中東側立體停車場已展開主體工程，新航廈主體工程及滑行道北移工程也同步推進；完工後顯著提升服務品質的高雄機場國際線空橋汰換工程與蘭嶼機場跑道整建工程，亦均榮獲第 24 屆公共工程金質獎殊榮；臺中國際機場新建聯絡滑行道將於 114 年完工，可望進一步提升機場空側運作效率；嘉義機場亦啟動新建航廈工程計畫，未來將展現全新面貌，帶動地方經濟與觀光發展。

桃園航空城為國家重大建設，肩負推動國家經濟成長與地方產業升級重任，為取得「桃園航空城機場園區用地取得計畫」所需約 1,413 公頃用地，本局依行政院「先建後遷」政策，確保居民平穩安置，113 年已完成安置街廓 56 處土地及五大管線與聯外道路工程，將交付安置戶自行興建住宅；安置住宅也完成抽籤、選屋及簽約作業，預計 114 年陸續辦理交屋。另本局辦理機場園區特定區建物拆遷作業，「優先搬遷區」約 414 棟已全數搬遷，「其他搬遷區」自拆核定比例亦逾七成，配合桃園國際機場第三跑道作業期程交付使用。

守護天空，布局全域飛航安全防線

飛航安全是民航發展的基石，因應我國空域環境的多元發展，增進飛安監理能量勢在必行。本局 113 年舉辦「2024 年飛航安全管理國際峰會」，透過國內外業者的實務經驗交流，精進我國飛安管理效能；另外，為持續接軌國際，共同維護飛航安全，本局邀請世界飛安基金會專家來臺，辦理「國際民航組織（ICAO）全球安全監理評鑑計畫（USOAP）實施訓練」，提升民航人員對國際評鑑程序與標準的熟悉度。本局採用「主動預防」與「數據化指標」管理模式，嚴格監控國籍民用航空運輸業者安全績效指標，並對地勤及空廚業者等實施定期及不定期查核，全面落实安全管理，促進正向安全文化，共同展現對飛安的承諾與作為。

為應對無人機產業快速擴張所帶來的監理挑戰，本局由制度面先著手，逐步強化遙控無人機管理機制。113 年修正「遙控無人機管理規則」並分階段實施，調整註冊門檻、延長證照效期、強化產品源頭管理與法人飛航行為，以兼顧風險控管與產業發展。另於臺北、高雄及嘉義等地舉辦一系列無人機法規說明會、產業工作坊及與地方政府合作之座談會，建立跨機關合作共識，促進社會理解與制度落實。為掌握電動垂直起降載具（eVTOL）等新興領域發展脈動，本局邀請美國 FAA、歐盟及日本等專家舉辦「2024 國際無人機及先進空中交通載具檢驗論壇」，探究各國檢驗制度與政策趨勢，穩健推進無人機產業國際化。

此外，本局持續推動各項助航設備升級，全面提升臺北飛航情報區（Taipei FIR）飛航安全與服務效能。113 年臺中國際機場跑道滑降臺（GP）與測距儀（DME）完成汰換，桃園國際機場第二套場面搜索雷達（SMR）及臺東豐年機場終端航管雷達亦正式啟用，並完成金門、南竿、北竿與蘭嶼等機場之精確進場滑降指示燈（PAPI）等設



備更新；建構中的新一代航空情報服務系統及航空氣象現代化作業系統預計於 114 年上線服務，提供更完善的資安防護能力及氣象預報資訊。而為滿足臺北飛航情報區未來 20 年的飛航服務作業需求，本局規劃建置新一代航管系統，113 年已完成先期計畫，114 年將續依程序推動，以展現我國飛航服務之現代化進程與成果，並為未來的飛航服務發展奠定穩固基礎。

飛安為本 領航臺灣空運新未來

隨著航空市場穩定恢復，航空產業的服務水準與安全量能備受考驗，本局持續以「飛安為先、服務為本、永續為志」的態度，以強化飛安監理、優化場站韌性、擴展國際航網、鞏固多元空域安全、推動機場智慧化及綠色化、深化國際組織及區域夥伴合作等六大面向，打造臺灣為亞太地區的航空樞紐，領航我國空運產業邁向永續與卓越的新旅程。

交通部民用航空局
局長

何淑萍



Statement from the Director General

2024 marks a year of robust recovery momentum for the global aviation industry, and Taiwan's civil aviation sector has kept pace with this resurgence, delivering a remarkable performance. The nation's air traffic volume rebounded swiftly, reaching a total of 63.96 million passengers, of which 53.56 million were on international and cross-strait routes. With continued growth, passenger traffic in 2025 is expected to surpass pre-pandemic levels. As civil aviation infrastructure undergoes a comprehensive upgrade, and as flight safety and technological oversight advance in tandem, Taiwan's civil aviation sector stands ready to reach new heights.

Forward-Looking Deployment to Chart a New Blueprint for Air Transport

In response to rapidly rising aviation demand, the CAA has worked closely with airline operators to actively support the planning, inauguration, and resumption of routes. In addition to international and cross-strait flights operating at Taoyuan International Airport, services to and from Kaohsiung and Taichung Airports have continued to expand, while other airports across Taiwan have likewise received successive waves of international flights. As Taiwan builds out its international air network, it must also ensure the steady operation of domestic routes. Despite constraints in available capacity and resources, the CAA facilitated daily service on the Taipei-Hualien route and launched charter flights between Kaohsiung and Matsu Nangan.

To fulfill the national policy of balanced regional development and to advance the goals of transportation equity and sustainable growth, the CAA has spared no effort in promoting airport infrastructure projects across Taiwan. The new terminal project at Kaohsiung International Airport entered the substantive construction phase in 2024, with structural work on the eastern multi-story parking facility already underway, along with concurrent progress on the main terminal building and the northern relocation of the taxiway. Both the international boarding bridge replacement project at Kaohsiung Airport and the

run-way renovation project at Lanyu Airport, which have significantly improved service quality following their completion, were honored with the 24th Public Construction Golden Quality Award. At Taichung International Airport, construction of a new taxiway is scheduled to finish in 2025, promising to further enhance airside operational efficiency. Meanwhile, Chiayi Airport has also initiated a new terminal construction project, which is expected to refresh the Airport's appearance and drive local economic and tourism development.

The Taoyuan Aerotropolis is a crucial national infrastructure project tasked with driving economic growth and advancing regional industrial transformation. To obtain approximately 1,413 hectares of land required for the Taoyuan Aerotropolis Airport Park Land Acquisition Project, the CAA has followed the Executive Yuan's "build first, relocate later" policy to guarantee the stable resettlement of residents. In 2024, the CAA completed land preparation for 56 resettlement blocks, along with five major utility pipelines and external access roads, to be handed over to eligible households for the construction of their own homes. The eligible resettlement households have completed the processes of lot allocation, unit selection, and contract signing, and home handovers are scheduled to begin progressively in 2025.

Additionally, the CAA carried out the demolition of buildings in the designated areas of the Airport Park. All 414 structures in the Priority Relocation Area had been fully relocated, while the approval rate for voluntary demolition in the Other Relocation Area also exceeded 70 percent, in coordination with the construction schedule for the third runway at Taoyuan International Airport, ensuring timely land delivery.

Safeguarding the Skies to Develop an All-Domain Aviation Safety Network

Aviation safety is the cornerstone of civil aviation development. Given the growing diversity of Taiwan's airspace environment, it has become imperative to enhance the nation's capacity for aviation safety



oversight. In 2024, the CAA hosted the International Aviation Safety Management Summit, where domestic and international industry participants exchanged practical experience to improve the effectiveness of Taiwan's aviation safety management. Moreover, to maintain alignment with international practices and jointly safeguard aviation safety, the CAA invited experts from the Flight Safety Foundation to Taiwan to conduct a training on the International Civil Aviation Organization's Universal Safety Oversight Audit Program (USOAP), strengthening the familiarity of Taiwan's civil aviation personnel with international audit procedures and standards.

The CAA adopts a management model centered on "proactive prevention and data-driven indicators" to strictly monitor the safety performance metrics of Taiwanese air carriers. It also conducts routine and ad hoc inspections of ground handling and in-flight catering service providers. The CAA fully implements safety management measures, fosters a positive safety culture, and collectively demonstrates a firm commitment to aviation safety through concrete actions.

To address the regulatory challenges posed by the rapid expansion of the drone industry, the CAA has taken a system-based approach to progressively strengthen its drone management mechanism. In 2024, the CAA amended the Regulations of Drone and implemented the revisions in phases. The amendments included adjusting registration thresholds, extending certificate validity periods, strengthening the management of product sources, and regulating corporate drone operations, with the aim of balancing risk control and industry development.

The CAA also organized a series of regulatory briefing sessions, industry-oriented workshops, and collaborative forums with local governments in Taipei, Kaohsiung, Chiayi, among other locations, to build cross-agency consensus on cooperation, promote public understanding, and facilitate the implementation of regulatory measures.

To stay abreast of developments in emerging fields such as electric Vertical Takeoff and Landing (eVTOL) aircraft, the CAA hosted the 2024 International UAS and AAM Certification Forum, inviting experts from the U.S. FAA, the EU, and Japan to share insights on certification systems and policy trends around the globe, thereby steadily advancing the internationalization of Taiwan's drone industry.

In addition, the CAA continues to advance the upgrade of navigational aids to comprehensively enhance aviation safety and service performance within the Taipei Flight Information Region (Taipei FIR). In 2024, the Glide Path (GP) and Distance Measuring Equipment (DME) at Taichung International Airport were modernized. Also officially commissioned were the second Surface Movement Radar (SMR) system at Taoyuan International Airport and the terminal air traffic control radar at Taitung Fengnian Airport. Moreover, the Precision Approach Path Indicator (PAPI) systems at Kinmen, Nangan, Beigan, and Lanyu Airports were upgraded. The next-generation aeronautical information service system and the modernized aviation meteorological operational system, currently under development, are scheduled to go online in 2025 to deliver enhanced cybersecurity protection capabilities and more comprehensive meteorological forecasting information.

To meet the service needs in the Taipei FIR over the next two decades, the CAA has planned the development of a next-generation air traffic management system, with the preliminary project completed in 2024 and implementation set to proceed in 2025 in accordance with established procedures, demonstrating the modernization journey and achievements of Taiwan's air navigation services and laying a solid foundation for future enhancements.



Prioritizing Safety to Lead Taiwan's Air Transport into a New Era

As the aviation market steadily recovers, the service quality and safety capabilities of the air transport industry are being rigorously tested. The CAA continues to uphold the principles of "putting safety first, centering on service, and striving for sustainability." Efforts are guided by six key pillars: strengthening aviation safety oversight, enhancing

airport resilience, expanding international route networks, securing diversified and safe airspace, promoting smart and green airports, and deepening collaboration with international organizations and regional partners. Through which, the CAA is positioning Taiwan as a major aviation hub in the Asia-Pacific region and guiding the nation's air transport industry toward a new era of excellence and sustainability.

Director General Ho, Shu-Ping
Civil Aviation Administration, MOTC



我國民航現況簡介

Overview of Civil Aviation in Taiwan

深化空運連結， 打造亞太地區航空樞紐

臺灣居於東亞及北美航路空運樞紐位置，本局所轄的「臺北飛航情報區」(Taipei Flight Information Region, Taipei FIR) 銜接福岡、馬尼拉、香港及上海飛航情報區，共劃設 18 條國際航路及 4 條國內航路，其中 A1、M750 等航路為連接東北亞及東南亞之重要航路，是亞太地區最繁忙的空中走廊之一，在國際飛航服務扮演重要角色。113 年臺北飛航情報區提供逾 164 萬管制架次的飛航服務，較 112 年增加 15%。

我國已與 57 個國家地區簽署雙邊通航協定，113 年計有 90 家航空公司在臺營運 285 條國際定期客運及貨運航線，連結全球 117 個城市；隨著國際旅運量持續恢復，113 年各機場總旅客量較 112 年成長 22.9%，達 6,396 萬人次；貨運量約 237 萬公噸，較 112 年成長 7.4%。

Strengthening Air Connectivity and Building an Aviation Hub in the Asia-Pacific Region

Taiwan is positioned as an air transport hub of the East Asia and North America routes. The Taipei Flight Information Region (Taipei FIR) under the CAA connects to the FIRs of Fukuoka, Manila, Hong Kong, and Shanghai, with a total of 18 international airways and 4 domestic ones. Among which, Routes A1 and M750 are crucial in linking Northeast Asia and Southeast Asia, making it one of the busiest air corridors in the Asia-Pacific region, thus playing an essential role in international air traffic services. In 2024, the Taipei FIR provided air traffic services for over 1.64 million flights, a 15% increase from 2023.

Taiwan has signed bilateral air transport agreements with 57 countries and areas. In 2024, 90 airlines operated 285 scheduled international passenger and cargo routes in Taiwan, connecting 117 cities worldwide. As international travel demand continued to recover, the total number of passengers across all airports in Taiwan reached 63.96 million in 2024, representing a 22.9% increase compared to 2023. The air cargo volume was approximately 2.37 million metric tons, up 7.4% from the previous year.

2

我國民航現況簡介

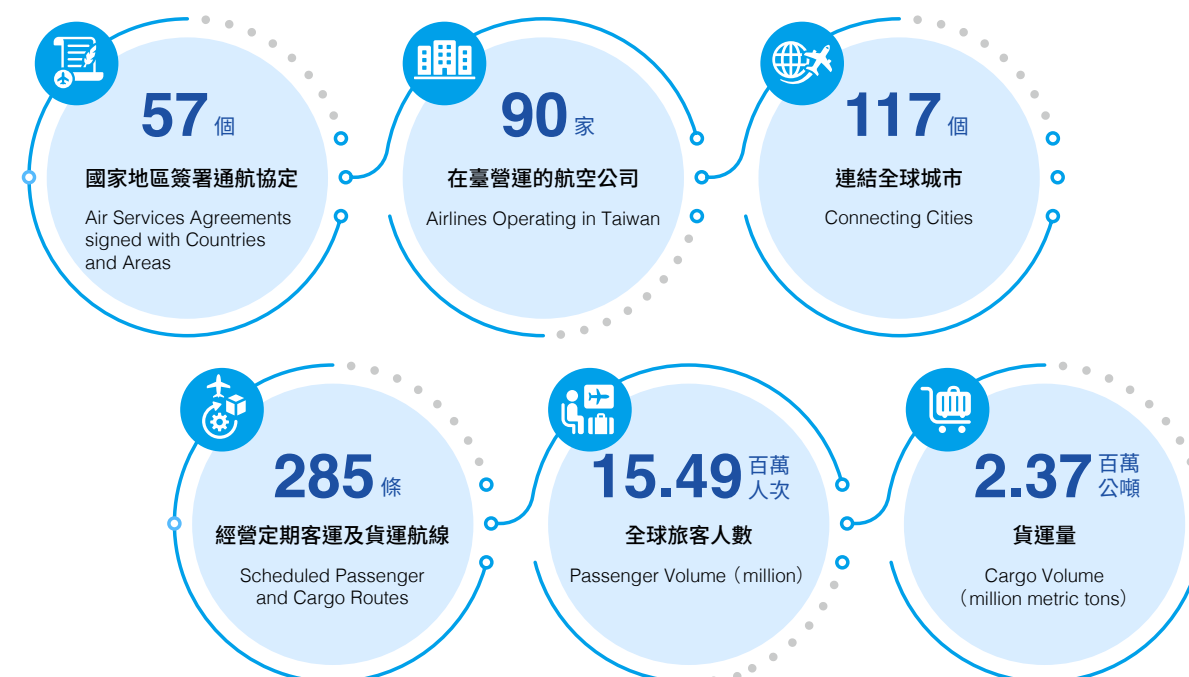
Overview of Civil Aviation in Taiwan

組織架構

Organization Structure

國際及兩岸航網

International and Cross-Strait Air Network



精進安全管理， 邁向卓越飛安監理體系

本局依據國際民航組織（International Civil Aviation Organization, ICAO）相關規範，制定我國國家民用航空安全計畫，並結合安全管理系統（Safety Management System, SMS）機制，提升我國飛航安全水準，持續與國際飛安管理作法接軌，113 年我國整體安全，渦輪噴射飛機及渦輪螺旋槳飛機之 5 年移動平均失事率（109 年至 113 年）為零（即 0 次/百萬離場次），低於全球失事率，符合「國籍民用航空運輸業飛機零失事」目標。就個別安全目標方面，我國國籍民用航空運輸業飛機重大意外事件之 10 年移動平均發生率（104 年至 113 年）為 2.05 次/百萬飛時，低於所訂目標值 3.8 次/百萬飛時。

「飛安沒有最好，只有更好！」，因應航空運量快速增長及新型飛航活動蓬勃發展趨勢，本局與國籍航空業者攜手合作，精進安全管理系統（Safety Management System, SMS）與風險控管機制。加強查核航空服務提供者之 SMS 運作成效，藉由「主動預防」及「數據化指標」管理模式，持續降低飛航安全風險；鑒於安全文化評估為 SMS 作業中的重要一環，為使業者能有一致性之作法與標準，113 年已召集主要航空器及發動機維修廠業者共同研商、擬定相關問卷題目，並據以實施，進一步提升飛航安全。

Enhancing Safety Management to Advance Toward an Outstanding Aviation Safety Oversight System

In accordance with the Standards Practices and Recommendations of the International Civil Aviation Organization (ICAO), the CAA has formulated the State Safety Program and integrated the Safety Management System (SMS) to strengthen Taiwan's overall aviation safety and ensure continued alignment with international safety management practices. In 2024, Taiwan's overall aviation safety performance demonstrated that the five-year moving average accident rate (from 2020 to 2024) for both turbojet and turboprop aircraft was zero (i.e., zero accidents per million departures), which is lower than the global average and consistent with the goal of achieving zero accidents for aircraft operated by Taiwanese air carriers. Regarding specific safety targets, the ten-year moving average of serious incidents involving Taiwanese-registered aircraft (from 2015 to 2024) stood at 2.05 per million flight hours, remaining below the established threshold of 3.8 per million flight hours.

"There is no best in aviation safety, only better!" In response to the rapid growth in air traffic and the robust development of new types of flight operations, the CAA has partnered with Taiwanese air carriers to further enhance the SMS system and risk control mechanisms. The CAA has intensified audits on the effectiveness of SMS implementation among aviation service providers and adopted a proactive, data-driven performance management approach to continuously reduce aviation safety risks. Recognizing that safety culture assessment is a key element of SMS operations, and in order to ensure consistency in industry practices and standards, the CAA convened major aircraft and engine repair stations in 2024 to jointly discuss and formulate related questionnaire items, which were then implemented to further enhance aviation safety.



臺灣虎航
Tigerair Taiwan

另外，參酌 ICAO 標準與建議措施（Standards and Recommended Practices, SARPs），適時修訂飛安監理相關法規與指導文件，確保我國民航作業符合國際標準。針對 ICAO 揭示之五大飛安風險（可控飛行撞地、飛行中失控、空中碰撞、跑道偏衝、跑道入侵），規劃多項安全強化措施與行動方案，持續推動以風險為基礎之飛安監理體系。

In addition, the CAA continues to review and revise aviation safety oversight regulations and guidance materials in a timely manner, with reference to ICAO's Standards and Recommended Practices (SARPs), to ensure that Taiwan's civil aviation operations remain aligned with international standards. Focusing on the five key aviation safety risks identified by ICAO, i.e., Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I), Mid-Air Collision (MAC), Runway Excursion (RE) and Runway Incursion (RI), the CAA has planned and implemented multiple safety enhancement measures and initiatives to continuously advance its risk-based aviation safety oversight system.

引領藍圖，推動機場共榮發展

考量國際空運市場變化迅速，本局於 112 年即啟動辦理「臺灣地區民用機場 2045 年系統規劃」，以宏觀角度及前瞻性思維，全面檢視全國 17 座提供民航服務之機場現況與發展，擬訂未來整體發展目標及各機場定位、策略與方向，作為各機場後續研擬整體規劃及辦理機場建設規劃之參據。113 年底已提出期中規劃成果，114 年將續辦理期末規劃工作。

Guiding the Blueprint to Promote Integrated Airport Development

In light of the rapid changes in the international air transport market, the CAA in 2023 initiated the Taiwan Civil Airports System Plan for 2045. Adopting a macro-scale perspective and forward-looking approach, the Plan comprehensively reviews the current status and development of all 17 airports in Taiwan that provide civil aviation services. It also outlines overall future development goals, as well as the positioning, strategies, and directions for each airport, serving as a reference for the formulation of subsequent master plans and airport construction programs. The interim planning results were completed by the end of 2024, and the final planning work will continue in 2025.





本局以每5年一期為原則，定期滾動檢討辦理松山、臺中及高雄國際機場整體規劃（主計畫）修訂作業，以未來20年為規劃目標，考量內、外在環境因素變遷，研擬各機場發展策略與分期發展計畫。113年已啟動辦理「松山及高雄國際機場2045年整體規劃」及「臺中國際機場2045年整體規劃暨第三航廈綜合規劃」招標規劃作業。

穩健發展，驅動航空產業新未來

截至113年底，我國共有民用航空運輸業8家、普通航空業13家（其中3家業者同時經營民用航空運輸業），適航的民用航空器達291架；另有航空站地勤業7家（其中1家單項經營機艙清潔、2家單項經營空橋操作）、空廚業3家、航空貨運承攬業1,399家及航空貨物集散站經營業5家（另有2家外籍航空公司自營其承運貨物）。此外，檢定合格之航空器維修廠計28家，民用航空人員訓練機構計10家。

In principle, the CAA conducts rolling reviews and updates of the master plans for Songshan, Taichung, and Kaohsiung International Airports every five years. With a 20-year planning horizon, these updates take into account changes in both internal and external factors to develop airport-specific strategies and phased development plans. In 2024, the CAA initiated planning of tender procedures for the Songshan and Kaohsiung International Airport Master Plans for 2045 and the Taichung International Airport 2045 Master Plan and Terminal 3 Comprehensive Planning.

Advancing Steadily to Drive a New Future for the Aviation Industry

As of the end of 2024, there were 8 civil air transport enterprises and 13 general aviation enterprises (including 3 that also operated civil air transport services), collectively owning and operating a total of 291 airworthy civil aircraft. In addition, there were 7 airport ground handling service providers (including 1 specializing in cabin cleaning and 2 in airbridge operations), 3 catering service providers, 1,399 air freight forwarders, and 5 air cargo entrepots (along with 2 self-handling entrepots operated by foreign airlines). Furthermore, there were 28 certified aircraft repair stations and 10 civil aviation training institutions.



星宇航空
STARLUX Airlines

在促進航空產業發展方面，本局於113年度協助沅星、台灣海力、勁捷等3家新成立航空公司完成普通航空業五階段檢定作業，後續將投入商務專機營運、離岸風電及礙子清掃等空中吊掛業務，為民航產業注入新動能。

在遙控無人機發展方面，「遙控無人機管理規則」修正案於113年11月14日發布，並自113年12月1日起分階段實施，朝符合社會期待、保障民眾權益方向努力，完善無人機管理機制。另本局持續優化「遙控無人機管理資訊系統」，提供民眾及法人更友善且高效之電子化申辦服務，同時促進無人機科技產業的蓬勃發展。113年全國遙控無人機之註冊數近4萬架、核發人員操作證超過2萬1千多張，近760家法人團體已通過作業能力審核並具飛航活動申請資格，另飛航活動申請許可總數累計近2萬2千件，可合法進行無人機飛航活動。

To promote the development of the aviation industry, the CAA in 2024 assisted three newly established airlines – MetaStar Airlines, HeliService Taiwan, and Ginger Aviation – in completing the five-phase certification process for general aviation operations. These operators are expected to engage in business jet services, offshore wind power support services, and helicopter external load operations, such as insulator cleaning, thereby injecting new momentum into the civil aviation industry.

In terms of drone development, the amended Regulations of Drone was promulgated on November 14, 2024, and phased implementation beginning on December 1, 2024. The revisions aim to align with public expectations, safeguard citizens' rights and interests, and optimize the regulatory framework for drone management. Moreover, the CAA has continued to enhance the Drone Operations Management Information System to provide more user-friendly and efficient digital application services for individuals and legal persons, while also supporting the robust growth of the drone technology industry. As of 2024, nearly 40,000 drones had been registered nationwide, with over 21,000 remote pilot licenses issued. Approximately 760 legal persons had passed the operational capability assessment and were qualified to apply for drone flight activities. The cumulative number of approved drone flight activities had reached nearly 22,000, allowing drones to fly legally.



華信航空
Mandarin Airlines



組織架構 Organization Structure



局長 Director General
何淑萍 Ho, Shu-Ping



副局長 Deputy Director General
方志文 Fang, Chih-Wen



副局長 Deputy Director General
林俊良 Clark Lin



主任秘書 Chief Secretary
楊國峯 Yang, Gwo-Feng

註：配合 112 年 9 月 15 日交通部組織改造施行，本局原 16 個航空站裁併為 10 個，其中原南竿、北竿航空站合併升格為馬祖航空站，北竿航空站改為派出單位；原馬公航空站更名為澎湖航空站，原七美、望安航空站納入澎湖航空站改為派出單位；原蘭嶼、綠島航空站納入臺東航空站改為派出單位；原恆春航空站納入高雄國際航空站改為派出單位。機場工程處納編為本局派出單位，更名為機場工程中心；民航人員訓練所改制為機構。

正式編制單位 Formal Units

- | | | |
|--|---|---|
| ● 綜合企劃組
Planning Division | ● 航站管理組
Airport Management Division | ● 人事室
Personnel Office |
| ● 空運管理組
Air Transport Division | ● 場站工程組
Aerodrome Engineering Division | ● 主計室
Budget, Accounting and Statistics Office |
| ● 飛航標準組
Flight Standards Division | ● 民航資訊組
Aviation Information Division | ● 政風室
Civil Service Ethics Office |
| ● 飛航管制組
Air Traffic Services Division | ● 秘書室
Secretariat | ● 機場工程中心
Airport Engineering Center |
| ● 臺北國際航空站
Taipei Songshan International Airport | ● 澎湖航空站
Penghu Airport | ● 嘉義航空站
Chiayi Airport |
| ● 高雄國際航空站
Kaohsiung International Airport | ● 臺南航空站
Tainan Airport | ● 馬祖航空站
Matsu Airport |
| ● 臺中航空站
Taichung Airport | ● 臺東航空站
Taitung Airport | ● 飛航服務總臺
Air Navigation and Weather Services |
| ● 金門航空站
Kinmen Airport | ● 花蓮航空站
Hualien Airport | ● 民航人員訓練所
Aviation Training Institute |

任務編組 Task Force Units

- 飛航管制聯合協調中心
Air Traffic Control Joint Coordination Center

指揮監督 Supervision Units

- 航空警察局
Aviation Police Bureau
- 航空醫務中心
Aviation Medical Center

Note: In line with the organizational restructuring of the Ministry of Transportation and Communications (MOTC) implemented on September 15, 2023, the original 16 airports under the CAA have been consolidated into 10. Among which, Nangan and Beigan airports were merged and upgraded as Matsu Airport, with Beigan Airport reclassified as an outstation unit. Magong Airport was renamed Penghu Airport, with Qimei and Wangan Airports incorporated into Penghu Airport as outstation units. Lanyu Airport and Ludao Airport have been incorporated into Taitung Airport as outstation units, and Hengchun Airport has been incorporated into Kaohsiung International Airport as an outstation unit. The Airport Engineering Department has been reorganized as an outstation unit of the CAA and renamed the Airport Engineering Center. The Aviation Training Institute has been restructured into the organization.



國際及兩岸航網

International and Cross-Strait Air Network

美洲 America

美國 USA	休士頓、安大略、安克拉治*、西雅圖、辛辛那提*、亞特蘭大*、芝加哥、洛杉磯、紐約、曼菲斯*、奧克蘭*、達拉斯*、邁阿密*、舊金山、關島、路易斯維爾* Houston, Ontario, Anchorage*, Seattle, Cincinnati*, Atlanta*, Chicago, Los Angeles, New York, Memphis*, Oakland*, Dallas*, Miami*, San Francisco, Guam, Louisville*
加拿大 Canada	多倫多、溫哥華 Toronto, Vancouver

歐洲 Europe

荷蘭 Netherlands	阿姆斯特丹 Amsterdam	法國 France	巴黎 Paris
盧森堡 Luxembourg	盧森堡* Luxembourg*	德國 Germany	法蘭克福、科隆*、慕尼黑 Frankfurt, Cologne*, Munich
奧地利 Austria	維也納 Vienna	義大利 Italy	米蘭、羅馬 Milano, Rome
英國 UK	倫敦（希斯路） London (Heathrow)	捷克 Czech Republic	布拉格 Prague

大洋洲 Oceania

澳大利亞 Australia	布里斯本、雪梨、墨爾本 Brisbane, Sydney, Melbourne
紐西蘭 New Zealand	奧克蘭 Auckland
帛琉 Palau	帛琉 Palau

中東 Middle East

阿拉伯聯合大公國 United Arab Emirates	杜拜（杜拜、阿勒馬克圖姆*） Dubai (Dubai, Al Maktoum*)
沙烏地阿拉伯 Saudi Arabia	利雅德* Riyadh*

亞洲 Asia

日本 Japan	大阪、札幌、名古屋、東京（羽田、成田）、福岡、廣島、宮崎、熊本、鹿兒島、富山、沖繩、高松、仙台、小松、茨城、佐賀、岡山、新潟、花卷、函館、旭川、高知、秋田、松山、青森、北九州、石垣島、福島、靜岡 Osaka, Sapporo, Nagoya, Tokyo (Haneda, Narita), Fukuoka, Hiroshima, Miyazaki, Kumamoto, Kagoshima, Toyama, Okinawa, Takamatsu, Sendai, Komatsu, Ibaraki, Saga, Okayama, Niigata, Hanamaki, Hakodate, Asahikawa, Kochi, Akita, Matsuyama, Aomori, Kitakyushu, Ishigaki, Fukushima, Shizuoka
韓國 South Korea	大邱、首爾（仁川、金浦）、釜山、濟州、清州、務安 Daegu, Seoul (Incheon, Gimpo), Busan, Jeju, Cheongju, Muan
香港 Hong Kong	香港 Hong Kong
澳門 Macao	澳門 Macao

亞洲 Asia

泰國 Thailand	曼谷（廊曼、蘇凡納布）、清邁、普吉 Bangkok (Don Mueang, Suvarnabhumi), Chiang Mai, Phuket	汶萊 Brunei	汶萊 Brunei
菲律賓 Philippines	公主港、克拉克、馬尼拉、宿霧、長灘島（卡提克蘭） Puerto Princesa, Clark, Manila, Cebu, Boracay (Caticlan)	土耳其 Turkey	伊斯坦堡 Istanbul
馬來西亞 Malaysia	吉隆坡、亞庇、檳城 Kuala Lumpur, Kota Kinabalu, Penang	吉爾吉斯 Kyrgyz	瑪納斯* Manas*
新加坡 Singapore	新加坡 Singapore	亞塞拜然 Azerbaijan	巴庫* Baku*
印尼 Indonesia	雅加達、峇里島 Jakarta, Bali	土庫曼 Turkmenistan	阿什哈巴德* Ashgabat*
越南 Vietnam	河內、胡志明市、峴港、芽莊、榮市、富國、芽莊金蘭 Hanoi, Ho Chi Minh City, Da Nang, Can Tho, Vinh, Phu Quoc, Nha Trang Cam Ranh	喬治亞 Turkmenistan	提比里斯* Tbilisi*
印度 India	孟買*、德里* Mumbai*, Delhi	中國大陸 Mainland China	上海（浦東、虹橋）、北京、成都（天府）、南京、重慶、深圳、廈門、寧波、福州、廣州、鄭州、杭州、武漢、青島 Shanghai (Pudong, Hongqiao), Beijing, Chengdu (Shuangliu, Tianfu), Nanjing, Chongqing, Shenzhen, Xiamen, Ningbo, Fuzhou, Guangzhou, Zhengzhou, Hangzhou, Wuhan, Qingdao
柬埔寨 Cambodia	金邊 Phnom Penh		

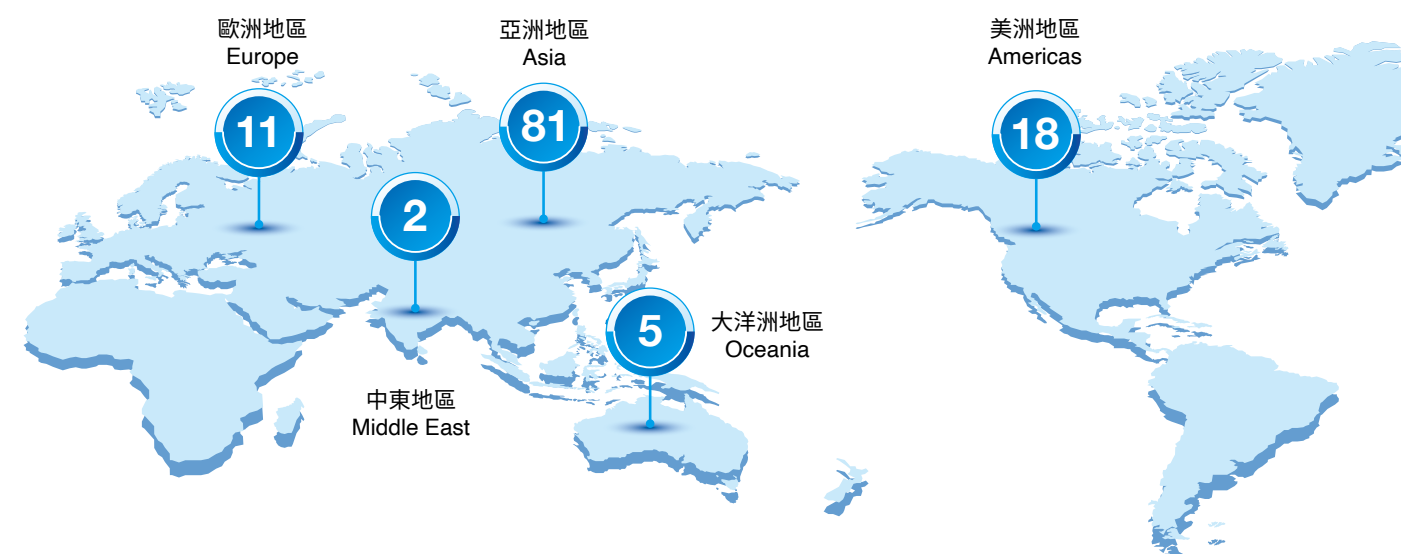
註：1.包括客、貨運，且*表示為全貨機航點。
2.本表包含113年中停航之航點。

Notes: 1. Including passenger and cargo transport; * represents cargo-only destinations.
2. This table includes destinations suspended in 2024.

連結 Connecting

116

個城市
Cities





3

空運服務成果

Air Transport Service Achievements

機場發展規劃

Airport Planning and Development

機場服務與設施升級

Airport Services and Facility Upgrades

空運服務成果

Air Transport Service Achievements

拓展國際航網

為拓展我國國際航網，本局以國家整體利益，並兼顧機場競爭力及國籍航空業者需求，積極與各國家地區洽簽雙邊通航協定。我國已與57個國家地區洽簽雙邊通航協定，未來將持續與相關國家洽簽或修訂通航協定，為航空公司創造航網構建契機，助其拓展更具彈性的營運空間及開發新市場，並為提升民眾旅運便利性，促進商旅觀光往來，進而助益與各國間雙邊經貿合作及觀光發展。

Expanding the Network of International Air Routes

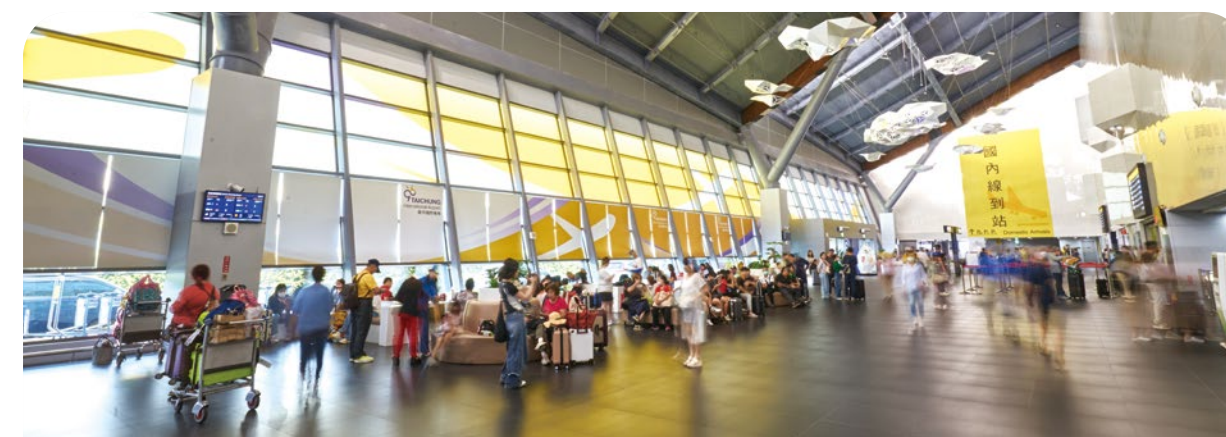
To expand Taiwan's international air network, the CAA prioritizes the overall national interest while also taking into account airport competitiveness and the operational needs of national airlines, actively engaging in negotiations with countries and regions to conclude bilateral air services agreements. To date, 57 air services agreements have been reached. The CAA will continue to sign or revise air services agreements with relevant countries to foster greater route connectivity, enable airlines to expand operational flexibility and access new markets, enhance travel convenience for the public, and promote business and tourism exchanges, ultimately advancing bilateral economic cooperation and tourism development.

鼓勵航空公司增闢國際航線

隨著疫後商務及出國旅遊快速反彈，本局積極協助航空公司規劃復飛或新闢國際航線，國際及兩岸定期客運航線已自112年的122條，成長至113年的177條，使旅客享有更便利的旅運服務，亦對我國經貿觀光等產業復甦帶來重大助益。113年度我國各機場總旅客數合計6,396萬人次，較112年增加22.9%；113年度全年貨運量約為237萬公噸，相較112年增加7.4%。

Encouraging Airlines in Expanding International Routes

With the rapid rebound of business and leisure travel in the post-pandemic era, the CAA has actively assisted airlines in planning the resumption or establishment of new international routes. The number of scheduled international and cross-Straits passenger routes has increased from 122 in 2023 to 177 in 2024, enabling travelers with more convenient services as well as significantly benefiting the recovery of Taiwan's economic, trade, and tourism sectors. In 2024, the total number of passengers at all airports in Taiwan reached 63.96 million, a 22.9% increase compared to 2023. As for cargo, the volume in 2024 was approximately 2.37 million metric tons, a 7.4% increase from 2023.



臺中機場
Taichung Airport



為提升我國國際航空運能及服務水準，本局持續鼓勵航空公司增闢航點及航班，以高雄國際機場而言，113 年國際及兩岸航線共計飛航 29 處航點，平均每週 298 班，較 112 年分別成長 32% 及 60%，新增包括中華航空恢復飛航沖繩，泰亞洲航空開闢廊曼，越捷航空、越竹航空及台灣虎航開闢富國島，台灣虎航開闢茨城及岡山，馬亞洲航空開闢亞庇等。此外，長榮航空亦加入香港航線營運，有效提升南部地區民眾國際旅遊之便捷性。

臺中機場 113 年國際及兩岸航線共計飛航 11 處航點，114 年夏季班表航班數更達到每週 104 班，較 112 年分別成長 120% 及 258%，新增包括越捷航空及星宇航空開闢富國島，星宇航空開闢高松、沖繩及峴港，台灣虎航開闢成田與名古屋等航點，澳門航空及香港航空則分別投入澳門與香港航線服務，顯著擴展中部地區之對外航網。另香港快運航空亦於 113 年 12 月 12 日起新闢花蓮-香港航線。

積極推動一站式保安措施

為提升我國機場轉機競爭力，本局自 106 年起推動一站式保安（One-Stop Security）措施，使安檢措施高於或等同我國之國家來臺轉機旅客，於桃園國際機場得免除安全檢查。目前美國全境、加拿大（溫哥華、多倫多機場）、紐西蘭（奧克蘭機場）至我國桃園國際機場轉機之託運行李已免除安全檢查，另美國來臺轉機旅客之手提行李及旅客亦可免除安檢。我國積極推動與美方簽署「關於在桃園機場轉機之託運行李、乘客及其隨身物品之安檢備忘錄（OSS MOU）」，簽署事宜業經行政院 113 年 6 月 11 日核定，正式實施美國來臺轉機旅客之託運行李、手提行李及旅客免除安檢作業。

To improve Taiwan's international air transport capacity and service quality, the CAA has continuously encouraged airlines to expand destinations and flight frequencies. At Kaohsiung International Airport, international and cross-strait routes served a total of 29 destinations in 2024, with an average of 298 weekly flights, representing a 32% increase in the number of destinations and a 60% increase in flight frequency compared to 2023. New additions included China Airlines resuming services to Okinawa, Thai AirAsia launching flights to Don Mueang, VietJet Air, Bamboo Airways, and Tigerair Taiwan launching services to Phu Quoc, Tigerair Taiwan launching routes to Ibaraki and Okayama, and AirAsia Malaysia launching services to Kota Kinabalu. In addition, EVA Air commenced operations on the Hong Kong route, further enhancing international travel convenience for residents in southern Taiwan.

At Taichung Airport, a total of 11 international and cross-strait destinations were served in 2024. According to the 2025 summer schedule, the number of weekly flights will increase to 104, marking growth of 120% in destinations and 258% in frequency compared to 2023. New additions included VietJet Air and STARLUX Airlines launching flights to Phu Quoc, STARLUX Airlines launching routes to Takamatsu, Okinawa, and Da Nang, Tigerair Taiwan launching flights to Narita and Nagoya, and Air Macau and Hong Kong Airlines launching services to Macau and Hong Kong, respectively, significantly expanding central Taiwan's outbound air network. Moreover, Hong Kong Express Airways launched the Hualien-Hong Kong route on December 12, 2024.

Actively Promoting One-Stop Security Measures

To enhance the competitiveness of our airports for transfer passengers and their baggage, the CAA has been promoting One-Stop Security (OSS) measures since 2017. These measures allow passengers transferring via Taoyuan International Airport from countries with security standards equal to or higher than those of Taiwan to bypass additional security screening. At present, checked baggage of transfer passengers to Taoyuan International Airport from the United States, Canada (Vancouver and Toronto Airports), and New Zealand (Auckland Airport) is now exempt from security screening. In addition, carry-on baggage and passengers transferring from the United States are also exempt from security screening.

113 年美國來臺轉機航班平均每日為 13 架次、轉機旅客為 2,400 位，安檢等候時間每人約可節省 1 小時，並有效減少轉機安檢線及航警人力每小時 14 人次，進而增加機場商業區域停留時間，促進國際旅客在臺消費，提升機場體驗及競爭力。

持續協助業者進駐「桃園航空自由貿易港區」

遠雄航空自由貿易港區股份有限公司於 112 年 7 月取得「桃園航空自由貿易港區」第二階段營運許可啟用四棟加值廠房（不含 H 棟），以應國際貿易趨勢調整所產生臺商回流設廠之需求，並吸引不同態樣之國際知名企業進駐，113 年共有 33 家自由港區事業進駐營運，加值園區整體出租率達 58.88%。桃園航空自由貿易港區貿易值從 109 年新臺幣 6,000 億元，至 113 年增長逾新臺幣 2.4 兆元，締造新紀錄，本局將持續協助營運機構（遠雄公司）完成港區全區開發及業者申請成為自由港區事業，進而帶動區內商機，提高區內就業機會，以提升航空貨運量及進出口貿易值成長。



桃園國際機場
Taoyuan International Airport

Taiwan actively pursued the signing of the Memorandum of Understanding on One-Stop Security (OSS) with the United States regarding the screening of checked baggage, passengers, and their carry-on items during transfer at Taoyuan Airport. The Executive Yuan approved the signing on June 11, 2024, officially enabling the implementation of OSS measures at Taoyuan International Airport for U.S. transfer passengers and their carry-on and checked baggage.

In 2024, an average of 13 transfer flights from the United States arrived in Taiwan each day, carrying approximately 2,400 transfer passengers. The implementation of OSS measures has shortened security screening waiting time by about one hour per passenger, reducing the need for transfer security checkpoint and aviation police manpower by 14 persons per hour. This in turn increased dwell time in airport commercial areas, promoted spending by international travelers in Taiwan, and enhanced the overall airport experience and competitiveness.

Constantly Supporting Enterprises to Enter the Taoyuan Aerotropolis Free Trade Zone

In July 2023, Farglory Free Trade Zone Co., Ltd. obtained the second-phase operating permit for the Taoyuan Aerotropolis Free Trade Zone and commenced operation of four value-added factory buildings (excluding Building H). This expansion was aimed at meeting the demand for factory establishment among returning Taiwanese enterprises amid shifting global trade trends, while also attracting internationally renowned companies with diverse business models. As of 2024, a total of 33 enterprises had entered and began operations in the Free Trade Zone, with an overall occupancy rate of 58.88% in the value-added area. The total trade value of the Taoyuan Aerotropolis Free Trade Zone increased by more than NT\$2.4 trillion between 2020 and 2024, up from NT\$600 billion in 2020, setting a new record.

The CAA will continue supporting Farglory, the Zone operator, in completing full-scale development of the Free Trade Zone and assisting businesses in applying for Free Trade Zone enterprise status. These efforts seek to stimulate commercial activity, boost local employment, and promote growth in air cargo volume and trade value.



協助促成飛航高雄—南竿包機及 臺北—花蓮航線天天飛航

113 年我國國內線旅客量為 1,041 萬人次。本局除持續盤點國內線運能，穩定國內線空運服務外，為便利馬祖鄉親往返高雄，經本局多次召開會議研商，促成華信航空於 113 年 11 月 6 日至 114 年 2 月 26 日飛航高雄-南竿包機；後續經華信航空評估國內航線市場，將於 114 年 6 月開始飛航定期航班。

由於花蓮受 113 年 4 月 3 日強震與風災影響，造成花蓮地區往返北部的鐵路運輸不穩定。為在鐵公路運輸穩定前，鼓勵航空公司投入更多運能，交通部與本局積極協助花蓮縣政府向行政院爭取以花東基金辦理臺北-花蓮航線增班獎助，促使立榮航空自 113 年 12 月 26 日起臺北-花蓮航線由原本之每週 4 班增加為每日 1 班，提供往來民眾較為便利的空運服務。

Facilitating the Launch of Kaohsiung-Nangan Charter Flights and Daily Taipei-Hualien Services

In 2024, Taiwan's domestic air passenger volume reached 10.41 million. In addition to continuously reviewing domestic route capacity to ensure stable air transport services, the CAA also worked to improve convenience for residents of Matsu traveling to and from Kaohsiung. After multiple coordination meetings, the CAA facilitated the launch of Mandarin Airlines' charter flights between Kaohsiung and Nangan, which operated between November 6, 2024, and February 26, 2025. Following an evaluation of the domestic air travel market, Mandarin Airlines plans to begin operating scheduled flights on this route starting in June 2025.

The strong earthquake on April 3, 2024, along with subsequent typhoon impacts, disrupted rail transportation between Hualien and northern Taiwan, resulting in unstable service in the region. To encourage airlines to increase capacity before land transportation services can fully resume, the MOTC and the CAA have actively supported the Hualien County Government in securing subsidies through the Eastern Taiwan Development Fund for additional services of the Taipei-Hualien route. As a result, UNI Air increased the frequency of the Taipei-Hualien route from four weekly flights to one daily flight starting December 26, 2024, providing more convenient air services for the traveling public.

國內票價因應油價調整

國內航線票價於 103 年全面調整時，本局同時訂定因應油價變動調整機制，當國內線航空燃油連續 3 個月平均價格達調整門檻時，則適用該門檻所對應之運價，以將航空公司油價成本適度反映於機票票價。

因應 113 年 10 至 12 月國內航空燃油平均價格達國內航線運價調降之門檻，航空公司依油價變動調整機制調降國內航線運價並自 113 年 12 月 31 日起生效，各航空公司依交通部所核定運價上、下限調降全額票價，各航線平均降幅約 4.3%，本局同時要求航空公司充份揭露相關資訊及妥處旅客權益。

及時完成疏運交付任務

本局因應天候因素及重大活動需求，協調航空公司及相關單位啟動疏運應變機制，113 年完成多起國內及國際航線疏運任務，以確保國內外旅運秩序順暢，強化民眾信賴與交通韌性。

113 年國內航班多次受濃霧及強颱風影響大幅取消，本局除協調航空公司加開航班及放大機型外，亦協調航港局及國防部分別派遣專船及軍機支援，以儘速完成滯留旅客疏運；另國際航線部分，如榮耀號郵輪臨時故障，造成大量旅客無法返臺，及因應世界棒球 12 強賽，國人赴日觀賽人潮踴躍，本局均迅速動員協調航空公司增班或放大機型，以滿足旅運需求。

Adjusting Domestic Airfares in Response to Fuel Price Fluctuations

When domestic air route tariffs were comprehensively adjusted in 2014, the CAA also established a fuel price adjustment mechanism. Under this mechanism, when the three-month average price of domestic aviation fuel reaches the specified threshold, the corresponding fare level will be applied. This approach allows fuel cost fluctuations to be reasonably reflected in ticket pricing.

As the average price of domestic aviation fuel from October to December 2024 met the threshold for fare reduction, domestic airlines adjusted their tariffs in accordance with the fuel price adjustment mechanism. The new tariffs took effect on December 31, 2024. Airlines adjusted full passenger fares based on the ceiling and bottom tariffs approved by the MOTC, resulting in an average fare reduction of approximately 4.3% across domestic routes. The CAA also required airlines to fully disclose relevant information and to properly safeguard the rights and interests of passengers.

Fulfilling Assigned Tasks in a Timely Manner to Decongest Traffic

To respond to weather conditions and major event related travel demand, the CAA coordinated with airlines and relevant agencies to activate contingency transport mechanisms. In 2024, the CAA implemented multiple domestic and international air transport arrangements to ensure smooth and orderly passenger flow and enhance both public trust and transportation resilience.

In 2024, multiple instances of heavy fog and strong typhoons led to extensive cancellations of domestic flights. In response, the CAA coordinated with airlines to arrange additional flights and deploy larger aircraft. It also worked with the Maritime and Port Bureau and the Ministry of National Defense to dispatch designated vessels and military aircraft, respectively, to expedite the transport of stranded passengers. As for international routes, when a sudden failure on the cruise ship MSC Bellissima left a large number of passengers unable to return to Taiwan, and during the surge in outbound travel to Japan for the WBSC Premier12 baseball tournament, the CAA swiftly mobilized and coordinated with airlines to operate additional flights or upgrade aircraft to meet passenger demand.



高雄—南竿定期航班開航

Start Scheduled Flights on Kaohsiung-Nangan Route



機場發展規劃 Airport Planning and Development

擘劃全國機場整體發展布局

本局以「多元門戶、地方共榮」為發展目標，自112年啟動「臺灣地區民用機場2045年系統規劃」作業，運用前瞻性思維檢視全國17座提供民航服務之機場現況與發展，擬訂未來整體發展目標及各機場定位、策略與方向，作為各機場後續研擬整體規劃及辦理機場建設規劃之參據。113年底已提出期中規劃成果，114年將繼續辦理期末規劃工作，並將規劃成果陳報行政院核定。

規劃國際機場發展計畫

本局於112年完成「松山、臺中及高雄國際機場2040年整體規劃」，依「每五年一期」原則，滾動檢討臺北松山、臺中及高雄國際機場整體規劃，爰於113年底啟動辦理「松山及高雄國際機場2045年整體規劃」及「臺中國際機場2045年整體規劃暨第三航廈綜合規劃」招標規劃作業，將綜合考量疫情前運量成長趨勢、近年國旅發展情形、上位計畫及國際機構對疫後運量復甦之預測，並參酌內外政經與市場情勢變化，作為後續辦理國際機場發展規劃之藍圖。

Planning and Positioning Development of Airports Nationwide

With the vision of fostering "diverse gateways and shared regional prosperity", the CAA launched in 2023 the Taiwan Civil Airports System Plan for 2045. Adopting a forward-looking approach, the Plan reviews the current status and development of all 17 airports providing civil aviation services across Taiwan. It also sets out future development goals, positioning, strategies, and directions for each airport, serving as a reference for subsequent master plans and airport construction projects. An interim report was completed by the end of 2024. In 2025, the CAA will proceed with the final phase of the planning, and the results will be submitted to the Executive Yuan for approval.

Planning International Airport Development Programs

In 2023, the CAA completed the Master Plans for Songshan, Taichung, and Kaohsiung International Airports. In principle, the CAA conducts a rolling review of the Master Plans every five years. It also initiated at the end of 2024 planning of tender procedures for the Songshan and Kaohsiung International Airport Master Plans for 2045, and the Taichung International Airport 2045 Master Plan and Terminal 3 Comprehensive Planning. These Plans will take into account pre-pandemic traffic growth trends, recent domestic travel developments, the overarching plan, and projections by international organizations regarding the post-pandemic recovery of traffic volume. They will also draw on both internal and external shifts in political, economic, and market conditions to serve as blueprints for the future development of Taiwan's international airports.



高雄國際機場
Kaohsiung International Airport

驅動高雄國際機場新航廈工程

高雄國際機場依據行政院核定之「高雄機場2035年整體規劃」，推動「高雄國際機場新航廈工程計畫」，以區域國際門戶定位，將既有二座航廈整合成為一座供國際線、國內線共用之集中式大航廈（內建轉運中心功能），預期可擴增高雄國際機場年服務容量至1,650萬人次（國際線1,490萬人次、國內線160萬人次），型塑智慧、人本、環保、永續之新意象，驅動地方產業創新發展，進而帶動南部地區整體社會經濟成長。按112年2月3日奉行政院核定之「高雄機場新航廈工程計畫-第一期建設計畫」，第一項工程係將原機場東側之平面機車停車場，改建為地上五層、地下一層之立體停車場，可容納超過900席汽車位及1,200席機車位，並提供182席計程車排班位，滿足客運站區停車及接駁需求，亦利於高雄國際機場新航廈工程展開，前置工程已自113年6月動工，預計於115年7月完工；新航廈工程於113年7月12日辦理基本設計經費審議及現勘，113年12月18日完成細設監造標決標，行政院公共工程委員會已同意核列工程建造費，114年將持續辦理細部設計作業。另A滑行道北移統包工程於113年9月13日決標，將於114年接續開工。



高雄國際機場東側立體停車場開工
Begin the Construction of Parking Tower on the East Side of Kaohsiung International Airport

Spearheading the New Terminal Project at Kaohsiung International Airport

In line with the Kaohsiung International Airport Master Plan for 2035 approved by the Executive Yuan, the CAA is advancing the Kaohsiung Airport New Terminal Construction Project. With the Airport positioned as a regional international gateway, the Project aims to consolidate the two existing terminals into a single centralized terminal serving both international and domestic flights, and incorporating functionality as a transfer hub. Upon completion, the Airport's annual passenger handling capacity is expected to reach 16.5 million – 14.9 million for international routes and 1.6 million for domestic routes. The Project envisions a smart, people-oriented, eco-friendly, and sustainable terminal that will drive regional industrial innovation and lead overall socioeconomic development in southern Taiwan.

Under the Kaohsiung Airport New Terminal Project - Phase 1 Construction Plan, which was approved by the Executive Yuan on February 3, 2023, the first construction item involves converting the existing ground-level motorcycle parking lot on the east side of the Airport into a parking tower (five floors above ground and one basement level) that provides over 900 car parking spaces, 1,200 motorcycle spaces, and 182 taxi staging spots to meet the parking and shuttle service needs of the passenger terminal area, while also enabling progress on the new terminal construction. The preparatory construction for such change commenced in June 2024 and completion is expected in July 2026.

In addition, the basic design budget for the New Terminal Project was reviewed and a site inspection conducted on July 12, 2024. The detailed design and construction supervision tender was awarded on December 18, 2024. The Public Construction Commission of the Executive Yuan has approved the allocation of construction funding, and detailed design work will continue through 2025. Moreover, the design-build contract for the northward relocation of Taxiway A was finalized on September 13, 2024, with construction set to begin in 2025.



開創臺中機場發展契機

因應臺中機場發展需求，依臺中機場2040年整體規劃發展策略，完成「臺中機場第三航廈新建工程綜合規劃」及建設計畫，考量疫後空運市場成長、市府提出機場周邊產業區開發規劃，以及既有航站區條件限制等因素，將併同下一期2045年整體規劃，進一步評估第三航廈北移與規模擴大方案，與原方案比較後提出最適建設方案。另為因應遠期發展，完成「臺中機場陽西區建設綜合規劃」，以年容量1,000萬至1,500萬人次為目標，針對陽西區開發規模、發展藍圖、新航站區、跑滑道配置及關聯產業發展等建設進行概念性規劃，勾勒機場長遠期發展藍圖，帶動周邊區域整體發展，該案於113年1月22日經交通部核復，將作為臺中機場長期發展之參據。

開展嘉義機場新氣象

隨著中南部地區的旅遊需求逐步成長，嘉義機場亦邁向嶄新的發展階段，積極展現全新的面貌，引領地方經濟與觀光發展。本局以現有航廈規模進行原地新建方式，推動辦理「嘉義機場航廈改建工程計畫」，行政院已於113年12月17日核定可行性評估報告，本局將持續完成委託規劃設計及監造技服招標前置作業等階段性目標。

Creating Opportunities for Taichung Airport to Develop

To address the development needs of Taichung Airport and to align with the strategic directions set forth in the Taichung International Airport 2040 Master Plan, the CAA completed both the Taichung Airport Terminal 3 comprehensive planning and construction arrangements. Taking into consideration the post-pandemic growth of the air transport market, Taichung City Government's proposed development plans for surrounding industrial zones, and the spatial constraints of the current terminal area, the CAA will incorporate the upcoming phase of Taichung Airport 2040 Master Plan to further evaluate options for relocating and expanding Terminal 3. A comparative analysis will be conducted to determine the most suitable construction plan.

In preparation for long-term growth, the CAA also completed the Comprehensive Planning of Taichung Airport Yangsi District, which envisions handling 10 to 15 million passengers annually. The Plan outlines conceptual strategies for the Yangsi Area's development scale, future blueprint, new terminal area, runway and taxiway configurations, and associated industrial progress. The blueprint presents a long-range vision for the Airport and promotes coordinated development of the surrounding region. Approved by the MOTC on January 22, 2024, it provides strategic guidance for Taichung Airport's long-term planning.

Launching a Fresh Outlook for Chiayi Airport

With growing travel demand in central and southern Taiwan, Chiayi Airport is entering into a new phase of development, proactively embracing a renewed image and driving local economic and tourism growth. The CAA is advancing the Chiayi Airport Terminal Reconstruction Project through on-site redevelopment of the existing terminal's scale. The Executive Yuan approved the feasibility study report on December 17, 2024, and the CAA will continue towards the subsequent phased objectives, including completing preparations for the tendering of planning, design, construction supervision, and technical services.



北竿機場停車場改善工程完工

Matsu Beigan Airport Parking Lot Improvement Project

打造交通平權，厚植離島韌性

機場對於離島地區，不僅是滿足居民運輸需求的設施，更是維繫民眾基本權益、推動在地發展的重要樞紐，透過改善離島機場的硬體設施及服務，實現交通平權與永續發展的長遠目標。本局為提升馬祖北竿機場航班可靠度及空運服務品質，持續辦理跑道改善及新航站區擴建工程建設計畫，將原計畫拆分為兩期建設計畫，以跑道延長工程為先行推動的第一期，於113年4月29日獲行政院核定；此外，為因應跑道改善工程之交通影響，於113年10月3日完成馬祖北竿機場停車場改善工程，將停車空間擴大一倍，無障礙及綠美化環境亦全面提升，同時將地方文化特色融入設計，展現北竿鄉門戶新意象。

蘭嶼機場部分，「蘭嶼機場跑道整建工程」於113年9月12日竣工，該項工程克服天候及人機料運補不易等條件，如期如質完成跑道道面整建、排水護岸改善及新設跑道助航燈光，有效提升飛航安全及營運品質，榮獲行政院公共工程委員會第24屆公共工程金質獎「公共工程品質優良獎-土木類特優」榮譽。

Fostering Transportation Equity and Bolstering Resilience for Outlying Islands

For outlying island regions, airports are not only transportation facilities that meet residents' travel needs, but also vital hubs that safeguard basic rights and promote local development. By improving airport infrastructure and services in these areas, the CAA aims to realize long-terms goals of transportation equity and sustainable development. To enhance flight reliability and air transport service quality at Matsu Beigan Airport, the CAA has continued implementing projects to improve runways and to expand the new terminal area. The original plan was divided into two phases, with the runway extension prioritized as Phase I, which received Executive Yuan approval on April 29, 2024. In addition, to mitigate transportation impacts during the runway construction period, the CAA completed a parking lot improvement project on October 3, 2024, doubling the available parking space. Accessibility and landscaping were also significantly upgraded, and local cultural elements were incorporated into the design, reinforcing the Airport's image as a welcoming gateway to Beigan Township.

As for Lanyu Airport, the Lanyu Airport Runway Renovation Project was completed on September 12, 2024. Despite challenges such as adverse weather conditions and difficulties in transporting personnel, equipment, and materials, the Project was delivered on time and with quality. It involved runway resurfacing, drainage and revetment improvements, and the installation of new runway lighting systems, significantly enhancing flight safety and operational quality. The Project was honored with the Supreme Award in the Civil Engineering Category at the 24th Public Construction Golden Quality Awards, presented by the Public Construction Commission, Executive Yuan.



推動桃園航空城計畫， 取得桃園國際機場園區發展用地

桃園航空城是國家重要的建設計畫，是引領經濟成長及產業升級的動力。為取得桃園國際機場園區未來發展所需用地，本局辦理機場園區特定區「優先搬遷區」及「其他搬遷區」之建物拆遷作業，優先搬遷地區建物約414棟，於112年已全數完成搬遷，其他搬遷地區建物約4,007棟，截至113年底，累計已完成自拆且核定發價者計2,992棟，完成自動拆遷比例超過7成。

為保障桃園航空城機場園區特定區區段徵收範圍內拆遷戶居住權益，於取得優先搬遷區用地後，廣續於113年5月至6月完成安置街廓工程之56處坵塊整地及土地界址確認作業，持續辦理區段徵收公共工程，並於113年底完成五大管線、聯外道路等重要基礎設施。另為妥善安置拆遷戶，亦持續辦理「機場園區特定區區段徵收安置住宅新建工程」施工，並於113年4月10日完成「交通部民用航空局辦理桃園航空城機場園區特定區區段徵收案安置住宅配售作業要點」公告修正、於113年5月23日完成「交通部民用航空局辦理桃園航空城機場園區特定區區段徵收案安置補助救濟獎勵原則」修正發布。同步辦理機場園區特定區區段徵收安置住宅配售作業，於4月

Advancing the Taoyuan Aerotropolis Project and Acquiring Land for the Development of Taoyuan International Airport Park

The Taoyuan Aerotropolis is a crucial national construction project driving economic growth and industrial upgrades. To acquire the land necessary for future development of the Taoyuan International Airport Park, the CAA managed the demolition of buildings in the designated areas, including the Priority Relocation Area and the Other Relocation Area. The 414 buildings in the priority relocation area had all been relocated by 2023. In the other relocation area, 2,992 out of 4,007 buildings had been voluntarily demolished and compensation approved by the end of 2024, surpassing a 70% demolition rate.

To safeguard the housing rights of residents affected by zone expropriation within the designated area of the Taoyuan Aerotropolis Airport Park, the CAA proceeded with follow-up work after acquiring the priority relocation site. From May to June 2024, site preparation and boundary confirmation were completed for 56 land parcels designated for the resettlement block project. Public infrastructure projects related to the zone expropriation continued, and by the end of 2024, five major utility systems and external access roads had been completed. To properly relocate affected households, the CAA proceeded with construction of the New Resettlement Housing Project within the designated area.

On April 10, 2024, the CAA Guidelines for the Allocation of Resettlement Housing for the Zone Expropriation Project in the Taoyuan Aerotropolis Airport Park were amended and announced. On May 23, 2024, the revised CAA Guidelines on Subsidies, Relief, and Incentives for the Designated Area Zone



桃園國際機場
Taoyuan International Airport

辦理安置住宅第1批次抽籤作業，廣續於5月至6月辦竣安置住宅第1批次選屋作業，於7月至8月完成選屋結果公告，10月至11月完成與民眾簽約；另同步於9月至10月受理安置住宅第2批次配售之民眾申請，接續於11月辦竣抽籤及選屋作業，並於113年12月至114年1月辦理選屋結果公告。

此外，與桃園市政府共同辦理「桃園航空城機場園區特定區區段徵收案」第2批次安置土地抽籤暨配地作業，於113年11月19日辦竣抽籤暨分配，配出面積約0.19公頃，預計於114年配合區段徵收公共工程施工進度，陸續點交土地予安置戶自行興建住宅，以符「先建後遷」之政策目標。

Expropriation and Housing Resettlement Project for Taoyuan Aerotropolis Airport Park were also amended and published.

The resettlement housing allocation process was carried out in phases. The first-round lottery draw was conducted in April, followed by the completion of housing selection procedures in May and June, the announcement of selection results in July and August, and contract signing with residents in October and November. In parallel, applications for the second round of resettlement housing allocation were accepted from September to October, followed by the completion of the lottery draw and housing selection procedures in November, and the announcement of selection results from December 2024 to January 2025.

Additionally, the CAA jointly conducted the second-round land allocation lottery for resettlement with the Taoyuan City Government, as part of the zone expropriation process for the designated area of the Taoyuan Aerotropolis Airport Park. The lottery and land assignment were completed on November 19, 2024, with approximately 0.19 hectares of land allocated. Beginning in 2025, the allocated parcels will be successively handed over to eligible residents alongside the advancement of public infrastructure construction, allowing them to construct their own homes in line with the "build first, relocate later" policy objective.



桃園航空城安置街廓
Taoyuan Aerotropolis Project resettlement block engineering



機場服務與設施升級 Airport Services and Facility Upgrades

松山、高雄國際機場同步升級

為提供搭機旅客更豐富的體驗，臺北松山機場以首都國際商務機場、國內航空運輸服務樞紐為發展定位，持續強化空陸側設施服務水準，繼112年完成國內線航廈耐震補強及啟用多功能候機室，廣續規劃辦理國際線航廈耐震補強裝修及設施更新工程，預計114年完成委託專案管理及規劃設計招標工作；另持續辦理停機坪及滑行道等相關道面整建工程、航站區建築物屋頂防水及電力系統改善等工程。

高雄國際機場方面，採分階段施工的高雄國際機場國際線空橋汰換工程，已於113年10月完工，採用最新技術與材質、汰換老舊設施，施工過程嚴格遵循安全規範，展現高度專業性與效率，獲「公共工程品質優良獎-設施工程類優等」榮譽。

Upgrading Songshan and Kaohsiung International Airports in Parallel

To provide air travelers with a richer experience, Taipei Songshan International Airport has been positioned for development as the capital's international business airport and a domestic air service hub, and it continues to enhance both airside and landside service standards. Following the completion of seismic reinforcement for the domestic terminal and the opening of a multifunctional waiting lounge in 2023, the Airport is proceeding with planning for seismic reinforcement, interior renovation, and facility upgrades for the international terminal. The tenders for project management and planning and design are expected to be completed in 2025. Meanwhile, related projects such as apron and taxiway pavement rehabilitation, Terminal area roof waterproofing, and electrical system upgrades are also underway.

At Kaohsiung International Airport, the phased replacement project for the Airport's international passenger boarding bridges was completed in October 2024. The project adopted the latest technologies and materials to replace aging infrastructure, with construction carried out in strict compliance with safety regulations, demonstrating a high level of professionalism and efficiency. The project was honored with the Excellent Award in the Facility Engineering Category of the Public Construction Quality Awards.



臺北松山機場
Taipei Songshan Airport



臺中機場
Taichung Airport

打造臺中國際機場優質旅運環境

隨著臺中國際機場旅客量逐年提升，機場與市區間的接駁需求亦日益增加，為加強大眾運輸的接駁量能，本局臺中航空站113年規劃引進旅行業者，提供機場至市區的專車接送服務，出入境旅客均可透過業者網站預訂行程，並於114年1月17日正式啟用，期望提升臺中國際機場的便利性，強化區域航空樞紐之角色。

此外，為了讓候機時光更舒適，臺中航空站進行航廈空間優化作業，114年3月已增置220席座椅供候機旅客使用，提供更充足、自在的休憩空間，未來將持續優化航廈空間配置，強化服務設施，致力打造優質便捷之航站環境。

Building a Premium Travel Environment at Taichung International Airport

With the steady increase in passenger volume at Taichung International Airport in recent years, the demand for transport between the Airport and the city area has also continued to grow. To boost the capacity of public transportation connections, the CAA's Taichung Airport in 2024 coordinated with travel service providers to introduce dedicated shuttle services between the Airport and the city area. Both arriving and departing passengers can book their rides through the websites of service providers, and the service was officially launched on January 17, 2025, with the aim of enhancing the convenience of Taichung International Airport and strengthening its role as a regional air transport hub.

In addition, to provide a more comfortable waiting experience, Taichung Airport carried out terminal space optimization. In March 2025, 220 additional seats were installed for waiting passengers, offering a more spacious and relaxing rest area. Further improvements to terminal space planning and service facilities will continue, with the goal of creating a high-quality and user-friendly terminal environment.



南竿 EMAS 建置

The EMAS Installation Project at Matsu Nangan Airport

提升離島機場設施品質

由於航空運輸對離島聯外交通至為重要，本局致力優化離島機場飛航安全及服務設施，實現交通平權。為因應馬祖南竿機場地形及風切等特殊環境，並考量馬祖北竿機場跑道改善工程期間，航班移轉至馬祖南竿機場營運需求，111 年已啟動建置工程材料攔阻系統（Engineered Materials Arresting Systems, EMAS），有效減低航機衝出跑道之危害，提升南竿機場整體飛航安全及增加駕駛員信心，「南竿機場設置工程材料攔阻系統工程計畫」於 113 年 10 月 7 日辦理統包工程招標作業。

七美、望安、蘭嶼、綠島四機場以「設計美學導入公共建設」為理念，結合當地特色推動新航廈與景觀意象改造，協助觀光發展，七美、望安、蘭嶼、綠島四機場工程共分二標工程，蘭嶼、綠島標於 113 年 12 月 15 日開工，預計 116 年完工。

Enhancing the Quality of Facilities at Outlying Island Airports

Given the vital role of air transportation in connecting outlying islands, the CAA remains committed to improving flight safety and service facilities at island airports to promote transportation equity. To address the unique topographical and wind shear conditions at Matsu Nangan Airport, and in anticipation of its increased operational demand during the runway improvement period at Matsu Beigan Airport, the CAA initiated the installation of an Engineered Materials Arresting System (EMAS) in 2022 to effectively mitigate the risk of runway overruns. This measure advances overall flight safety at Nangan Airport and boosts pilot confidence. The EMAS Installation Project at Matsu Nangan Airport proceeded with the design-build tender process on October 7, 2024.

At Qimei, Wangan, Lanyu, and Green Island airports, the CAA has adopted the concept of “incorporating design aesthetics into public infrastructure,” promoting the construction of new terminals and landscape enhancements that reflect local characteristics and support tourism development. The projects for these four airports are divided into two packages. Construction for the Lanyu and Green Island package began on December 15, 2024, and completion is scheduled for 2027.

推動機場智慧創新

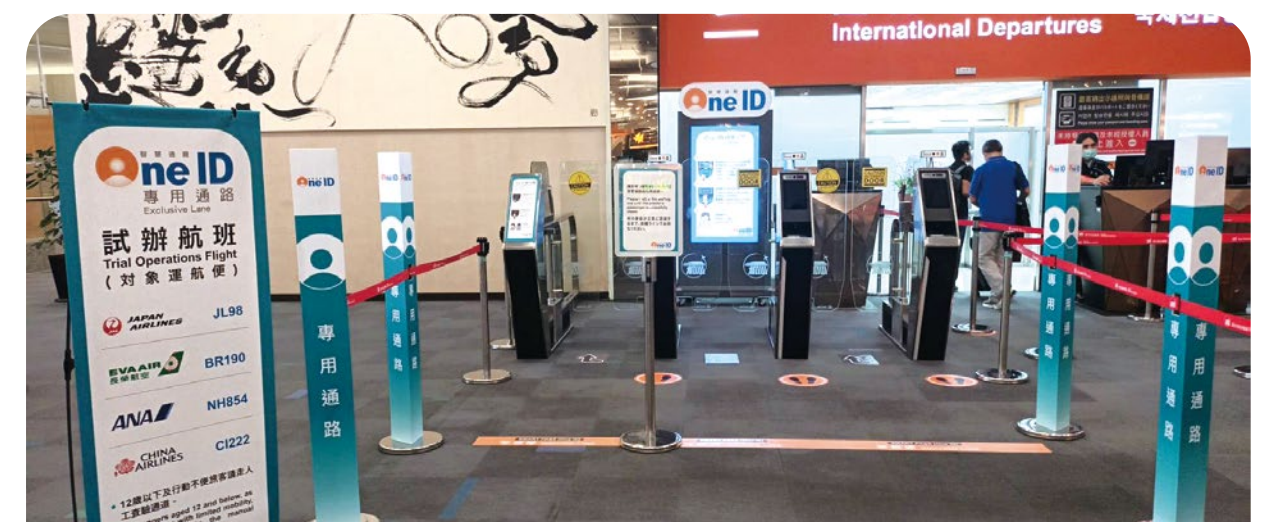
本局臺北國際航空站為國內首先推動「One ID 智慧通關系統」，將護照、登機證及臉部特徵綁定為旅客專屬身分識別（One ID）供通關使用，實現「零接觸」通關、優化搭機體驗，並以科技輔助增強航空保安、保障旅客隱私，提升通關效率，為旅客帶來更優質的出入境體驗。該系統展現本局推動機場智慧化之成果，更於 113 年 4 月 23 日交通部「2024 智慧物流國際論壇」，獲頒「交通科技創新應用服務獎-智慧機場應用服務獎」，以表揚本局對智慧機場應用的卓越創新貢獻。

借鏡國際間智慧機場的成功經驗，本局臺中航空站規劃引入建築資訊模型（Building Information Modeling, BIM），將先進技術與既有系統資訊整合，協助於機場的規劃、設計、營運及維護等各階段做出決策，提升機場營運效率及旅客服務品質。預計於 114 年完成臺中機場航廈機電設備 BIM 模型建置，並持續推動 BIM 模型應用於設施維護管理，115 年完成智慧維護管理平台。

Promoting Smart and Innovative Solutions at Airports

The CAA's Taipei Songshan International Airport is the first in Taiwan to implement the One ID Smart Clearance System, which links a passenger's passport, boarding pass, and facial features to create a unique personal identifier (One ID) for use in the clearance process. The system enables contactless processing, enhances the overall travel experience, and leverages technology to enhance aviation security, protect passenger privacy, and increase clearance efficiency, offering travelers a higher-quality arrival and departure experience. This system showcases the CAA's achievements in advancing airport smartification. On April 23, 2024, it was honored with the Transportation Technology Innovation and Application Award – Smart Airport Services Award at the MOTC's 2024 International Smart Logistics Forum, in recognition of the CAA's outstanding innovative contributions to smart applications at airports.

Drawing on successful experiences with smart airports around the globe, the CAA's Taichung Airport has planned to introduce Building Information Modeling (BIM), integrating advanced technologies with existing system data to support decision-making across all stages of airport planning, design, operations, and maintenance. This initiative aims to enhance airport operational efficiency and improve the quality of passenger services. The BIM model for the electromechanical systems of Taichung Airport's terminal is scheduled to be completed in 2025, and the CAA will continue to promote the application of BIM in facility maintenance and management, with the intelligent maintenance management platform set for completion in 2026.



ONE ID 智慧通關系統

ONE ID Smart Clearance System



提供便民友善之環境

本局金門航空站以國際機場的標準規劃廁所改善工程，除了硬體設施的提升，更增添換裝平臺、點字觸摸配置圖及廁間使用情形顯示等許多人性化設計，搭配在地化裝置藝術，打造優質的如廁體驗，為平均每年230萬進出旅客提供更舒適友善的環境。該項工程代表金門縣，獲頒行政院「113年全國績優公廁評比-特優」榮譽。

強化邊境防線的應變能力

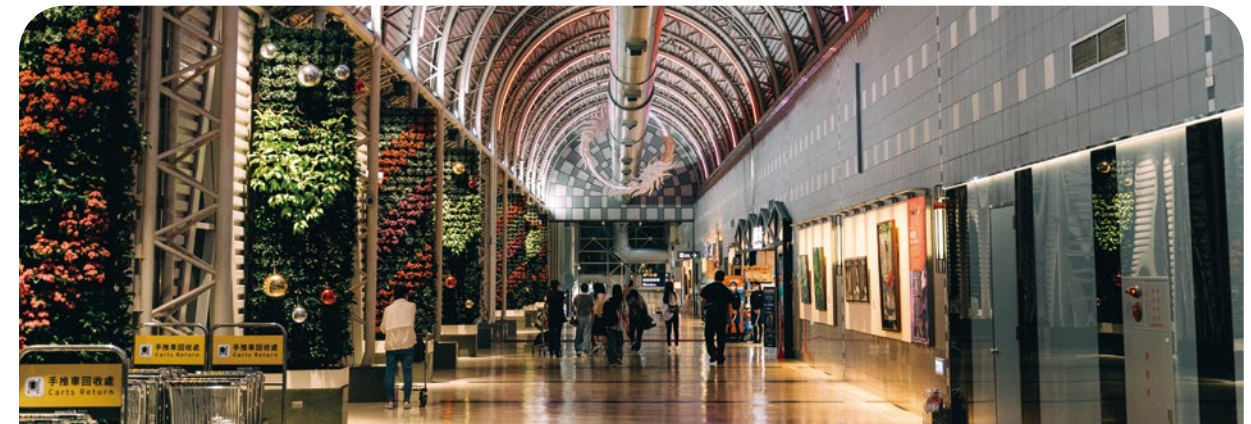
本局臺北國際航空站自103年由行政院指定為第二期國際衛生條例（International Health Regulations, IHR）指定港埠，即成立「臺北國際航空站IHR指定港埠核心能力專案推動小組」，共同推動IHR核心能力公衛作業，過去幾年致力於IHR核心能力的推動，在面對衛生安全突發事件應處部份，歷經了非洲豬瘟及COVID-19疫情，均依相關政策及指示，快速啟動跨單位聯防機制，共同阻絕疫情於境外，成功防守邊境第一線。

Providing a Convenient and Friendly Environment for the Public

The CAA's Kinmen Airport undertook a restroom improvement project based on international airport standards. In addition to upgrading hardware facilities, the project incorporated numerous user-friendly features such as dressing platforms, tactile braille floor plans, and occupancy indicators. These enhancements, combined with localized art installations, aimed to create a high-quality restroom experience and provide a more comfortable and welcoming environment for the Airport's 2.3 million annual passengers. Representing Kinmen County, the project received the Supreme Award in the Executive Yuan's 2024 National Excellent Public Restroom Evaluation.

Strengthening Response Capabilities at the Border

Since 2014, when it was designated by the Executive Yuan as a Phase II designated port under the International Health Regulations (IHR), Taipei Songshan International Airport launched the IHR Designated Port Core Capacity Promotion Taskforce to jointly promote and implement the core public health capacities required under the IHR. Over the past few years, the Airport has actively strengthened these core capabilities. In response to public health emergencies such as African swine fever and the COVID-19 pandemic, the Airport promptly activated cross-agency joint prevention mechanisms in accordance with relevant policies and directives, working together to block the transmission of disease at the border and successfully safeguard the frontline of defense.



高雄國際機場
Kaohsiung International Airport

為持續提升機場的公共安全衛生，臺北國際航空站於113年9月24日辦理「IHR指定港埠核心能力之第二期維護暨保全計畫」外部專家評核作業，邀請國際專家評核松山機場的通報程序、醫療量能及突發事件應處等專業機制，經國際專家肯定入境港埠技術領域指標已具備永續能力（五級分）。未來將持續提升機場的公衛管理，降低境外傳染病等風險，增強應對公衛緊急事件的核心能力。

To further strengthen public health and safety at the Airport, Taipei Songshan International Airport conducted an external expert review of the Phase II Maintenance and Security Plan for IHR Designated Port Core Capacities on September 24, 2024. International experts were invited to evaluate the Airport's professional mechanisms for reporting procedures, medical capacity, and emergency response. The review concluded with recognition from the international experts that the Airport has demonstrated sustainable capability at Level 5 in the technical indicators for designated points of entry. Moving forward, efforts will continue to strengthen public health management at the Airport, reduce the risk of cross-border infectious diseases, and enhance core capacities for responding to public health emergencies.

拓展航廈空間的多元性

為豐富航廈之餐飲娛樂設施，本局高雄國際航空站113年調整國際航廈空間並辦理招商作業，113年4月與米其林餐飲業者達成合作協議，販售必比登推薦之特色套餐，提供高品質的餐點，113年8月完成國際線航廈3樓商務貴賓室之招標作業，將為旅客提供登機前舒適的用餐、上網及休憩空間。展望114年，將持續引進更多國際知名餐飲品牌與特色商店，涵蓋多元飲食需求，提供包含回教認證餐點等多樣化選擇，全面提升高雄國際機場之服務水準與國際競爭力。

Expanding the Functional Diversity of Terminal Spaces

To diversify the dining and leisure offerings at the terminal, the CAA's Kaohsiung International Airport reconfigured the international terminal space and initiated commercial leasing in 2024. In April 2024, partnership agreements were reached with Michelin-affiliated food and beverage providers to offer Bib Gourmand-recommended signature meals, providing passengers with high-quality dining options. In August 2024, the tender process for the business lounge on the third floor of the international terminal was completed, with the facility set to provide passengers with a comfortable space for dining, internet access, and relaxation prior to boarding. Looking ahead to 2025, the Airport will continue to introduce internationally renowned food and beverage brands as well as specialty retailers to meet diverse culinary needs, including Halal-certified meals. This will thereby further elevate service standards and international competitiveness at Kaohsiung International Airport.



金門機場
Kinmen Airport



飛航安全監理 Aviation Safety Supervision

精進飛安管理及監理機制

本局依據 113 年度航務、適航、初始適航、客艙安全檢查工作計畫，查核國籍民用航空運輸業者、普通航空業經營商務專機者、航空器駕駛員訓練機構及維修廠等航空服務提供者之安全管理系統（Safety Management System, SMS）運作成效，並嚴格監控國籍民用航空運輸業者安全績效指標及目標達成情形，藉由「主動預防」與「數據化指標」管理模式，持續降低飛航安全風險，全面提升飛安監理效能。

鑒於安全文化評估為 SMS 作業中的重要一環，為使業者能有一致性之作法與標準，113 年已召集主要航空器及發動機維修廠業者共同研商、擬定相關問卷題目，並據以實施。未來將透過查核作業，督促業者落實執行，促進正向安全文化之養成，展現安全承諾的共同價值與行為，進一步提升飛航安全。

推動 CBTA 訓練模式

鑒於「能力本位訓練暨評估（CBTA, Competency Based Training and Assessment）」為國際民航組織（ICAO）及美國聯邦航空總署（FAA）積極倡導之新式訓練模式，本局於 113 年積極推動國內航空公司導入 CBTA 訓練機制，提升訓練效能。

因應國籍航空公司提出 B787 機型 CBTA 飛航組員訓練計畫申請，本局已啟動相關驗證與審查程序，後續將持續關注國際發展趨勢，適時分享核准經驗，並推廣至其他國籍航空業者，以全面提升我國飛航人員訓練品質。

Enhancing Aviation Safety Management and Oversight Systems

In accordance with the 2024 inspection plans for flight operations, airworthiness, initial airworthiness, and cabin safety, the CAA conducted audits to assess the effectiveness of Safety Management System (SMS) implementation by various aviation service providers, including Taiwanese air carriers, general aviation operators providing business jet services, pilot training organizations, and repair stations. The CAA also closely monitored the safety performance indicators and goal attainment of Taiwanese air carriers. Through a management approach centered on “proactive prevention” and “data-driven metrics,” efforts are ongoing to reduce aviation safety risks and comprehensively enhance the effectiveness of safety oversight.

Recognizing that safety culture assessment is a critical element of SMS implementation, the CAA, convened major aircraft and engine repair stations in 2024 to jointly discuss and develop a standardized set of questionnaire items, ensuring consistent application across the industry. The assessment was subsequently carried out. Going forward, the CAA will incorporate the assessment into its inspection procedures to ensure proper execution by service providers, foster a positive safety culture, and promote shared values and behaviors that reflect a strong commitment to safety, thereby further enhancing aviation safety.

Promoting the CBTA Training Model

As Competency-Based Training and Assessment (CBTA) is a new training model actively promoted by the International Civil Aviation Organization (ICAO) and the U.S. Federal Aviation Administration (FAA), the CAA actively facilitated the adoption of CBTA training mechanisms by Taiwanese airlines in 2024 to enhance training effectiveness.

In response to applications submitted by Taiwanese airlines for CBTA-based flight crew training for the B787 aircraft type, the CAA has initiated relevant validation and review procedures. Going forward, the CAA will continue to monitor international development trends, share approval experiences as appropriate, and promote the adoption of CBTA among other Taiwanese airlines to comprehensively enhance the overall quality of flight crew training in Taiwan.

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飛航安全監理
Aviation Safety Supervision

飛航服務優化
Air Traffic Service Optimization

遙控無人機管理
Drone (Unmanned Aerial Vehicle) Management

人才培育及國際交流
Cultivation of Professionals and International Cooperation



不良天候作業精進措施

本局參酌國際法規及實務需要，於民用航空法及航空器飛航作業管理規則中，各項飛航作業規定已訂有不良天候（包含颱風天候）相關作業規範，確保飛航安全。

為提升未來不良天候飛航作業安全，本局於113年11月13日邀集各國籍航空公司共同檢討，要求持續精進防颱風風險及簽派決策、動態評估安排轉降或延後起飛、主動提供在空航機天氣及機場資訊、增訂備降站、留意颱風後簽派作業、落實飛航組員訓練及航機檢查，並確實落實保守簽派作業。

未來本局將持續要求國籍航空公司優化不良天候飛航與簽派措施，加強相關飛航操作訓練及安全管理，遵守不良天候作業規範並落實保守簽派政策，以維護飛航安全。

Refining Operational Measures for Adverse Weather Conditions

Taking into account international regulations and practical needs, the CAA has established relevant operational standards for adverse weather conditions (including typhoons) in accordance with the Civil Aviation Act and the Aircraft Flight Operation Regulations, to ensure flight safety.

To further enhance flight safety under adverse weather conditions, the CAA convened a meeting on November 13, 2024, attended by all national airlines, to conduct a comprehensive review. Airlines were instructed to continue improving typhoon risk mitigation and dispatch decision-making, perform dynamic assessments for diversions or departure delays, proactively provide en-route aircraft with updated weather and airport information, designate additional alternate airports, pay close attention to post-typhoon dispatch procedures, strengthen flight crew training and aircraft inspections, and strictly adhere to conservative dispatch practices.

Moving forward, the CAA will continue to require Taiwanese airlines to improve their flight and dispatch measures under adverse weather conditions, enhance related flight operations training and safety management, comply with adverse weather procedures, and fully implement conservative dispatch policies to uphold flight safety.



兼重安全與效率的航空貨物保安

我國已於110年6月1日起實施出口貨物全面安檢措施，為順應國際間持續強化航空貨物保安之趨勢並精進貨物安檢程序，航空警察局於113年5月21日頒訂「依風險評估執行空運出口貨物安全檢查實施計畫」，並於113年10月14日修訂，期透過定期及不定期召開空運出口及轉口貨物風險評估委員會議，針對我國空運出口貨物及轉口貨物之風險等級進行風險評估，並在兼顧航空貨物通關效率下，採取相對應之安全檢查方式，以提升空運貨物安全檢查之效能與效率。為因應國際安全威脅日益多變之趨勢，本局將持續與航空警察局密切合作，強化我國航空貨物保安體系，確保檢查機制符合國際規範，並提升面對全球情勢變動之應變能力。

健全航空網路保安機制

鑒於資訊科技發展日新月異，網路攻擊之複雜性和嚴重性不斷提高，為網路安全帶來了全新挑戰，國際民航組織於107年3月修正國際民航公約第17號附約（Annex 17），增訂航空網路保安相關規範，要求相關單位應依據風險評估，辨識關鍵訊息、通信技術系統及數據資料所存在之威脅及漏洞，並發展及執行適當的保護措施，以防制非法干擾事件發生。

我國已依據國際民航公約第17號附約最新規範，將網路保安納入國家民用航空保安計畫，本局於109年建置航空網路保安檢查表，並自110年開始針對國籍民用航空運輸業執行網路保安檢查，111年起將航空站網路保安納入檢查範疇，113年針對航空公司及航空站已執行19次網路保安檢查。

Balancing Safety and Efficiency in Air Cargo Security

Taiwan has implemented comprehensive security screening measures for export cargo since June 1, 2021. In response to the ongoing global trend of strengthening air cargo security and to further refine screening procedures, the Aviation Police Bureau issued the Implementation Plan for Export Air Cargo Security Screening Based on Risk Assessment on May 21, 2024, and subsequently revised it on October 14, 2024. Through the regular and ad hoc convening of risk assessment committee meetings for export and transfer air cargo, the Plan aims to assess risk levels of air cargo in Taiwan. Corresponding security screening measures are applied accordingly, balancing cargo clearance efficiency with enhanced screening effectiveness and precision.

To address the growing complexity of international security threats, the CAA will continue to work closely with the Aviation Police Bureau to reinforce Taiwan's air cargo security framework, ensure compliance with international standards, and enhance Taiwan's capacity to respond to evolving global challenges.

Strengthening Aviation Cybersecurity Systems

With the rapid advancement of information technology, the increasing complexity and severity of cyberattacks have introduced new challenges to cybersecurity. In response, the ICAO amended Annex 17 to the Convention on International Civil Aviation in March 2018, incorporating provisions on aviation cybersecurity. The amendment requires relevant entities to, based on risk assessments, identify threats and vulnerabilities in critical information, communication technology systems, and data, and to develop and execute appropriate protective measures to prevent acts of unlawful interference.

In line with the latest provisions of Annex 17, Taiwan has incorporated cybersecurity into its National Civil Aviation Security Program. In 2020, the CAA developed a cybersecurity audit checklist and began conducting cybersecurity inspections on national air carriers in 2021. Since 2022, cybersecurity has been included in the airport inspection scope. In 2024, a total of 19 cybersecurity inspections were conducted for airlines and airports.



本局除執行航空網路保安檢查，亦將廣續瞭解各單位將航空網路保安整合於航空保安管理系統（Security Management System, SeMS）之辦理情形，持續強化航空網路保安措施，另協調航空站公務機關配合檢視辦理網路保安，使我國航空網路保安範疇臻臻完整。

確保空側地面作業安全

為督促航空站地勤業之作業安全，落實監理機制，並依本局「航空站地勤業安全管理系統綱要計畫」辦理地勤業安全管理系統（SMS）符合性檢查作業，113年本局對臺灣航勤、桃園航勤及長榮航勤等三大地勤業者進行定期查核，並就業者與安全文化有關之項目加強查核，以持續督促業者強化安全績效之領先指標訂定、風險識別與分析及改變管理等事項，全面提升地面作業安全。

此外，本局對立榮航空、華信航空、星宇航空、德安航空等地勤業者，實施不定期現場作業檢查，另對華膳空廚等空廚業者辦理定期查核，並就業者地面安全事件發生狀況或其他特殊事件，不定期派員至業者營運辦公室或作業場所進行查核。本局於各次查核後將改善建議函送相關單位廣續辦理，並將改善建議納入後續查核重點項目。

為維護航空站空側安全，113年依本局「機場空側設施及作業查核計畫」對桃園國際機場與臺北松山機場、高雄國際機場、臺中機場、臺東豐年機場、綠島機場、七美機場、望安機場、金門機場、恆春機場及臺南機場實施空側查核作業。

In addition to conducting cybersecurity inspections, the CAA continues to monitor how individual entities integrate cybersecurity into their Security Management Systems (SeMS), and actively strengthens cybersecurity measures across the aviation sector. The CAA also coordinates with government agencies at airports to ensure cybersecurity oversight is implemented, thereby advancing the comprehensiveness of Taiwan's aviation cybersecurity framework.

Ensuring the Safety of Airside Ground Operations

To urge operational safety and reinforce regulatory oversight of ground handling services at airports, the CAA conducted SMS compliance inspections in accordance with its Safety Management System Framework for Airport Ground Handling Services. In 2024, the CAA carried out regular audits of the three major ground handling service providers – Taiwan Airport Service Co. (TASCO), Taoyuan International Airport Services (TIAS) and Evergreen Airline Services Corp (EGAS). The audits also evaluated the ground handling service providers' safety culture, with the aim of continuously encouraging service providers to enhance the establishment of leading safety performance indicators, risk identification and analysis, and change management, thereby improving ground operation safety in a comprehensive manner.

Moreover, the CAA conducted irregular on-site inspections of ground handling operations performed by UNI Air, Mandarin Airlines, STARLUX Airlines, and Daily Air. Regular audits were also conducted for catering service providers such as China Pacific Catering Services. In cases where ground safety incidents occurred or special circumstances arose, the CAA conducted irregular inspections by dispatching personnel to operators' offices or work sites. Following each inspection, improvement notices were issued to the relevant units for continued follow-up, and the proposed measures would be reviewed in subsequent audits.

To ensure aerodrome safety at airports, the CAA conducted aerodrome inspections in 2024 in accordance with its Airport Aerodrome Facilities and Operations Inspection Plan. These inspections covered Taoyuan International Airport, Taipei Songshan International Airport, Kaohsiung International Airport, Taichung Airport, Taitung Fengnian Airport, Green Island Airport, Qimei Airport, Wang-an Airport, Kinmen Airport, Hengchun Airport, and Tainan Airport.

完成金門機場空側設施及作業認證

航空站空側係航空器起降及地面活動區域，為整體飛航安全之重要環節；依據民用航空法第28條之1規定，為確保我國各機場供航空器起飛、降落與地面活動區域之設施及作業符合相關規範，提升我國各機場整體空側安全，本局已規劃及通知各航空站經營人依限申請認證。金門航空站於112年4月10日提送航空站空側認證申請，經本局審查並於113年1月17日辦理金門機場空側認證查核之複查作業，確認場面設施不合格項目均完成改善，續由金門航空站完成航空站空側手冊修訂，經本局認證合格，於113年12月核發空側認證證書。

Completing Certification of Aerodrome Facilities and Operations at Kinmen Airport

The aerodrome area of an airport encompasses the zones designated for aircraft takeoff, landing, and ground operations, and is a critical component of overall flight safety. In accordance with Article 28-1 of the Civil Aviation Act, and to ensure that the facilities and operations within these areas at airports across Taiwan comply with relevant regulations and standards, as well as to enhance overall aerodrome safety nationwide, the CAA has developed a certification framework and notified all airport operators to submit applications within the prescribed timeframe.

Kinmen Airport submitted its application for aerodrome certification on April 10, 2023. Following a review by the CAA and a re-inspection conducted on January 17, 2024, it was confirmed that all previously identified non-compliant facility items had been rectified. Kinmen Airport subsequently completed revisions to its aerodrome operations manual, and upon CAA verification, was issued an aerodrome certification in December 2024.





飛航服務優化

Air Traffic Service Optimization

優化臺北飛航情報區助導航設備

113年8月啟用汰換更新完成之臺中機場18跑道滑降臺（GP）、測距儀（DME）設備；以及辦理大屯山、後龍及綠島等地之NDB設備汰換更新架設。並於2月啟用新增設之桃園國際機場第二套場面搜索雷達（SMR）、5月啟用汰換完成之臺東機場終端航管雷達及全區廣播式自動回報監視系統（ADS-B），花蓮機場終端航管雷達則於9月通過設備運作信心測試。有關目視助航部分，金門機場06跑道PAPI、南竿機場03及21跑道PAPI、北竿機場03跑道APAPI及21跑道PAPI、蘭嶼機場13及31跑道APAPI等目視助航設備於113年間陸續汰換完成。本局仍將持續更新各式助導航設施之效能，以提升飛航服務之穩定並強化飛航安全。

推動航空氣象現代化作業

本局與美國國家大氣科學研究中心、中央氣象署合作，引進最新航路及機場預報演算法技術及高解析度數值模式預報資料，發展「飛行中積冰」、「航空綜合風暴預報」、「亂流圖形化及偵測產品」、「雲頂高預報產品」及「機場雲霧及能見度預報產品」等預報演算法，並與國內資訊廠商合作建置預報作業系統、資料中心、監控管理系統及打造全新航空氣象服務網，提供更精準之航空氣象預報及更貼合航空用戶需求之航空氣象服務，於113年底完成，114年上半年辦理航空用戶說明會後，於114年年中啟用。

Optimizing Navigation Aids in the Taipei FIR

In August 2024, the upgraded glide path (GP) and distance measuring equipment (DME) for Runway 18 at Taichung Airport were officially commissioned. The CAA also completed the replacement and installation of non-directional beacon (NDB) systems at Datun Mountain, Houlong, and Green Island. In February, the newly installed second surface movement radar (SMR) system at Taoyuan International Airport was commissioned, followed by the activation in May of the upgraded terminal radar system at Taitung Airport and Automatic Dependent Surveillance – Broadcast (ADS-B) system which services the whole TAIPEI FIR. The terminal radar system at Hualien Airport also passed its equipment confidence testing in September.

For visual aids, replacement work was completed throughout 2024 for the Precision Approach Path Indicator (PAPI) system on Runway 06 at Kinmen Airport, Runway 03 and Runway 21 at Nangan Airport, the Abbreviated Precision Approach Path Indicator (APAPI) system on Runway 03 and PAPI on Runway 21 at Beigan Airport, and APAPI on Runways 13 and 31 at Lanyu Airport. The CAA will continue enhancing the performance of various navigational aids to improve the stability of flight services and further strengthen aviation safety.

Advanced Operational Aviation Weather System Renewal and Update

The CAA has collaborated with the U.S. National Center for Atmospheric Research and the Taiwan Central Weather Bureau to introduce the latest algorithms and high-resolution numerical forecast models for en-route and airport weather forecasting, developing forecast algorithms for in-flight icing, integrated aviation storm forecasting, turbulence graphical and detection products, cloud top height forecasting, and cloud cover and visibility forecasting at airport. In partnership with domestic IT companies, the CAA has also developed an operational forecasting system, a data center, and

建置新一代航空情報服務系統

「航空情報服務系統」為處理臺北飛航情報區離場飛航計畫、飛航公告、飛航前簡報及其他情報相關作業之系統，建置新一代航空情報服務系統以接替現行系統，可符合國際民航組織（ICAO）全球互通之航空情報資料標準，並可以數位化、圖形化、自動化方式提供多元網站服務，同時提高系統妥善率及資安防護。因應未來發展，新系統資料庫具擴充性及系統輸入/輸出/更新介面等功能，以符合未來國際規範對數位化飛航公告之要求。規劃於114年完成新舊系統轉移，持續提供臺北飛航情報區優質航空情報服務。

a monitoring and management system. In addition, it has built a brand-new aviation meteorological service platform to deliver more accurate forecasts and provide aviation weather services that better meet user needs. The system is scheduled for completion by the end of 2024, with user briefing sessions to be held in the first half of 2025, followed by full implementation in mid-2025.

Establishing the New-Generation Aeronautical Information Service System

The aeronautical information service system handles departure flight plans, NOTAMs, pre-flight briefings, and other information-related operations in the Taipei FIR, and the new generation system will replace the current one so as to meet ICAO's global interoperable aeronautical information standards. It will offer diversified web services by digital, graphical, and automated means while improving system reliability and information security. Its database will be expandable and feature input/output/update interfaces to qualify for future international standards of digital NOTAMs. The full transition from the old system is scheduled to be completed in 2025 so as to continue providing high-quality aeronautical information services for the Taipei FIR.



啟用馬祖北竿機場21跑道PAPI

The New PAPI System on the Runway 21 at Beigan Airport



推動新一代航管系統建置計畫

參考 ICAO 全球空中航行計畫 (Global Air Navigation Plan, GANP) 有關飛航系統提升 (Aviation System Block Upgrades, ASBU) 之進程規劃，並蒐集國際飛航服務系統及技術發展趨勢，擘劃臺北飛航情報區未來飛航服務作業之願景。113 年依新一代航管系統先期計畫案成果辦理建置計畫書規劃，後續將依程序陳報建置計畫，確保飛航服務品質與國際接軌，提供國內外航機安全、快捷、有序之飛航服務。

Promoting the Implementation of the Next-Generation Air Traffic Management System Project

In alignment with the Aviation System Block Upgrades (ASBU) framework outlined in ICAO's Global Air Navigation Plan (GANP), the CAA has collected global trends in air traffic service systems and technological development to shape a future vision for air traffic service operations in the Taipei FIR. In 2024, based on the outcomes of the preliminary planning for the next-generation air traffic management system, the CAA began formulating the formal implementation proposal, which will subsequently be submitted through the required administrative procedures. The aim is to ensure that Taiwan's air traffic services are internationally aligned and continue to deliver safe, efficient, and orderly services for both domestic and international flights.



遙控無人機管理 Drone (Unmanned Aerial Vehicle) Management

修正遙控無人機管理規則，完善安全管理機制

無人機科技日新月異，相關應用多元發展，遍及社會各個層面，為確保飛航安全、公共利益及遙控無人機產業的發展，本局於 109 年 3 月 31 日施行民用航空法遙控無人機專章及遙控無人機管理規則，為我國遙控無人機的安全管理建立明確的法源依據。隨著遙控無人機應用蓬勃發展，同時也衍生諸多公眾安全及社會輿情等議題，因此，加強遙控無人機安全管理成為全球趨勢。在此趨勢發展下，本局修正遙控無人機管理規則，以持續兼顧公眾安全、個人權益及合法活動之保障；新版法規於 113 年 11 月 14 日發布並分階段施行，給予業者及法人 1 至 3 年法規調適期。修正內容包含放寬學習操作證及無人機註冊之年齡、延長操作證效期，以利無人機教育向下扎根，並透過無人機製造者或進口者之產品源頭管理，以確保無人機產品安全，同時強化法人團體從事飛航活動之規範，以精進及完善無人機管理機制，整體提升無人機飛安監理效果。

Amending Drone Regulations and Reinforcing the Safety Management Framework

With the rapid advancement of drone technology and its increasingly diverse applications across all sectors of society, the CAA implemented a dedicated chapter on drones in the Civil Aviation Act, along with the Regulations of Drone, on March 31, 2020. These measures established a clear legal foundation for drone safety management in Taiwan, aiming to safeguard flight safety, protect public interest, and support the development of the drone industry. As drone usage continues to expand rapidly, it has also given rise to growing concerns over public safety and social impacts, making enhanced drone safety management a global priority.

In response to this trend, the CAA amended the Regulations of Drone to maintain a balance among public safety, individual rights, and the protection of lawful activities. The revised regulations were promulgated on November 14, 2024, and are being implemented in phases, allowing operators and legal entities a regulatory adjustment period of one to three years. Key amendments include lowering the minimum age requirement for obtaining a learner's permit and registering a drone, and extending the validity period of the operator certificate to support early-stage drone education. Additionally, the regulations introduce upstream product management by drone manufacturers and importers to ensure equipment safety. At the same time, oversight of flight operations conducted by legal entities has been strengthened to refine and enhance the overall drone management framework, thereby improving the overall effectiveness of drone safety supervision.



無人機法規宣導

Disseminate The Revised Drone Regulations



促進新興應用領域發展，打造安全有序飛航環境

隨著無人機技術的持續進步，無人機在載貨、載人及空中運輸網絡等新興領域的應用逐漸成形，本局於113年積極修訂遙控無人機載貨作業能力審查之評估標準，並於網頁以民航通告方式周知各界，提供政府機關、學校及法人進行遙控無人機載貨作業之發展指引；基於風險管理及公共利益，目前本局係先針對政府機關推動偏遠地區無人機物流計畫或相關整合示範計畫採專案方式審核，以循序漸進推動國內遙控無人機物流發展，穩健提升相關產業實力。透過這些措施，本局不僅期望能與科技發展同步，更期待能推動新興應用領域的產業成長，同時打造一個安全、有序的發展環境。

因應無人機運用多元，打造合宜之檢驗標準以達飛航安全

配合遙控無人機管理規則修正條文之公布施行，本局於113年12月1日發布2份公告及3份民航通告，向公眾明定檢驗項目及程序，以提升無人機的使用安全，確保其設計符合國際規範，促進產業發展並開拓國際市場。

Drone Map 2.0 APP 優化服務

為強化遙控無人機行動服務功能，本局持續優化「Drone MAP」手機應用程式（APP），使用者可透過APP出示自身有效操作證、核准之無人機飛航活動案件、所在位置高度，有助無人機操作者

Fostering the Development of Emerging Applications and Building a Safe, Orderly Aviation Environment

With ongoing advancements in drone technology, applications in emerging areas such as cargo delivery, passenger transport, and aerial logistics networks are gradually taking shape. In response, the CAA proactively revised the evaluation criteria for assessing drone cargo operation capabilities in 2024 and published the updated standards on its website in the form of an Advisory Circular. It serves as guidance for government agencies, academic institutions, and legal entities in developing drone-based cargo operations.

From the perspectives of risk management and public interest, the CAA currently reviews such operations on a case-by-case basis, initially focusing on pilot logistics projects in remote areas or integrated demonstration programs led by government agencies. This phased approach aims to progressively foster the development of domestic drone logistics and steadily consolidate the capabilities of related industries. Through these measures, the CAA seeks not only to keep pace with technological advancements, but also to promote the growth of emerging application sectors while fostering a safe and orderly environment for industry expansion.

Tailoring Certification Standards to Accommodate Diverse Drone Applications and Ensure Aviation Safety

In line with the promulgation and implementation of the amended Regulations of Drone, the CAA issued two official announcements and three Advisory Circulars on December 1, 2024. These documents clearly outline the inspection items and procedures to the public, aiming to enhance the safety of drone operations, ensure alignment with international design standards, support industry development, and facilitate access to global markets.

Upgrading the Drone Map 2.0 App for Improved User Experience

To strengthen mobile service capabilities for drone operations, the CAA has continued to optimize the Drone MAP mobile application. The App allows users to display valid operator licenses, approved flight activity cases,

主動證明自身合法操作狀態，在無後顧之憂下安全從事無人機飛航活動；因應如跨年晚會、元宵燈會等大型活動，主動於APP內推播臨時性圖資，減少使用者不慎違反無人機臨時限制區之規定；另亦於APP提早揭示特定期間（如國慶操演、清明疏運等航情量大時）是否開放進駐近場管制塔臺之規定，以協助無人機業者評估調整飛航活動申請時段或調整實際從事無人機活動之日期。

宣導工作持續推進，創建社會溝通之橋梁

法規系列巡迴宣導說明會

為增進外界對遙控無人機管理規則修正草案內容的認識，幫助業者與民眾掌握修法資訊，本局於113年下半年共計辦理6場無人機法規宣導說明會，包括臺北2場，嘉義3場及高雄1場。會中本局與無人機相關研究機構、法人機構及製造商等各界代表交流意見，展示本局無人機管理工作之包容性與透明度，增強外界對修法的信任，形成良好社會合作氛圍，並促進後續法規的有效實施。

and real-time altitude data, enabling drone operators to proactively verify their legal operating status and to conduct flight activities safely and with confidence. In response to major public events such as New Year's Eve celebrations and the Lantern Festival, the App proactively delivers temporary geospatial data to help reduce unintentional violations of temporary drone flight restrictions. Additionally, during specific periods of increased air traffic – such as National Day rehearsals or the Tomb Sweeping Festival – the APP provides advance notifications on whether access to proximity zones of control towers will be permitted. This enables drone operators to assess and adjust the time slots of their flight activity applications or reschedule the dates of their activities accordingly.

Strengthening Public Communication to Bridge Society and Policy

Regulatory Roadshow Briefing Sessions

To enhance understanding of the draft amendments to Regulations of Drone and help both industry stakeholders and the general public stay informed, the CAA held a total of six drone regulatory briefing sessions in the second half of 2024 – two in Taipei, three in Chiayi, and one in Kaohsiung. During these sessions, the CAA engaged in discussions with representatives from drone-related research institutions, legal entities, and manufacturers, demonstrating inclusiveness and transparency in its approach to drone management. These exchanges helped build public trust in the regulatory amendment process, foster a collaborative social atmosphere, and support the effective implementation of subsequent regulations.



法規系列巡迴宣導說明會
Regulatory Roadshow Briefing Sessions



法規系列巡迴宣導說明會
Regulatory Roadshow Briefing Sessions



無人機活動系列工作坊

本局自112年起每年於嘉義亞洲無人機AI創新應用研發中心（以下簡稱亞創中心）辦理無人機活動系列工作坊。藉由向業者及民眾進行無人機法規宣導及政策推動方向說明，期望透過技術面及政策面的討論與交流，使外界能明確掌握本局修法資訊與無人機重要政策方向，以促進國內無人機技術及相關產業的進步與發展。113年度本局於亞創中心共計辦理3場無人機活動工作坊，主題包含無人機檢驗、無人機空中交通管理（UTM）架構及趨勢/射頻識別（Remote ID）政策/新版物流作業手冊/無人機特定運行風險評估（SORA），以及空中廊道相關技術應用（電子圍籬、偵測與避讓/DAA）研析成果，各場參加人數踴躍，各界反應良好。

Drone Activity Workshops series

Since 2023, the CAA has held a series of annual drone activity workshops at the Asia UAV AI Innovation Application R&D Center in Chiayi (hereafter referred to as the Asia Innovation Hub). Through targeted outreach to both the industry and the public, the CAA has promoted awareness of drone regulations and policy directions. By facilitating dialogue on both technical and regulatory issues, the CAA aims to ensure that stakeholders have a clear understanding of regulatory updates and key policy developments, thereby advancing the progress of domestic drone technologies and related industries.

In 2024, the CAA hosted three drone activity workshops at the Asia Innovation Hub. Topics included drone inspection standards, the structure and trends of Unmanned Aircraft System Traffic Management (UTM), Remote ID policies, the new logistics operational manual, Specific Operations Risk Assessment (SORA), and technical applications related to aerial corridors, such as geofencing and Detect and Avoid (DAA) systems. Each session attracted board participation and received positive feedback from stakeholders across various sectors.



無人機活動系列工作坊
Drone Activity Workshops series

縣市政府管理業務座談會

為建立各級政府機關對遙控無人機管理機制的共識，本局積極推動與各縣市政府、警政機關之間的橫向協調和聯繫，自111年起每半年與各縣市政府辦理遙控無人機管理業務座談會，透過會議協助本局持續精進無人機管理工作，與地方政府共同維護飛航安全。113年度本局共計辦理完成2場座談會，會中就無人機監理現況、趨勢及違規取締等主題進行交流，與縣市政府建立無人機管理機制的共識，一同分享最新管理制度發展和業務進展。座談會邀集近百名縣市政府、縣市政府警察局及無人機相關機關/構代表座談，廣泛徵求各方意見；本局將持續透過中央與地方攜手合作，共同建構更為緊密的遙控無人機飛航安全網。

Drone Management Forum for Local Governments

To establish consensus on drone management mechanisms across all different government agencies, the CAA has actively promoted horizontal coordination and communication with local governments and law enforcement agencies. Since 2022, the CAA has held semiannual drone management forums with city and county governments to support continued improvement in drone oversight and to jointly safeguard aviation safety in collaboration with local authorities.

In 2024, the CAA held two such forums, focusing on topics such as the current state of drone regulations, future trends, and enforcement of violations. These forums helped build mutual understanding with local governments on drone management mechanisms and provided a platform for sharing updates on regulatory developments and operational progress. Nearly 100 participants attended, including representatives from city and county governments, police departments, and drone-related agencies and organizations. The CAA extensively solicited input from all parties and will continue to foster strong central-local collaboration to build a more cohesive safety network for drone operations.

無人機國際研討會

113年9月27日本局於嘉義長榮文苑酒店舉辦「2024國際無人機及先進空中交通載具檢驗論壇」，由美國、歐盟與日本代表與專家分享無人機及大型先進空中交通（Advanced Air Mobility, AAM）載具的安全檢驗方法及國際法規。會中近200位國內無人機產、官、學、研代表參與討論，共同探討無人機及大型先進空中交通載具的安全檢驗方法及國際法規合作調適。本論壇由美國聯邦航空總署（FAA）代表分

The International Drone Seminar

On September 27, 2024, the CAA hosted the 2024 International UAS and AAM Certification Forum at the Evergreen Palace Hotel in Chiayi. The event brought together representatives and experts from the United States, the European Union, and Japan, who shared safety certification approaches and international regulatory frameworks for drones and large Advanced Air Mobility (AAM) vehicles. Nearly 200 participants from Taiwan's drone industry, government agencies, academic institutions, and research institutions attended the Forum to exchange insight on safety inspection practices and strategies for aligning with international regulations related to drones and AAM vehicles.



縣市政府管理業務座談會
Drone Management Forum for Local Governments



縣市政府管理業務座談會
Drone Management Forum for Local Governments



無人機國際研討會
The International Drone Seminar



無人機國際研討會
The International Drone Seminar

享無人機檢驗及政策方向與AAM載具檢驗基礎介紹，歐盟專家分享無人機檢驗架構及方法與AAM載具檢驗方法，以及日本民航局代表分享無人機及AAM檢驗介紹及國際合作，研討會圓滿成功。本局期望國內業者透過交流國際間無人機及先進空中交通載具檢驗的經驗與方法，引領我國產業發展符合相關國際法規，並深入瞭解國外電動垂直起降載具（Electric Vertical Takeoff and Landing, eVTOL）領域趨勢，協助國內企業拓展國際市場，推動無人機產業國際化，促使我國無人機產業在全球經濟新趨勢中具有關鍵地位。

建置遙控無人機防制系統，強化機場飛安

本局持續推動建置機場遙控無人機防制系統，以防止無人機入侵機場，影響航空器起降。臺北松山機場自109年10月底開始運作無人機防制系統起，持續強化並完善防制系統，預計劃於114年前完成民航局無人機管理資訊系統介接等8項功能擴充；另桃園國際機場自112年6月分階段導入無人機偵防系統，預

The Forum featured a presentation by a representative of the U.S. Federal Aviation Administration (FAA) on drone inspection procedures, policy directions, and an introductory overview of AAM vehicle certification. Experts from the European Union presented on drone inspection framework methodologies, as well as inspection methods for AAM vehicles. A representative from the Japan Civil Aviation Bureau also shared Japan's inspection practices for both drones and AAM, along with its initiatives in international cooperation. The Forum concluded successfully.

The CAA hopes that, through exchange of international experience and certification practices for drone and AAM vehicles, domestic enterprises can be guided to align with relevant international regulations. The event also aimed to deepen understanding of global trends in eVTOL technologies, support local companies in expanding their international markets, promote the internationalization of Taiwan's drone industry, and strengthen its role as a key player in the emerging global economy.

Enhancing Airport Safety through the Deployment of Counter-Drone Systems

The CAA continues to promote the deployment of counter-drone systems at airports to prevent unauthorized drone intrusions that could interfere with aircraft takeoffs and landings. Since the system at Taipei Songshan International Airport began operations in late October 2020, it has undergone continuous upgrades and refinements. An expansion involving eight system functions, including integration with the CAA's drone management information system, is scheduled for completion by 2025. At Taoyuan International Airport, a drone detection

劃114年完成全系統建置；軍民合用機場部分係由軍方規劃建置無人機防制系統，國防部預計於114年底前完成臺中、嘉義及臺南機場建置，花蓮及澎湖機場則規劃於115年建置完成。

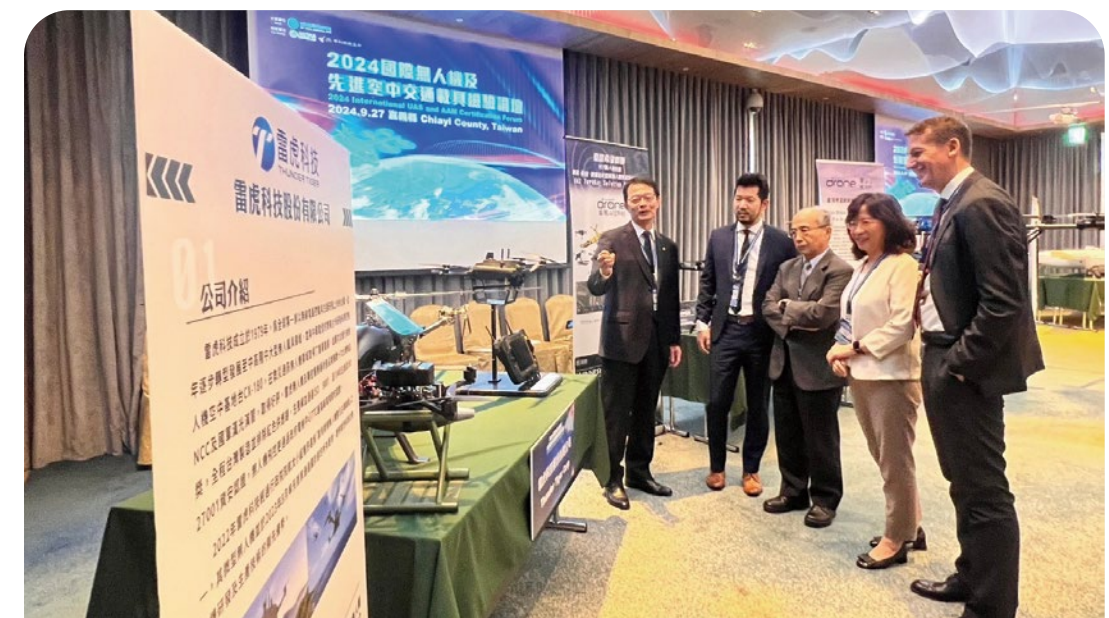
推動無人飛行載具專用飛航公告，提升資訊化管理效率

自113年起，本局新增了無人飛行載具類別（U類飛航公告），提升飛航公告的資訊化管理，並方便飛航作業人員及無人機活動申請者即時查詢並運用相關資訊。在113年度，臺北飛航情報區發布了9,779筆飛航公告，其中遙控無人機公告達4,880筆，佔總數50%。因應國內日益增長的無人機飛航需求，並改善無人機相關飛航公告數量過多，對其他類別公告查找造成的困擾，已進行相應的調整與改善。

and defense system has been introduced in phases since June 2023, with full-system deployment targeted for completion in 2025. As for joint civil-military airports, the Ministry of National Defense also laid out a plan for implementation of counter-drone systems. Deployment at Taichung, Chiayi and Tainan Airports is scheduled to be completed by the end of 2025, with installations at Hualien and Penghu Airports planned for completion in 2026.

Promoting Dedicated NOTAMs for Drones to Improve Information Management Efficiency

Since 2024, the CAA has launched a new category of Notices to Airmen (NOTAMs), designated as U-type NOTAMs, specifically for unmanned aerial vehicles. This initiative enhanced the digital management of NOTAMs and facilitated real-time access and use of relevant data by flight operations personnel and drone activity applicants. During the year, a total of 9,779 NOTAMs were issued in the Taipei FIR, of which 4,880 accounting for 50% were related to drone operations. In response to the growing domestic demand for drone activities and to mitigate the impact of an excessive number of drone-related NOTAMs on the accessibility of other notice categories, the CAA has implemented corresponding adjustments and improvements.



無人機國際研討會
The International Drone Seminar



人才培育及國際交流 Cultivation of Professionals and International Cooperation

民航運輸深具國際性、複雜性及專業性，所需專業能力涉及空運政策、飛航安全、飛航服務、機場建設與經營管理等各種範疇，從業人員更需依循國際民航組織相關飛航安全規範以及共通的民航標準執業；因此本局以國內自行訓練、派員出國受訓、參與或舉辦相關國際會議、訪問及考察等方式，培養各類型民航專業人員。

紮根專業實力

本局所屬民航人員訓練所係我國專門培育飛航管制、航空電子、航空氣象、航空通信、飛航諮詢、航務管理、機場消防、飛航檢查與航空安全檢查員等民航專業技術人員的行政機構，透過縝密的職前與在職專業訓練規劃，提供飛航管制人員以及其他類型人員完整紮實的培訓。

Civil air transport is intrinsically an international, complex, and professional industry involving expertise across a wide range of domains, such as air transport policies, flight safety, air traffic services, airport construction and operation management. Moreover, all employees must comply with ICAO's flight safety regulations and adhere to commonly accepted civil aviation standards and practices. To this end, the CAA cultivates civil aviation professionals through domestic training programs, overseas training opportunities, and participation in or hosting of international conferences, visits, and study missions.

Cultivating Professional Capability

The Aviation Training Institute under the CAA is Taiwan's dedicated administrative body for cultivating civil aviation professionals and technical personnel in areas such as air traffic control, avionics, aeronautical meteorology, aeronautical communications, flight information service, aviation management, airport firefighting, flight inspection, and aviation safety inspection. Through well-structured pre-job and on-the-job training programs, the Institute provides comprehensive and solid capacity building for air traffic controllers and other aviation specialists.



飛航管制系統雷達模擬機
The ATM Radar Simulator

為強化訓練設備之擬真程度，讓新進飛航管制學員於專業訓練階段使用先進之「飛航管制塔臺模擬機」、「飛航管制系統雷達模擬機」設備，模擬第一線管制單位之在職訓練，學習相關管制技能，得以接續實務實習，縮短訓練階段至實務作業之適應期。

另考量各民航服務單位歷經新冠肺炎（COVID-19）3 年的衝擊及鑑於全球空運需求疫後快速成長，為協助航空站管理人員熟悉航空站經營管理相關法規，瞭解維運理論與實務，本局辦理航空站經營管理班，參與學員累計達 168 人次。期藉由本課程增進航空站管理人員業務熟悉度，提升專業知能，達到培育優秀經營管理幹才，提升航空站經營管理之成效。

To enhance the realism of training equipment, newly recruited air traffic control trainees may use advanced simulation systems, including the Air Traffic Control Tower Simulator and the Air Traffic Management System (ATM) Radar Simulator, during the on-the-job training. These simulators replicate the conditions of the online control units for on-the-job training, enabling trainees to acquire relevant control skills and transition more smoothly into practical operations, thereby shortening the adaptation period between the training stage and practical operations.

In light of the three-year impact of the COVID-19 pandemic on civil aviation service units and the rapid post-pandemic growth in global air transport demands, the CAA organized a training program on airport operations and management to familiarize airport management personnel with relevant regulations and equip them with both theoretical knowledge and practical skills in airport operations. A total of 168 participants attended the program. Through this program, the CAA seeks to enhance airport management personnel's operational familiarity and professional competencies, cultivate outstanding leadership in airport operations and management, and improve the overall effectiveness of airport administration.



113 年度航站經營管理班
2024 Airport Operation and Management Course



此外，為確保訓練執行之標準化並與國際規範接軌，定期檢討修訂各類民航專業人員之訓練手冊，113 年度計完成航務管理、機場消防、航空通信、航空氣象及飛航管制等訓練手冊修編；並蒐集訓練期間授課講座、學員以及用人單位之回饋建議，納入課程規劃及訓練教材之修編，以提升訓練品質，落實訓用合一。

113 年全年度合計完成職前訓練 17 班 120 人、在職訓練 336 班 4,549 人；另外結合民間訓練資源，開辦機坪/空側安全管理班及桃園航空自由貿易港區自主管理專責人員講習等，培訓 100 名相關民航產業人員及辦理民航種子培育班，其中包含 10 名民航相關科系在校學員。

深化航空保安國際交流

本局與美國運輸保安署（TSA）對航空保安相關事項向來維持緊密之合作及聯繫，113 年進行 50 次以上資訊交換，雙方保持密切溝通且管道暢通，建立緊密合作關係。TSA 於 113 年 6 月來臺實施保安檢查，本局已督促航空警察局、桃機公司、各航勤公司及倉儲業者等相關單位，針對 TSA 各建議事項確實進行改善與精進措施。



TSA 來臺實施保安檢查

The TSA Conducted a Security Assessment In Taiwan

In addition, to ensure the standardization of training implementation and alignment with international standards, the CAA regularly reviews and updates training manuals for various categories of civil aviation professionals. In 2024, revisions were completed for the training manuals on aviation operations management, airport firefighting, aeronautical communications, aeronautical meteorology, and air traffic control. Also, feedback and suggestions from instructors, trainees, and employing units were collected during the training period and incorporated into curriculum planning and training material revisions to enhance training quality and more effectively bridge training and workplace application.

In 2024, 120 trainees across 17 classes completed pre-service training, while 4,549 personnel across 336 classes completed in-service training. In addition, the CAA leveraged private training resources to offer apron and airside safety management courses, as well as workshops for dedicated personnel in the Taoyuan Aviation Free Trade Zone. These efforts cultivated 100 civil aviation industry professionals, including 10 students from aviation-related departments participating in the civil aviation seed nurturing program.

Deepening International Exchanges on Aviation Security

The CAA and the U.S. Transportation Security Administration (TSA) have long maintained close cooperation and communication on aviation security matters. In 2024, we exchanged information on over 50 occasions, sustaining an active and smooth dialogue that has fostered a strong collaborative relationship. In June 2024, the TSA conducted a security assessment in Taiwan. In response, the CAA urged the Aviation Police Bureau, the Taoyuan International Airport Corporation, ground handling companies, and logistics providers to thoroughly implement improvements and enhancements based on the TSA's recommendations.

舉辦飛安系列研討會

為精進飛航安全管理系統運作效能，本局與財團法人中華航空事業發展基金會、中華民用航空學會於 113 年 6 月 25 日共同辦理「2024 飛航安全管理國際峰會」，由國外專家、國籍航空公司、亞太區航空公司、維修機構、訓練機構等共 191 人參加，齊聚 6 家國籍航空高階管理人座談，聚焦前瞻領導與風險管控，並與 16 位外籍專家交流技術創新與風險管理實例。本局何淑萍局長強調飛安是動態過程，航空產業上下游領域的人員都在為飛安努力，所有環節皆需做好精密準備。本次峰會共有 11 位講者發表 9 份專題報告，與會者踴躍提問，會議圓滿成功。



飛安系列研討會

A Series of Flight Safety Seminars

Hosting a Series of Flight Safety Seminars

To enhance the operational effectiveness of the Safety Management System(SMS), the CAA, in collaboration with the China Aviation Development Foundation, and the Chinese Society of Civil Aviation, co-hosted the 2024 International Aviation Safety Management Summit on June 25, 2024. The event brought together 191 participants, including international experts and representatives from Taiwanese and Asia-Pacific airlines, repair stations, and training institutions. Senior executives from six Taiwanese airlines participated in leadership dialogues focusing on forward-looking strategies and risk control, while 16 international experts shared insights on technological innovation and practical risk management cases. CAA Director General Shu-Ping Ho emphasized that flight safety is a dynamic process, requiring sustained efforts across all segments of the aviation industry; every link in the safety chain must be precisely prepared. A total of 11 experts delivered 9 keynote speeches during the Summit, and participants engaged actively in the Q&A session, marking the event a resounding success.



飛安系列研討會

A Series of Flight Safety Seminars



持續優化本局飛安監理能力

為確保本局相關人員熟悉全球安全監理評鑑計畫（Universal Safety Oversight Audit Program, USOAP）評鑑程序及標準，提供能力建構訓練，邀請世界飛安基金會辦理「國際民航組織全球安全監理評鑑計畫實施訓練」講座，內容涵蓋3大單元。第1單元已於113年11月28日進行雙方交流，由本局向基金會執行長及4位專家介紹本局組織結構、業務範疇及立法框架；第2單元已於113年12月11日由兩位領域專家來臺介紹全球安全監理評鑑計畫持續監控方法，共有來自交通部航政司、本局各相關組室及國家運輸安全調查委員會共計130人參加。第3單元規劃於114年4至5月進行，內容將聚焦於「人員執照與訓練（Personnel Licensing and Training）」、「航空器操作（Aircraft Operations）」及「航空器適航（Airworthiness of Aircraft）」等三個核心領域之訓練。

Continuously Reinforcing the CAA's Aviation Safety Oversight Capabilities

To ensure that relevant CAA personnel are well-versed in the procedures and standards of the USOAP and to strengthen capacity-building efforts, the CAA invited the Flight Safety Foundation (FSF) to conduct a training series on the implementation of ICAO's global safety oversight audit program. The series comprises three main sessions. The first session was held on November 28, 2024, and featured mutual exchanges. The CAA introduced its organizational structure, areas of responsibility, and legislative framework to the FSF CEO and four visiting experts. The second session took place on December 11, 2024. Two experts traveled to Taiwan to deliver in-depth presentations on the continuous monitoring approaches of the USOAP. A total of 130 participants attended, including representatives from MOTC Department of Navigation and Aviation, relevant CAA divisions, and the Taiwan Transportation Safety Board. The third training session is scheduled for April to May 2025, and will focus on three core audit areas: Personnel Licensing and Training, Aircraft Operations, and Airworthiness of Aircraft.



「國際民航組織全球安全監理評鑑計畫實施訓練」講座

A Training Series on The Implementation of ICAO's Global Safety Oversight Audit Program

高雄、釜山機場締結姊妹機場

高雄與釜山均是海港城市，其港口也分別是我國與南韓的最大港，雙方早在55年即締結姊妹市，高雄與釜山間每日亦均有航班往來，在此穩定的交流基礎下，小港機場與金海機場於113年10月23日正式締結為姊妹機場，未來雙方將就機場營運與管理等方面進行經驗分享與合作交流，有效提升兩機場間更為便捷與優質的航空服務，並持續鼓勵航空公司開闢航線，帶來更多旅遊人次及提升機場營運量。

推廣參與國際組織活動並響應國際民航日

為凝聚國人對我國國際參與之支持，外交部於113年11月23日假臺北賓館舉辦「國際組織日」活動，以「臺灣一起拚」（Chip in with Taiwan）為主軸，由各部會以展攤方式讓一般民眾瞭解我政府參與或擬推動參與之相關國際組織業務的努力與成果。本局於活動當日向貴賓及民眾說明台灣目前推動參與國際民航組織（ICAO）之情形，並透過益智問答與民眾互動，現場吸引超過300名貴賓及民眾蒞臨本局攤位熱情參與。

每年12月7日是國際民航組織（ICAO）設立之國際民航日，本局為呼應飛安、永續等民航界普世訴求，除在多處機場舉辦宣導活動，也宣示將致力維護我國飛航安全，提供便捷、效率的航空服務，一起實現民航永續發展的目標。



高雄小港與釜山金海締結姊妹機場

Kaohsiung International Airport And Gimhae International Airport Become Sister Airports

Forging a Sister Airport Agreement Between Kaohsiung and Busan

Kaohsiung and Busan are both port cities, home to the largest seaports in Taiwan and South Korea, respectively. The two cities established a sister city relationship as early as in 1966, and currently maintain regular daily flights between them. Building on this foundation of stable exchange, Kaohsiung International Airport and Gimhae International Airport officially became sister airports on October 23, 2024. Going forward, the two airports will engage in experience-sharing and cooperative exchanges in areas such as airport operations and management, aiming to enhance the efficiency and quality of air services between them. The partnership also seeks to encourage airlines to open new routes, attract more travelers, and further boost airport traffic and operational performance.

Promoting Engagement in Global Aviation Activities and Supporting International Civil Aviation Day

To rally public support for Taiwan's international participation, the Ministry of Foreign Affairs hosted the International Organizations Day event on November 23, 2024, at the Taipei Guest House under the theme "Chip in with Taiwan." Various government agencies set up booths to showcase efforts and achievements in participating in, or promoting the participation in related international organizations. At the event, the CAA introduced its ongoing efforts to promote Taiwan's participation in the ICAO to both distinguished guests and the public. Through interactive quiz games and direct engagement, the CAA attracted over 300 visitors to its booth, generating enthusiastic participation.

December 7 marks International Civil Aviation Day, designated by the ICAO. In response to the universal appeals of the civil aviation community, such as aviation safety and sustainability, the CAA organized awareness activities at multiple airports. It also reaffirmed its dedication to safeguarding Taiwan's aviation safety, providing convenient and efficient air services, and jointly advancing the goal of sustainable development in civil aviation.



年度專題：邁向永續航空的挑戰與未來

Annual Feature: Challenges and Prospects on the Path Toward Sustainable Aviation

我國航空減碳策略

在聯合國氣候變遷綱要公約（United Nations Framework Convention on Climate Change, UNFCCC）下，依據 1997 年京都議定書、2015 年巴黎協定，會員國各自管理國內碳排放量，有關國際航空與國際海運則分別交由國際民航組織（ICAO）與國際海事組織（International Maritime Organization, IMO）管理；亦即，國際航空減碳由 ICAO 管制，國際航空減碳成效非屬我國國家減碳（Nationally Determined Contributions, NDC）範圍。

本局配合 ICAO 與我國國家政策，促進航空業的永續發展，積極展開各項減碳措施，同時參考 ICAO 的國際航空業長期理想目標（Long Term Global Aspirational Goal, LTAG）規劃之減碳策略，提出我國航空減碳 5 大策略：打造綠色機場、引進新航空器、提升營運效率、推動國籍航空業碳抵換及減量計畫（CORSIA）以及導入永續航空燃油（SAF），朝向 2050 年淨零排放目標邁進。

Taiwan's Strategy for Carbon Reduction in Aviation

Under the United Nations Framework Convention on Climate Change (UNFCCC), and in accordance with the Kyoto Protocol (1997) and the Paris Agreement (2015), each member state is responsible for managing its own domestic carbon emissions. In contrast, emissions from international aviation and maritime transport are regulated by the ICAO and the International Maritime Organization (IMO), respectively. Accordingly, international aviation emissions are governed by ICAO and are not included in Taiwan's Nationally Determined Contributions (NDCs).

In alignment with ICAO and national policies, the CAA is committed to promoting the sustainable development of the aviation industry by actively implementing various carbon reduction measures. Drawing on ICAO's Long-Term Global Aspirational Goal (LTAG) for international aviation, the CAA has formulated five key strategies for carbon reduction in Taiwan's aviation sector: developing green airports, introducing new-generation aircraft, enhancing operational efficiency, promoting the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) by national airlines, and adopting Sustainable Aviation Fuel (SAF), all aimed at achieving net-zero emissions by 2050.



臺中機場

Taichung Airport



華信 ATR 首次添加航空燃油
Mandarin Airlines Use SAF in ATR for Domestic Route

打造綠色機場

在航空站溫室氣體減量方面，本局參考國際機場協會（Airports Council International, ACI）機場碳認證計畫（Airport Carbon Accreditation, ACA），逐步降低範疇一、二、三的溫室氣體排放。藉由定期盤查並進行第三方查驗，將溫室氣體排放量數據與環境部國家溫室氣體登錄平台界接，乃至與國際組織進行交流。透過設置再生能源設施，如太陽能發電，推動機場能源多元化。同時，推動橋氣橋電使用、公務車輛及特種車輛電動化、導入 ISO 50001 能源管理系統以及節能設施，目標在 114 年前汰換地勤車輛電動化達 70 輛，並持續推動機場汰換耗能設備，維持機場正常營運並降低地面操作排放量。

Developing Green Airports

To reduce greenhouse gas emissions at airports, the CAA has adopted the Airport Carbon Accreditation (ACA) program developed by Airports Council International (ACI) as a reference and is progressively reducing emissions across Scopes 1, 2, and 3. This is achieved through regular inventories and third-party verifications, with emissions data integrated into the Ministry of Environment's Mandatory Greenhouse Gas Reporting System, and further extended through engagement with international organizations.

The CAA also promotes energy diversification at airports by installing renewable energy facilities, such as solar power systems. Additional measures include encouraging the use of pre-conditioned air and ground power units (PCA and GPU), introducing electric official and specialized vehicles, implementing the ISO 50001 Energy Management System, and introducing energy-efficient facilities. The goal is to replace up to 70 ground service vehicles with electric models by 2025, while continuously phasing out energy-intensive equipment to maintain airport operations and reduce emissions from ground activities.

引進新航空器

本局積極鼓勵國籍航空公司汰換老舊飛機，採購新型節能航空器，如 A320 neo、A350 XWB 及 B787 等高效機型，這些飛機透過使用複合材料、新世代引擎及先進航電系統，相較傳統同類型提高能效約 20%，國籍航空公司預計在 114 年汰換 11 架及新增 19 架航空器。

提升營運效率

提升航管系統是精進航管營運操作的核心，新一代航管系統規劃於 116 年起進行建置，將依據 ICAO 對於全球飛航作業協同化及永續發展之技術指導進行規劃，促進作業流程優化、改善空域運作效能，在確保飛航安全之同時，能源消耗與碳排放量亦得以降低。在航路規劃方面，性能導航技術（Performance-based Navigation, PBN）的應用，則透過精準航路設計縮短飛行路徑，為航空業帶來減碳效益，預計 114 年將擇一機場研析增設。

Introducing New-Generation Aircraft

The CAA actively encourages national airlines to replace aging aircraft and invest in new energy-efficient models such as the A320neo, A350 XWB, and B787. These next-generation aircraft feature composite materials, advanced engines, and modern avionics systems, delivering approximately 20% higher fuel efficiency compared to conventional models of the same class. By 2025, national airlines are expected to phase out 11 aircraft and introduce 19 new ones into their fleets.

Enhancing Operational Efficiency

Upgrading the air traffic management (ATM) system is central to enhancing operational performance. The next-generation ATM system is scheduled to be deployed beginning in 2027 and will be developed in line with ICAO technical guidance on global harmonization and the sustainable development of flight operations. This initiative aims to optimize procedural workflows and improve airspace efficiency, thereby reducing energy consumption and carbon emissions while upholding the highest standards of flight safety.

In the area of route planning, the application of Performance-Based Navigation (PBN) technology allows for the design of more precise flight paths, thereby shortening flight distances and contributing to carbon reduction in the aviation sector. In 2025, one airport will be selected to undergo a feasibility study for the implementation of additional PBN procedures.



臺灣淨零科技方案推動小組交流 SAF 議題
Taiwan Science and Technology Office for Net-zero Emission share ideas about SAF



推動「國際航空業碳抵換及減量計畫」

ICAO 於 2016 年第 39 屆大會決議採用全球碳市場機制（Global Market-based Mechanism, GMBM）為基礎的「國際航空業碳抵換及減量計畫」（CORSIA），以達成 ICAO 設定減碳目標，並制定國際民航公約第 16 號附約第 4 冊供各會員國執行，目標於 2024 年-2035 年期間，將國際航空碳排放量維持在 2019 年碳排放量的 85%，於 2022 年第 41 屆大會進一步決議通過國際航空業長期理想目標-2050 年淨零排放。本局自 108 年起依循 CORSIA 機制要求，要求航空公司每年對碳排放量進行監測、申報及查證（Monitoring, Reporting, and Verification, MRV），於 112 年 9 月修訂「民用航空運輸業管理規則」及「普通航空業管理規則」，將 CORSIA 機制法制化並持續執行，確保遵循國際民航公約，與國際接軌推動減碳工作。

Promoting the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

At its 39th Assembly in 2016, the ICAO adopted the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), a Global Market-Based Measure (GMBM) scheme aimed at supporting the organization's carbon reduction goals. To facilitate implementation by member states, the ICAO established Volume IV of Annex 16 to the Convention on International Civil Aviation as the regulatory basis. The Scheme aims to cap international aviation carbon emissions at 85% of 2019 levels for the period from 2024 to 2035. At its 41st Assembly in 2022, the ICAO further adopted the Long-Term Global Aspirational Goal (LTAG), which targets net-zero carbon emissions by 2050.

Since 2019, the CAA has required airlines to comply with CORSIA's Monitoring, Reporting, and Verification (MRV) mechanism for annual carbon emissions. In September 2023, the CAA amended the Regulations of Civil Air Transport Enterprise and the Regulations Governing General Aviation to formally incorporate CORSIA into domestic legislation. The CAA continues to enforce the Scheme to ensure compliance with the Convention and to align Taiwan's carbon reduction efforts with international standards.

導入「永續航空燃油」

永續航空燃油（SAF）是由廢棄物、植物油及植物等所製成，相比傳統航空燃油，SAF 最高可達 80% 減碳效益，是航空業重要的減碳措施。行政院已將 SAF 列為我國減碳旗艦行動計畫之一，為協助國籍航空公司進行減碳作業，同時推動我國提供 SAF 之能量，本局自 113 年起即開始推動 SAF 試行計畫，除協調凝聚油商與航空公司於國內供應與添加 SAF 的共識，並訂定航空器添加指引，以及督導航空公司完成添加之安全風險評估。114 年 4 月 23 日於高雄國際機場舉辦「SAF 啟航 永續飛航」啟動儀式，由台灣中油與台塑石化公司於高雄、松山、桃園機場分別為中華、長榮及星宇 3 家國籍航空公司的航空器同步添加 SAF，為國籍航空公司首度在國內添加 SAF，宣示台灣航空業邁向淨零轉型的決心與行動力，亦是我國邁向 2050 淨零排放的重要里程碑。

Adopting Sustainable Aviation Fuels (SAF)

Sustainable Aviation Fuels (SAF), derived from waste materials, vegetable oils, and other plant-based sources, can reduce carbon emissions by up to 80% compared to conventional jet fuel, making it a key measure for decarbonizing the aviation industry. The Executive Yuan has designated SAF as one of Taiwan's flagship carbon reduction initiatives. To support national airlines in their carbon reduction efforts and to promote domestic SAF supply capabilities, the CAA launched a SAF pilot program in 2024 to coordinate and build consensus between fuel suppliers and airlines on domestic SAF supply and blending, as well as to establish aircraft fueling guidelines and to oversee safety risk assessments conducted by airlines.

On April 23, 2025, the "Takeoff with SAF for Sustainable Aviation" launch ceremony was held at Kaohsiung International Airport. During the event, CPC Corporation and Formosa Petrochemical Corporation simultaneously refueled aircraft operated by China Airlines, EVA Air, and STARLUX Airlines with SAF at Kaohsiung, Songshan, and Taoyuan Airports, respectively. This marked the first use of SAF by national airlines within Taiwan, signifying the aviation sector's commitment and momentum toward net-zero transformation. It also represented a significant milestone in the nation's journey toward achieving net-zero emissions by 2050.

未來展望

透過航空減碳 5 大策略，本局展現了科技創新、政策規範與國際合作為基礎的減碳行動。然而，未來推動上仍面臨挑戰，首先，SAF 的供應量有限且成本高昂，面臨大規模使用的困難。其次，新型航空器的採購與更新需要大量資金投入，考驗航空公司財務壓力的營運能力。儘管如此，相信這些挑戰亦為創新與合作提供了契機。本局在符合國際規範下，未來各階段性措施必須因應國際趨勢變化持續滾動調整，實現航空業的永續發展與淨零排放願景。

Prospects

Through the five core strategies for aviation carbon reduction, the CAA has demonstrated carbon reduction efforts grounded in technological innovation, regulatory frameworks, and international collaboration. Nonetheless, challenges remain. To begin with, the limited supply and high cost of SAF hinder large-scale adoption. In addition, the procurement and renewal of next-generation aircraft require significant capital investment, placing substantial financial pressure on airlines. That said, these challenges also offer opportunities for innovation and collaboration. Looking ahead, the CAA will continue to align with international standards and dynamically adjust its phased measures in response to evolving global trends, with the overarching goal of achieving sustainable development and net-zero emissions for the aviation sector.





6

統計數據 Statistics

大事紀要 Chronicles

統計數據 Statistics



總起降架次為 50 萬 606 架次，較 112 年增加 15.2%。
Total number of aircraft movements was 500,606, an increase of 15.2% from 2023.



總客運量為 6,396 萬 4,090 人次，較 112 年增加 22.9%。
Total passenger volume was 63,964,090, an increase of 22.9% from 2023.



總貨運量為 236 萬 7,953 公噸，較 112 年增加 7.4%。
Total cargo volume was 2,367,953 tons, an increase of 7.4% from 2023.



起降架次為 30 萬 2,458 架次，較 112 年增加 26.6%。
Total number of aircraft movements was 302,458, an increase of 26.6% from 2023.



客運量（含入出境及過境）為 5,355 萬 8,617 人次，較 112 年增加 30.5%。
Total passenger volume (including arrival/departure and transits) was 53,558,617, an increase of 30.5% from 2023.



貨運量（含進出口及轉口）為 234 萬 106 公噸，較 112 年增加 7.5%。
Total cargo volume (including import/export and transit) was 2,340,106 tons, an increase of 7.5% from 2023.



起降架次為 19 萬 8,148 架次，較 112 年增加 1.3%。
Total number of aircraft movements was 198,148, an increase of 1.3% from 2023.



客運量（到、離站旅客）為 1,040 萬 5,473 人次，較 112 年減少 5.4%。
Total passenger volume (including arriving and departing) was 10,405,473, a decrease of 5.4% from 2023.



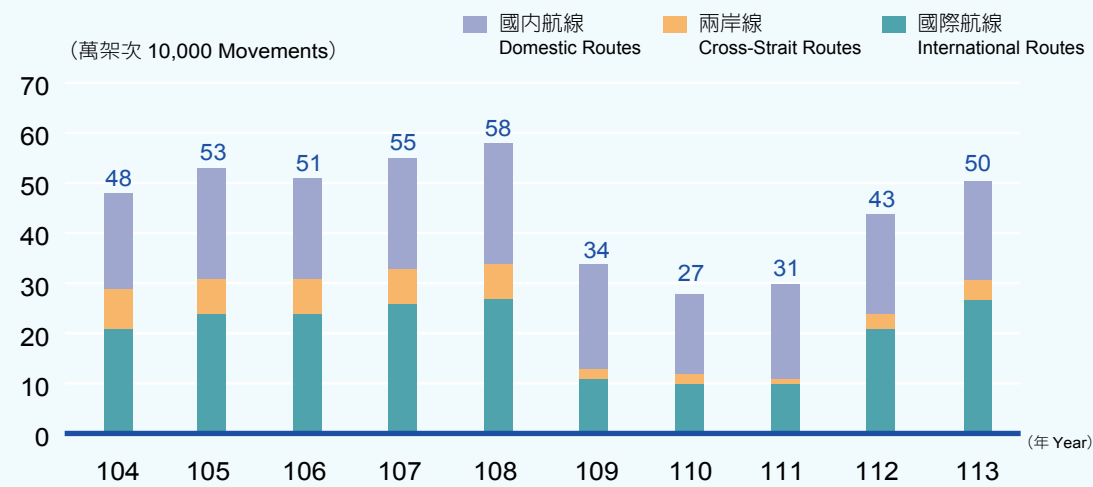
貨運量為 2 萬 7,848 公噸，較 112 年減少 3.3%。
Total cargo volume was 27,848 tons, a decrease of 3.3% from 2023.



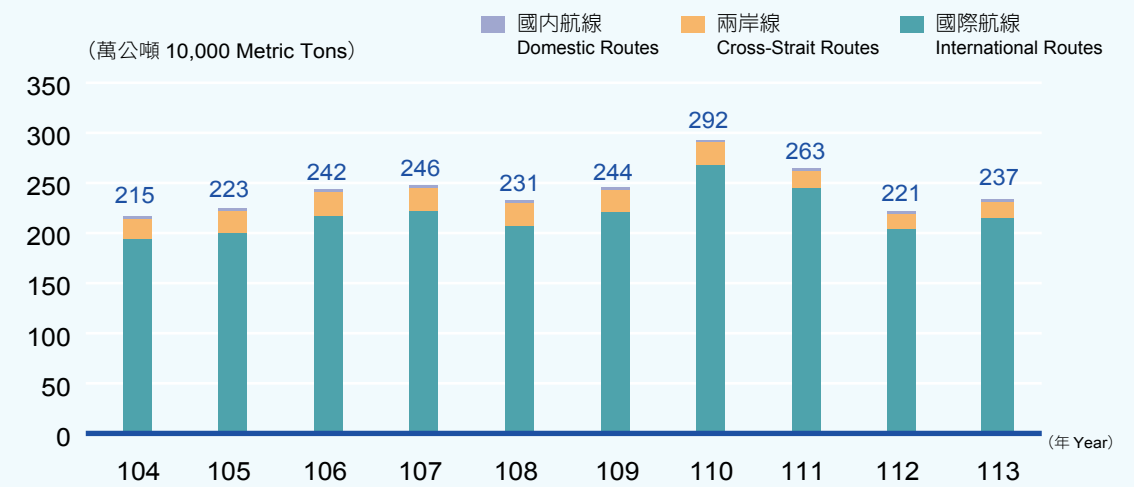
歷年總量 Annual Volume



104-113 年起降架次 (單位：萬架次)
Aircraft Movements from 2015 to 2024 (Unit:10,000 Movements)



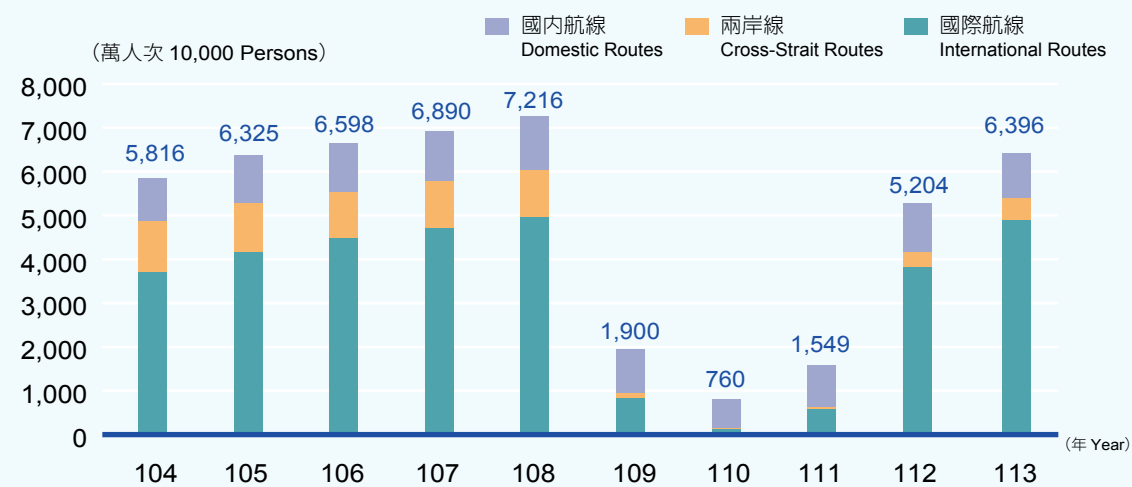
104-113 年貨運噸數 (單位：萬公噸)
Cargo Volume from 2015 to 2024 (Unit:10,000 Metric Tons)



註：國際航線貨運量包括進出口及轉口貨運。
Note: International cargo volume includes import, export and transit cargo.



104-113 年旅客人數 (單位：萬人次)
Passengers Volume from 2015 to 2024 (Unit:10,000 Persons)



註：國際航線旅客人數包含入出境及過境人數。
Note: International passenger volume includes arrival/departure and transit passengers.

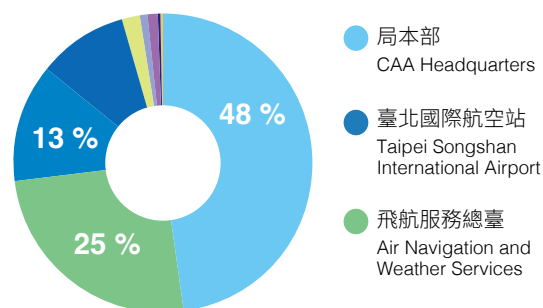
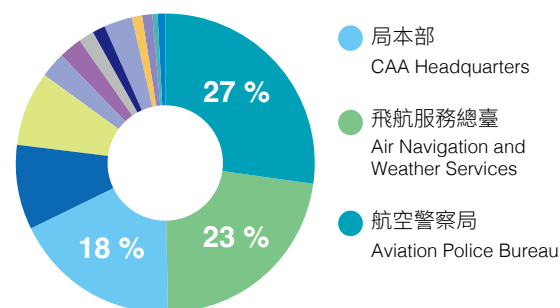
113 年主要機場營運量
Operating Results of Major Airports in 2024

機場別 Airport	起降架次 (次) Aircraft Movements	旅客人數 (人次) Passengers	貨運噸數 (公噸) Tonnage of Cargo
桃園國際機場 Taiwan Taoyuan International Airport	247,918	44,921,996	2,270,974
高雄國際機場 Kaohsiung International Airport	51,940	5,865,413	42,630
臺北松山機場 Taipei Songshan Airport	48,980	5,429,862	37,838
臺中機場 Taichung Airport	23,026	2,121,825	1,668
花蓮機場 Hualien Airport	2,374	53,112	68
澎湖機場 Penghu Airport	33,142	2,409,050	5,680
臺南機場 Tainan Airport	4,331	269,159	726
臺東機場 Taitung Airport	46,904	278,050	179
金門機場 Kinmen Airport	26,581	2,080,778	6,293
嘉義機場 Chiayi Airport	1,206	71,695	143
其他 Others	14,204	463,150	1,755
合計 Total	500,606	63,964,090	2,367,953



113 年民航事業作業基金收支統計表

CAA Operation Fund Revenues and Expenditures of 2024

 收入
Revenues

 支出
Expenditures


單位：新臺幣元
Unit: NT\$

單位別 Operating Unit	收入 Revenues	支出 Expenditures	餘絀 Balance
局本部 CAA Headquarters	7,857,520,946	2,352,655,369	5,504,865,577
高雄國際航空站 Kaohsiung International Airport	1,617,802,603	1,066,699,523	551,103,080
臺北國際航空站 Taipei Songshan International Airport	2,092,017,349	1,183,477,220	908,540,129
花蓮機場 Hualien Airport	8,331,777	192,095,002	-183,763,225
澎湖航空站 Penghu Airport	142,286,584	406,412,581	-264,125,997
臺南機場 Tainan Airport	13,563,302	135,892,836	-122,329,534
臺東機場 Taitung Airport	37,559,632	217,616,852	-180,057,220
金門機場 Kinmen Airport	143,099,178	303,201,416	-160,102,238
臺中機場 Taichung Airport	320,924,047	367,149,739	-46,225,692
嘉義機場 Chiayi Airport	3,280,240	73,644,865	-70,364,625
馬祖航空站 Matsu Airport	13,270,134	142,281,192	-129,011,058
飛航服務總臺 Air Navigation and Weather Services	4,108,071,393	2,927,466,133	1,180,605,260
民航人員訓練所 Aviation Training Institute	495,679	83,689,173	-83,193,494
航空警察局 Aviation Police Bureau	9,704,913	3,541,301,438	-3,522,595,236
合計 Total	16,376,929,066	12,993,583,339	3,383,345,727

113 年民航事業作業基金收入結構

CAA Operating Fund Income Structure in 2023





大事紀要 Chronicles

1
Jan

- 18 ● 星宇航空公司新闢桃園—清邁及桃園—富國島客運航線。
● STARLUX Airlines launched the Taoyuan–Chiang Mai and the Taoyuan–Phu Quoc passenger routes.
- 23 ● 泰越捷航空公司新闢曼谷—桃園—札幌客運航線。
● Thai VietJet Air launched the Bangkok–Taoyuan–Sapporo passenger route.
- 29 ● 本局邀集各大國籍航空公司、地勤公司等業者，於桃園國際機場辦理「空側作業安全提升研討會」，要求各單位、業者從訓練、規定、人員及設備面等進行多面向之提升，藉以強化空側運作安全管理，提升空側作業安全。
● The CAA convened major Taiwanese airlines, ground handling companies, and other operators at Taoyuan International Airport for the Airside Operations Safety Enhancement Seminar. All parties were urged to improve safety across multiple aspects, including training, regulations, personnel, and equipment, to strengthen airside operational safety management and enhance overall airside safety performance.
- 30 ● 中國單方面片面宣布，民航航路 M503 航路由北向南飛航不再偏西飛航，後續並將啟用連接 M503 航路的 W122、W123 航路由西向東飛行，因中方措施與 2015 年啟動該航路時雙方溝通結果有明顯差距，我方深表遺憾並嚴正抗議。
● Mainland China unilaterally announced that southbound flights on the M503 route would no longer be shifted westward. Moreover, China activated the W122 and W123 routes, which connected to M503, for eastbound flights. These measures represented a significantly difference from the outcomes of prior bilateral communications when the M503 route was first launched in 2015. The CAA expressed deep regret and lodged a stern protest.
- 31 ● 泰越捷航空公司新闢曼谷—桃園—仙台客運航線。
● Thai VietJet Air launched the Bangkok–Taoyuan–Sendai passenger route.

2
Feb

- 01 ● 星宇航空公司新闢桃園—函館客運航線。
● STARLUX Airlines launched the Taoyuan–Hakodate passenger route.
- 02 ● 泰亞洲航空公司新闢高雄—廊曼客運航線。
● Thai AirAsia launched the Kaohsiung–Don Mueang passenger route.
- 05 ● 本局為強化遙控無人機管理機制，召開第 4 次遙控無人機管理規則說明會，廣邀業界代表、無人機製造商、代理商及社群協會等代表共 100 餘人，會中說明降低註冊及學習操作證申請年齡、遙控無人機射頻識別與圖資、檢驗登錄、法人活動申請及規費收取等事項。
● The CAA convened the fourth Regulatory Briefing Sessions to strengthen the regulatory framework for drone management. More than 100 participants were invited, including industry representatives, from the drone industry, manufacturers, distributors, and community associations. The Session addressed key topics such as lowering the age requirement for drone registration and student remote pilot license applicants, implementing remote identification and geospatial data integration, inspection and registration procedures, processing activity applications submitted by legal persons, and collection of regulatory fees.
- 06 ● 因應春節連續假期，交通部林國顯次長親蒞花蓮航空站進行春節視察，關心春節疏運並慰問同仁。
● To accommodate related arrangements during the Lunar New Year holiday, MOTC Deputy Minister Kuo-Shian Lin visited Hualien Airport to inspect transport operations and extend greetings to personnel on duty.

- 07 ● 馬印航空公司新闢吉隆坡—高雄—名古屋客運航線。
● Batik Air Malaysia launched the Kuala Lumpur–Kaohsiung–Nagoya passenger route.
- 交通部林國顯次長在本局何淑萍局長、臺北國際航空站鄭堅中主任陪同下，親蒞臺北國際航空站並視察春節疏運線及相關旅客服務設施。
- MOTC Deputy Minister Kuo-Shian Lin, accompanied by CAA Director General Shu-Ping Ho and Taipei Songshan International Airport Director Chien-Chung Cheng, visited Taipei Songshan International Airport to inspect Lunar New Year transport operations and related passenger service facilities.
- 14 ● 交通部王國材部長在本局何淑萍局長、飛航服務總臺黃麗君總臺長及臺北國際航空站鄭堅中主任陪同下，視察總臺北飛航服務園區、松山機場管制臺及臺北國際航空站，瞭解飛航服務整備情形，關心離島航線疏運情況，勉慰春節期間辛勞的工作人員。
● MOTC Minister Kwo-Tsai Wang, accompanied by CAA Director General Shu-Ping Ho, Air Navigation and Weather Services (ANWS) Director Li-Chun Huang, and Taipei Songshan International Airport Director Chien-Chung Cheng, visited the ANWS North Park, the Songshan Airport control tower, and Taipei Songshan International Airport to review flight service preparedness, monitor transport arrangements for outlying island routes, and express appreciation to personnel diligently on duty during the Lunar New Year period.
- 19 ● 日本航空公司新闢東京（成田）—臺北（桃園）—名古屋貨運航線。
● Japan Airlines launched the Tokyo (Narita)–Taipei (Taoyuan)–Nagoya cargo route.
- 中華航空公司復飛桃園—石垣島客運航線。
● China Airlines resumed the Taoyuan–Ishigaki passenger route.

3
Mar

- 07 ● 本局舉辦「113 年度交通部民用航空局鳥擊防制研討會」，邀集航空業、學術專家及航空站經營人，共同探討鳥擊議題並分享防制經驗與國際案例。
● The CAA held the 2024 Bird Strike Prevention Seminar, bringing together representatives from the aviation industry, academic experts, and airport operators to discuss bird strike issues, share prevention experiences and international case studies.
- 13 ● 立法院交通委員會林國成委員等一行 18 人在交通部王國材部長及本局何淑萍局長、黃麗君總臺長陪同下，視察飛航服務總臺桃園塔臺園區，瞭解飛航管制作業情形。
● A delegation of 18 members led by Legislator Kuo-Cheng Lin of the Legislative Yuan's Transportation Committee, accompanied by MOTC Minister Kwo-Tsai Wang, CAA Director General Shu-Ping Ho, and ANWS Director Li-Chun Huang, visited the ANWS Taoyuan Tower Park for a better understanding of air traffic control operations.
- 31 ● 星宇航空公司新闢臺中—澳門客運航線。
● STARLUX Airlines launched the Taichung–Macau passenger route.
- 越捷航空公司新闢臺中—崁港客運航線。
● VietJet Air launched the Taichung–Da Nang passenger route.



- 02 ● 星宇航空公司新闢臺中—峴港客運航線。
 - STARLUX Airlines launched the Taichung–Da Nang passenger route.
 - 台灣虎航公司新闢桃園—福島客運航線。
 - Tigerair Taiwan launched the Taoyuan–Fukushima passenger route.
- 03 ● 濟州航空公司新闢高雄—金浦客運航線。
 - Jeju Air launched the Kaohsiung–Gimpo passenger route.
 - 因應花蓮地震，交通部林國顯次長蒞臨臺北國際航空站，在本局何淑萍局長陪同下，視察航空公司加開班機至花蓮站運能及清明假期離島疏運狀況。
 - In response to the Hualien earthquake, MOTC Deputy Minister Kuo-Shian Lin, accompanied by CAA Director General Shu-Ping Ho, visited Taipei Songshan International Airport to inspect the capacity of additional flights by airlines to Hualien and to review transportation arrangements for outlying islands during the Tomb Sweeping Festival.
- 04 ● 交通部林國顯次長蒞臨花蓮航空站，在該站林國勇主任陪同下，關心航空公司因應花蓮地震疏運業務，並慰問同仁及航空公司員工。
 - MOTC Deputy Minister Kuo-Shian Lin visited Hualien Airport, accompanied by Airport Director Kuo-Yung Lin, to oversee airline operations in response to the Hualien earthquake and to offer words of encouragement to airport and airline personnel.
- 12 ● 長榮航空公司新闢高雄—香港客運航線。
 - EVA Air launched the Kaohsiung–Hong Kong passenger route.
- 26 ● 本局何淑萍局長主持「高雄國際機場新航廈工程建設第一期計畫廉政平臺」啟動儀式，邀請法務部廉政署莊榮松署長、交通部黃荷婷主任秘書及行政院公共工程委員會羅天健主任秘書等多位長官偕同宣示平臺正式啟動，期能落實行政透明措施，摒除不當干擾，使工程如期、如質完成。
 - CAA Director General Shu-Ping Ho hosted the launch ceremony of the Integrity Platform for Kaohsiung International Airport New Terminal Phase I Construction Plan. Ministry of Justice Agency Against Corruption Director-General Rong-Sung Chuang, MOTC Chief Secretary Ho-Ting Huang, Executive Yuan Public Construction Commission Chief Secretary Tian-Jiann Luo and other officials jointly declared the official launch of the Platform. It aims to realize administrative transparency measures, eliminate improper interference, and ensure the Project is completed on schedule and to the required quality standards.

- 08 ● 立法院交通委員會陳雪生立法委員、邱若華立法委員、林國成立法委員，在交通部王國材部長、林國顯次長、航政司韓振華司長及本局何淑萍局長陪同下蒞臨馬祖航空站考察交通暨觀光建設發展，並就北竿機場跑道改善工程案與開闢高雄—馬祖航線可採包機試辦進行規劃研討，過程圓滿順利。
 - Legislators Hsueh-Sheng Chen, Jo-Hua Chiu, and Kuo-Cheng Lin of the Legislative Yuan's Transportation Committee, accompanied by MOTC Minister Kwo-Tsai Wang, Deputy Minister Kuo-Shian Lin, Department of Navigation and Aviation Director-General Chen-Hua Han, and CAA Director General Shu-Ping Ho, visited Matsu Airport to inspect transportation and tourism infrastructure developments. Discussions were also conducted about the Beigan Airport runway improvement project as well as the potential trial operation of a charter flight route between Kaohsiung and Matsu. The visit concluded smoothly and successfully.
- 10 ● 泰國獅子航空公司新闢桃園—普吉客運航線。
 - Thai Lion Air launched the Taoyuan–Phuket passenger route.

- 15 ● 立法院交通委員會李昆澤立法委員、許智傑立法委員及李柏毅立法委員，在交通部林國顯次長、航政司韓振華司長、本局何淑萍局長及高雄國際航空站傅耀南主任陪同下考察高雄站新航廈規劃、疫後航線復甦、地勤接駁量能及機場美食多元化推動情形。
 - Legislators Kun-Tse Lee, Chih-Chieh Hsu, and Po-Yi Lee of the Legislative Yuan's Transportation Committee, accompanied by MOTC Deputy Minister Kuo-Shian Lin, Department of Navigation and Aviation Director-General Chen-Hua Han, CAA Director General Shu-Ping Ho, and Kaohsiung International Airport Director Yao-Nan Fu, visited Kaohsiung Airport to review the new terminal planning, post-pandemic route recovery, ground handling shuttle bus transportation capacity, and the promotion of diversified dining options at the Airport.
- 23 ● 「交通部民用航空局辦理桃園航空城機場園區特定區區段徵收案安置補助救濟獎勵原則」公告令，自即日起生效。
 - The CAA Guidelines on Subsidies, Relief, and Incentives for the Designated Area Zone Expropriation and Housing Resettlement Project for Taoyuan Aerotropolis Airport Park were officially promulgated and became effective immediately.
- 29 ● 監察院交通及採購委員會、內政及族群委員會由李鴻鈞副院長偕同監察委員一行19人聯合巡察金門航空站，在交通部林國顯次長與本局何淑萍局長陪同下關切金門機場航班準點率、延誤原因分析及無人機防制機制，並聽取該站太陽光電設置現況解說。
 - A joint delegation of 19 members from the Committee on Transportation and Procurement Affairs and the Committee on Domestic and Ethnic Affairs of the Control Yuan, led by Vice President Hung-Chun Lee, conducted an inspection visit to Kinmen Airport. Accompanied by MOTC Deputy Minister Kuo-Shian Lin and CAA Director General Shu-Ping Ho, the delegation reviewed the Airport's flight punctuality performance, analyzed causes of delays, examined counter-drone measures, and received a briefing on the current status of solar photovoltaic installations at the Airport.

- 07 ● 達美航空公司新闢桃園—西雅圖客運航線。
 - Delta Air Lines launched the Taoyuan–Seattle passenger route.
- 13 ● 越捷航空公司新闢臺中—富國島客運航線。
 - VietJet Air launched the Taichung–Phu Quoc passenger route.
- 14 ● 越捷航空公司新闢高雄—富國島客運航線。
 - VietJet Air launched the Kaohsiung–Phu Quoc passenger route.
- 15 ● 交通部李孟諺部長、航政司韓振華司長蒞臨高雄國際航空站，在本局何淑萍局長、高雄國際航空站傅耀南主任陪同下，視察「高雄機場新航廈建設」及「機場營運管理」規劃辦理情形。
 - MOTC Minister Meng-Yen Li and Department of Navigation and Aviation Director-General Chen-Hua Han visited Kaohsiung International Airport, accompanied by CAA Director General Shu-Ping Ho and Airport Director Yao-Nan Fu, to inspect the planning and progress of new terminal construction and operational management at the Airport.
 - 泰國亞洲航空公司新闢廊曼—桃園—沖繩客運航線。
 - Thai AirAsia launched the Don Mueang–Taoyuan–Okinawa passenger route.
- 16 ● 泰國亞洲航空公司新闢廊曼—高雄—成田客運航線。
 - Thai AirAsia launched the Don Mueang–Kaohsiung–Narita passenger route.



- 25** ● 為精進飛航安全管理系統運作效能，本局與航發會、民用航空學會共同舉辦「2024 飛航安全管理國際峰會」座談會，廣邀國內外專家、6 家國籍航空公司高階管理人、亞太區航空公司、維修機構、訓練機構齊聚座談，聚焦前瞻領導與風險管控，交流技術創新與風險管理實例分享，會議圓滿成功。
- To enhance the effectiveness of the Safety Management System (SMS), the CAA, in collaboration with the China Aviation Development Foundation, and the Chinese Society of Civil Aviation, co-hosted the 2024 International Aviation Safety Management Summit. The event brought together domestic and international experts, senior executives from six Taiwanese airlines, and representatives from Asia-Pacific airlines, repair stations and training institutions. Discussions centered on forward-looking leadership and risk management, with participants sharing case studies on technological innovation and practical approaches to risk mitigation. The event concluded successfully.
- 26** ● 德威航空公司新闢高雄—金浦客運航線。
- T'way Air launched the Kaohsiung–Gimpo passenger route.

- 01** ● 台灣虎航公司新闢臺中—名古屋客運航線。
- Tigerair Taiwan launched the Taichung–Nagoya passenger route.
- 02** ● 台灣虎航公司新闢臺中—成田及高雄—茨城客運航線。
- Tigerair Taiwan launched the Taichung–Narita and the Kaohsiung–Ibaraki passenger routes.
- 為建立各級政府機關對遙控無人機管理機制的共識，向社會各界分享最新的管理制度發展和業務進展，本局舉辦「113 年度第一次縣市政府遙控無人機管理業務座談會」，邀集近百名來自 18 個縣市政府、16 個縣市政府警察局及遙控無人機相關機關/構代表座談。會議廣泛聽取各方意見，以作為未來進一步構建管理策略的依據，從而精進無人機管理工作，與地方政府共同維護飛航安全。
- To build consensus among all levels of government on drone management and to share the latest developments in regulatory frameworks and operational progress, the CAA held the first 2024 Drone Management Forum for Local Governments. Nearly 100 representatives from 18 city and county governments, 16 local police departments, and various drone-related agencies and organizations participated in the Forum. The CAA gathered a broad range of input from all stakeholders as reference for shaping future management strategies, with the goal of refining drone oversight efforts and collaborating with local governments to uphold aviation safety.
- 14** ● 中華航空公司新闢桃園—西雅圖客運航線。
- China Airlines launched the Taoyuan–Seattle passenger route.
- 16** ● 星宇航空公司新闢桃園—香港客運航線。
- STARLUX Airlines launched the Taoyuan–Hong Kong passenger route.
- 19** ● 香港航空公司新闢台中—香港客運航線。
- Hong Kong Airlines launched the Taichung–Hong Kong passenger route.
- 30** ● 日本航空公司於臺北國際航空站辦理「台日航線 65 週年松山機場 JL098 慶祝活動」。
- Japan Airlines held the 65th Anniversary Celebration of the Taiwan–Japan JL098 route at Taipei Songshan International Airport.

- 01** ● 越旅航空公司新闢桃園—富國島客運航線。
- Vietravel Airlines launched the Taoyuan–Phu Quoc passenger route.
- 16** ● 星宇航空公司新闢桃園—西雅圖客運航線。
- STARLUX Airlines launched the Taoyuan–Seattle passenger route.
- 宿霧太平洋航空公司新闢高雄—馬尼拉客運航線。
- Cebu Pacific Air launched the Kaohsiung–Manila passenger route.
- 交通部李孟諺部長蒞臨花蓮航空站視察國際線入、出境動線及相關設施，由本局何淑萍局長率花蓮航空站林國勇主任陪同。
- MOTC Minister Meng-Yen Li visited Hualien Airport to inspect the arrival and departure flows for international flights, as well as the related facilities, accompanied by CAA Director General Shu-Ping Ho and Airport Director Kuo-Yung Lin.

- 01** ● 星宇航空公司新闢桃園—雅加達客運航線。
- STARLUX Airlines launched the Taoyuan–Jakarta passenger route.
- 27** ● 為擴增無人機檢驗能量，完備國內法規環境，本局與嘉義縣政府、國家中山科學研究院共同舉辦「2024 國際無人機及先進空中交通載具檢驗論壇」，邀請美國聯邦航空總署 (FAA)、歐盟 (EASA) 及日本民航局 (JCAB) 等主管機關代表和專家，與運安會及近 200 位國內無人機產、官、學、研代表，共同探討無人機及大型先進空中交通載具的安全檢驗方法及國際法規合作調適。
- To enhance drone inspection capabilities and strengthen the domestic regulatory framework, the CAA co-hosted the 2024 International UAS and AAM Certification Forum with the Chiayi County Government and the National Chung-Shan Institute of Science and Technology. The event brought together representatives and experts from the U.S. Federal Aviation Administration (FAA), the European Union Aviation Safety Agency (EASA), and the Japan Civil Aviation Bureau (JCAB), as well as the Taiwan Transportation Safety Board and nearly 200 participants from the drone industry, government agencies, academia, and research institutions in Taiwan. Discussions centered on safety certification methods for drones and large AAM vehicles, and on promoting international regulatory harmonization and collaboration.

- 02** ● 星宇航空公司新闢臺中—高松客運航線。
- STARLUX Airlines launched the Taichung–Takamatsu passenger route.
- 09** ● 交通部陳世凱部長親蒞臺北國際航空站，在本局何淑萍局長及臺北國際航空站鄭堅中主任陪同下視察離島疏運情形及臺北國際航空站無人機防制系統等，並慰問執勤同仁辛勞。
- MOTC Minister Shih-Kai Chen visited Taipei Songshan International Airport, accompanied by CAA Director General Shu-Ping Ho and Airport Director Chien-Chung Cheng, to inspect transportation arrangements for outlying islands and the airport's counter-drone system. He also extended his appreciation to on-duty personnel for their dedication and service.
- 23** ● 本局高雄航空站與韓國釜山金海機場締結姊妹機場，簽訂瞭解備忘錄。
- Kaohsiung International Airport of CAA and Gimhae International Airport in Busan, South Korea, signed a Memorandum of Understanding to establish a sister airport partnership.
- 27** ● 易斯達航空公司新闢桃園—釜山客運航線。
- Eastar Jet launched the Taoyuan–Busan passenger route.
- 台灣虎航公司新闢高雄—岡山客運航線。
- Tigerair Taiwan launched the Kaohsiung–Okayama passenger route.



- 28** ● 台灣虎航公司新闢高雄—富國島客運航線。
- Tigerair Taiwan launched the Kaohsiung–Phu Quoc passenger route.
 - 立法院交通委員會考察屏東地區交通建設，由立法委員徐富葵及蘇清泉等 2 位委員出席，交通部陳世凱部長率本局何淑萍局長及相關主管陪同視察恆春機場活化及恆春機場管制臺運作與人員值勤情形。
 - The Transportation Committee of the Legislative Yuan conducted an inspection of transportation infrastructure in the Pingtung area. Legislators Fu-Kueil Hsu and Ching-Chuan Su, accompanied by MOTC Minister Shih-Kai Chen, CAA Director General Shu-Ping Ho, and other relevant directors, inspected the revitalization efforts at Hengchun Airport, including the operations of its control tower, and the status of on-duty personnel.
- 29** ● 濟州航空公司新闢高雄—釜山客運航線。
- Jeju Air launched the Kaohsiung–Busan passenger route.
- 30** ● 立法院交通委員會考察臺中地區交通建設，立法委員蔡其昌、何欣純及麥玉珍等 3 位委員蒞臨臺中航空站，在交通部陳世凱部長及本局何淑萍局長等陪同下，聽取臺中機場未來一年航線規劃簡報。
- The Transportation Committee of the Legislative Yuan conducted an inspection of transportation infrastructure in the Taichung area. Legislators Chi-Chang Tsai, Hsin-Chun Ho, and Yu-Chen Mai, accompanied by MOTC Minister Shih-Kai Chen and CAA Director General Shu-Ping Ho, visited Taichung Airport and received a briefing on the Airport's route development plans for the coming year.

- 01** ● 澳門航空公司新闢臺中—澳門客運航線。
- Air Macau launched the Taichung–Macau passenger route.
 - 亞特拉斯航空公司新闢芝加哥-桃園-安哥拉治-辛辛那提貨運航線。
 - Atlas Air launched the Chicago–Taoyuan–Anchorage–Cincinnati cargo route.
- 06** ● 交通部陳世凱部長、林國顯常務次長及本局何淑萍局長陪同立法院交通委員會蒞臨馬祖考察交通暨觀光建設，其中 11 月 6 日「馬祖—高雄航線」包機首航，11 月 7 日舉辦北竿機場停車場完工及試營運啟用典禮，過程圓滿順利。
- 07** ● MOTC Minister Shih-Kai Chen, Administrative Deputy Minister Kuo-Shian Lin, and CAA Director General Shu-Ping Ho accompanied the Transportation Committee of the Legislative Yuan to Matsu for an inspection of transportation and tourism infrastructure. The itinerary included the inaugural charter flight of the Matsu–Kaohsiung route on November 6 and the completion and trial operation launch ceremony for the Beigan Airport parking lot on November 7. Both events proceeded smoothly and successfully.
- 08** ● 行政院卓榮泰院長由交通部陳世凱部長率本局何淑萍局長陪同，視察高雄機場提升量能整備情形，並聽取本局高雄新航廈工程進度簡報，高雄市陳其邁市長及多名立法委員、市議員出席，院長期勉本局如期如質完成新航廈建設。
- Premier Jung-Tai Cho, accompanied by MOTC Minister Shih-Kai Chen and CAA Director General Shu-Ping Ho, visited Kaohsiung International Airport to inspect its capacity enhancement preparations and receive a briefing on the progress of the new terminal project. Kaohsiung Mayor Chi-Mai Chen, along with several legislators and city council members, also attended the visit. The Premier expressed hope and encouragement that the CAA would complete the new terminal on schedule and to high standards.
- 17** ● 馬亞洲航空公司新闢高雄—亞庇客運航線。
- AirAsia Malaysia launched the Kaohsiung–Kota Kinabalu passenger route.
- 21** ● 本局召開「113 年度航空站地勤業者、空廚業者與航空站經營人座談會」，進行空側地面作業安全相關議題分享，提供地勤、空廚業者及航空站經營人意見交流之平臺，維護空側地面作業安全。
- The CAA held the 2024 Forum for Ground Handling Service Providers, Catering Service Providers and Airport Operators, to address safety topics concerning airside ground operations. The Forum served as a platform for ground handlers, catering service providers, and airport operators to exchange views and opinions, with the aim of safeguarding safety in airside ground operations.

- 26** ● 台灣虎航公司新闢桃園—宮崎客運航線。
- Tigerair Taiwan launched the Taoyuan–Miyazaki passenger route.
 - 行政院公共工程委員會訪查交通部「臺灣桃園國際機場第三航站區建設計畫」及「臺灣桃園國際機場第三跑道及基礎設施建設計畫」推動情形。
 - The Public Construction Commission of the Executive Yuan conducted a visit to review progress by the MOTC on the Taoyuan International Airport Terminal 3 Construction Project and the Taiwan Taoyuan International Airport 3rd Runway and Aerodrome Infrastructure Project.

- 02** ● 星宇航空公司於臺中機場辦理「臺中—日本沖繩」航線首航剪綵儀式，交通部陳世凱部長、蔡其昌立法委員、何欣純立法委員及本局何淑萍局長等出席活動。
- STARLUX Airlines held a ribbon-cutting ceremony at Taichung Airport to mark the inaugural flight of its Taichung–Okinawa route. The event was attended by MOTC Minister Shih-Kai Chen, Legislators Chi-Chang Tsai and Hsin-Chun Ho, as well as CAA Director General Shu-Ping Ho.
 - 中華航空公司新闢桃園—墨爾本—奧克蘭客運航線。星宇航空公司新闢臺中—沖繩客運航線。真航空公司新闢桃園—務安客運航線。
 - China Airlines launched the Taoyuan–Melbourne–Auckland passenger route. STARLUX Airlines launched the Taichung–Okinawa passenger route. Jin Air launched the Taoyuan–Muan passenger route.
- 04** ● 行政院公共工程委員會公布第 24 屆公共工程金質獎，蘭嶼機場跑道整建工程獲頒土木類特優，高雄國際機場國際線空橋汰換工程獲頒設施工程類優等。
- The Public Construction Commission of the Executive Yuan announced the winners of the 24th Public Construction Golden Quality Awards. The runway renovation project at Lanyu Airport received a Supreme Award in the Civil Engineering Category, while the passenger boarding bridge replacement project for international flights at Kaohsiung International Airport received an Excellent Award in the Facilities Engineering Category.
- 08** ● 濟州航空公司新闢桃園—務安客運航線。
- Jeju Air launched the Taoyuan–Muan passenger route.
- 12** ● 花蓮航空站「花蓮—香港」直航復航，本局何淑萍局長、花蓮縣徐榛蔚縣長偕同花蓮觀光產業理事長齊聚舉辦歡迎典禮。
- Direct flights between Hualien and Hong Kong were resumed at Hualien Airport. CAA Director General Shu-Ping Ho, Hualien County Magistrate Chen-Wei Hsu, and the Chairperson of the Hualien Tourism Industry Association jointly hosted a welcome ceremony to mark the occasion.
- 25** ● 越竹航空公司新闢高雄—富國島客運航線。
- Bamboo Airways launched the Kaohsiung–Phu Quoc passenger route.
- 28** ● 中華航空公司新闢桃園—靜岡客運航線。
- China Airlines launched the Taoyuan–Shizuoka passenger route.
- 30** ● 立榮航空增班飛臺北—花蓮客運航線，提供花蓮民眾更為便利的空運服務。當日由交通部林國顯次長向媒體說明花蓮陸海空觀光推動情形，並率觀光媒體團自臺北站搭機出發至花蓮踩線。
- UNI Air increased the flights on the Taipei–Hualien passenger route, improving air travel convenience for residents of Hualien. MOTC Deputy Minister Kuo-Shian Lin briefed the media on efforts to promote Hualien tourism by land, sea, and air. He also led a tourism-focused press group on a flight from Taipei Songshan International Airport to Hualien for an on-site tour.

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