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Civil Aviation Administration, MOTC

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Civil Aviation Administration, MOTC



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114 年 年報

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ANNUAL REPORT

Civil Aviation Administration, MOTC



交通部民用航空局

114 年 年報

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局長的話
Statement from the Director General

近來全球航空市場蓬勃發展，航空網絡日益綿密，我國空運市場亦順勢成長，2025 年總客運量達到6,889 萬人次，平均每週航班更來到2,981 班，超越疫情前水準，在航空產業展翅騰飛之際，基礎建設與監理量能亦同步提升，臺灣民航持續在全球舞台閃耀。

掌握先機，拓展航空運輸新版圖

面對多變的全球經濟與國際情勢，為強化臺灣空運樞紐的地位，本局持續拓展國際航權，並與航空業者攜手合作，協助其航網布局規劃及新機引進。114 年與芬蘭簽署通航協定，為臺灣首次與北歐國家建立空運關係，並與義大利完成通航協定修訂，大幅擴增客運容量班次，強化臺灣與歐洲的連結，日韓、美國及東南亞等國際航線運量亦在客貨運需求帶動下，再創高峰；在國內空運方面，協助華信航空開闢高雄南竿定期航線，便利兩地往來，並啟動澎湖機位保留機制，保障離島居民交通權益。

為實現我國機場多元門戶的發展願景，本局以前瞻視野擘劃機場藍圖，「臺灣地區民用機場2045 年系統規劃」已提報行政院審查，規劃我國民航機場發展未來，持續推進「高雄國際機場新航廈建設」、「松山機場國際線航廈耐震補強工程」，國門升級的腳步正穩定向前；同時展開北竿、金門機場跑道改善工程，並著手進行蘭嶼、綠島、七美、望安四機場新航廈興建計畫，深耕離島空運服務。

桃園航空城計畫蘊含地方產業發展與國家經濟轉型之目標，為協助取得相關所需用地，累計至114 年，本局已完成超過3,500 棟的建築物搬遷，賡續辦理安置街廓土地點交作業，並提供逾1,000 戶安置住宅予拆遷戶優先選配，落實行政院「先建後遷」政策，另配合交付約135 公頃用地予桃園國際機場第三跑道工程使用。

此外，因應數位化的嶄新時代，各項航管設施亦須同步精進。新一代航空情報服務系統已建置完成，有效提升我國航空情報處理效率，並陸續更新各機場跑道定位臺及滑降臺等助導航設備，隨著臺北飛航情報區的航行量日益成長，本局持續推動新一代航管系統建置計畫，為未來20年的空運需求做好充分準備。而在順應綠色運輸的國際浪潮下，國籍航空公司紛紛加入添加永續航空燃油的行列，各機場亦替換節能設施，展現臺灣守護美麗天空的決心。

捍衛天際，構築全方位飛安堡壘

民航發展必須建構在飛航安全的基礎上，守護飛航安全更是不可妥協的核心價值。面對航空運量的快速成長，本局持續深化飛安監理，114年舉辦「2025 年飛航安全管理國際峰會」，邀集國內外專家共同探討全球飛安風險，接軌國際最新安全標準，並針對地勤業者新增多項地面作業管理措施，也輔導相關機場申請空側認證，並核發臺東豐年機場等6 座機場空側認證證書，確保整體飛安水準穩定提升。

面對遙控無人機快速發展，本局修正「遙控無人機管理規則」分階段施行管理措施，並結合專業單位提前佈署驗證量能與測試場域，滿足未來無人機發展需求，拓展產業應用價值；另透過舉辦工作坊與地方座談會，持續與業者及民眾對話溝通，增進社會大眾對管理制度的理解，促進產業健康發展。為探究先進空中交通（Advanced Air Mobility,AAM）等新興領域發展趨勢，本局邀請美國、歐洲等民航主管機關及專家，分享最新安全管理策略與實務經驗，推動無人機產業邁向國際化。

民航運輸須遵循國際民航組織（ICAO）所制訂的飛航安全相關規範及共通標準，深具複雜性、專業性與國際性，因此，推動專業參與ICAO舉辦之活動，對於我國民航與國際接軌十分重要。114 年第42 屆ICAO大會於加拿大蒙特婁召開，本局雖未獲邀與會，仍與外交部共同組成「ICAO行動團」前往加拿大，召開國際記者會重申我國專業參與訴求，與友邦及友我國家(暨民航專業非政府國際組織)舉行27 場雙邊會談，更有超過10 餘個友邦及友我國家及近百名貴賓參與我國外交酒會，國際間支持力道超越以往，未來將持續精進及提供更安全便捷的民航服務，並積極保持與國際民航社群的聯結，爭取國際社會對我參與ICAO之共同支持。

淬鍊實力，綻放臺灣民航新光芒

航空運輸不只是經濟活動的連結，更承載對國家、對民眾的責任與承諾。臺灣航空市場展現強勁成長能量，本局以飛航安全為基礎，善用科技創造多元應用，厚植產業培育競爭實力，推動臺灣與世界連結，我們已站穩腳步，迎接全新的期待與挑戰，帶領航空夥伴一同前進，開創空運永續發展的新篇章。

交通部民用航空局
局長 何淑萍



Statement from the Director General

Recent years we have witnessed vigorous growth in the global aviation market as well as an increasingly interconnected air transport network. Taiwan's air transport market has likewise continued to expand, with the total passenger traffic reaching 68.89 million and the average weekly flight frequencies rising to 2,981 flights in 2025, surpassing pre-pandemic levels. As the aviation industry spreads its wings toward new heights, infrastructure development and regulatory capacity have advanced in parallel, enabling Taiwan's civil aviation to continue shining on the global stage.

Seizing Opportunities to Expand New Frontiers in Air Transport

In the face of a rapidly changing global economy and evolving international dynamics, the Civil Aviation Administration (CAA) has steadily expanded international traffic rights and worked closely with airlines to support their route network planning and new aircraft introduction, with the aim of reinforcing Taiwan's position as an air transport hub. In 2025, Taiwan signed the air services agreement with Finland, marking the first such agreement between Taiwan and a Nordic country. Taiwan also amended the air services agreement with Italy, significantly increasing passenger service capacity, thereby strengthening connectivity between Taiwan and Europe. Meanwhile, passenger and cargo traffic on international routes to and from Japan, South Korea, the United States, and Southeast Asia reached new highs, driven by growing travel and freight demand. In domestic air transport, the CAA assisted Mandarin Airlines in launching scheduled services between Kaohsiung and Nangan to facilitate travel between the two regions, while also introducing a seat reservation mechanism for Penghu routes to safeguard the transportation rights of outlying island residents.

To realize the vision of developing airports in Taiwan as diverse international gateways, the CAA adopts a forward-looking perspective in charting airport development blueprints. The Taiwan Civil Airports System Plan for 2045 has been submitted to the Executive Yuan for review, laying out the future development direction of Taiwan's civil airports. The CAA keeps advancing the Kaohsiung International Airport New Terminal Construction Project and the seismic reinforcement project for the international terminal at Taipei Songshan International Airport, as the upgrading of Taiwan's gateways stably moves forward. At the same time, runway improvement projects at Beigan and Kinmen Airports have commenced, while plans for new terminal construction at the four airports of Lanyu, Green Island, Qimei, and Wangan are also underway, further cultivating air transport services for outlying islands.

The Taoyuan Aerotropolis Project embodies the goals of regional industrial development and national economic transformation. To facilitate the acquisition of land required for the Project, the CAA had completed the relocation of more than 3,500 buildings by 2025, while continuing land handover operations for resettlement blocks and providing over 1,000 resettlement housing units for priority allocation to affected households in support of the Executive Yuan's "build first, relocate later" policy. In addition, approximately 135 hectares of land have been delivered for use in the construction of the third runway at Taoyuan International Airport.

Moreover, in response to the evolving digital era, all air navigation facilities must also be enhanced accordingly. The new-generation aeronautical information service system has been established and commissioned, significantly improving the efficiency of Taiwan's aeronautical information processing capabilities. Navigational aid facilities, including runway localizers and glide path systems at airports across Taiwan, have also been progressively upgraded. As traffic volume within the Taipei Flight Information Region (Taipei FIR) grows continuously, the CAA is moving forward with the new-generation air traffic management system implementation project to be fully prepared for air transport demand over the next two decades. Meanwhile, in line with the global transition toward greener transportation, Taiwanese carriers have actively joined the adoption

of Sustainable Aviation Fuel (SAF), while airports have also upgraded to energy-efficient facilities, demonstrating Taiwan's commitment to protecting the blue skies.

Securing the Skies by Building a Comprehensive Aviation Safety Fortress

The development of civil aviation must be built upon a strong foundation of aviation safety, and safeguarding flight safety remains a core value that cannot be compromised. In response to the rapid growth of air traffic, the CAA has continued to strengthen aviation safety oversight. In 2025, the CAA hosted the International Aviation Safety Management Summit, bringing together experts from Taiwan and abroad to discuss emerging global aviation safety risks and the latest international safety standards. The CAA also developed and implemented additional ground safety management measures targeting ground handling service providers, assisted relevant airports in applying for airside certification, and issued aerodrome certificates to six airports, including Taitung Fengnian Airport, to ensure the steady enhancement of overall aviation safety standards.

In response to the rapid development of drone technologies, the CAA amended the Regulations of Drone and adopted a phased approach to implementing the revised regulatory requirements. The CAA also worked with specialized institutions to establish inspection and validation capabilities and testing environments in advance to meet future development needs as well as unlock greater industrial application value of the drone industries. Through workshops and local outreach sessions, the CAA has continued dialogue with industry stakeholders and the public, enhancing understanding of the regulatory framework and fostering the sound development of the industry. To explore emerging trends in areas such as Advanced Air Mobility (AAM), the CAA also invited civil aviation authorities and experts from the United States and Europe to share the latest safety management strategies and best practices, further promoting the internationalization of Taiwan's drone industry.

Civil aviation operations must comply with aviation safety regulations and common standards established by the International Civil Aviation Organization (ICAO), making the field highly complex, specialized, and international in nature. Accordingly, promoting Taiwan's professional participation in ICAO activities remains critically important for our civil aviation sector to stay aligned with international civil aviation practices. In 2025, although Taiwan was not invited to the 42nd ICAO Assembly in Montréal, Canada, the CAA still formed an ICAO Action Team with the Ministry of Foreign Affairs and traveled to Canada. During the visit, the delegation held an international press conference to reiterate Taiwan's call for professional participation, conducted 27 bilateral meetings with allied and like-minded countries as well as international non-governmental organizations, and hosted a diplomatic reception attended by representatives from more than ten allies and friendly countries, along with nearly one hundred distinguished guests. International support for Taiwan's participation exceeded that of previous years. Going forward, the CAA will continue refining and delivering safer and more convenient civil aviation services, while actively maintaining ties with the global civil aviation community and seeking broader international endorsement for Taiwan's participation in ICAO.



Forging Strength to Showcase the Brilliance of Taiwan's Civil Aviation

Air transport does not merely serve as a driver of economic activities, but also carries responsibilities and commitments to the nation and its people. Taiwan's aviation market has demonstrated strong momentum in growth. Grounded in aviation safety, the CAA leverages technology to foster diverse applications, cultivate competitive strength across the industry, and deepen Taiwan's connectivity with the world. Having established a firm footing, we stand ready to embrace rising expectations and challenges, leading our aviation partners to advance toward a new chapter of sustainable development in air transport.

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

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我國民航現況簡介
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Organization Structure

國際及兩岸航網
International and Cross-Strait Air Network

我國民航現況簡介
Overview of Civil Aviation in Taiwan

布局航網，奠定國際航空樞紐地位

臺灣位居於東亞往來北美之重要樞紐，本局所轄「臺北飛航情報區」（Taipei Flight Information Region, Taipei FIR）與福岡、馬尼拉、香港及上海等飛航情報區交界，區內劃設18條國際航路及4條國內航路，其中A1、M750等航路為串聯東北亞與東南亞之關鍵通道，是亞太區域最繁忙的空中運輸走廊之一，在國際飛航服務體系中佔有舉足輕重之地位。114年臺北飛航情報區提供逾171萬管制架次的飛航服務，較113年增加4.68%。

我國已與57個國家地區簽署雙邊通航協定，114年計有90家航空公司在臺營運291條國際定期客運及貨運航線，連結全球120個城市；隨著國際旅運量持續恢復，114年各機場總旅客量較113年成長7.7%，達6,889萬人次；貨運量約261萬公噸，較113年成長10.4%。

Developing the Aviation Network and Strengthening Taiwan's Position as an International Aviation Hub

Taiwan serves as a key hub for air transport between East Asia and North America. The Taipei Flight Information Region (Taipei FIR) under the administration of the CAA is adjacent to the FIRs of Fukuoka, Manila, Hong Kong, and Shanghai, with a total of 18 international airways and 4 domestic airways. Among which, Routes A1 and M750 are key passageways linking Northeast Asia and Southeast Asia, making them one of the busiest air transport corridors in the Asia-Pacific region, therefore playing a vital role in the international air service system. In 2025, the Taipei FIR provided air traffic services for over 1.71 million flights, an increase of 4.68% compared to 2024.

Taiwan has signed bilateral air transport agreements with 57 countries and areas. In 2025, 90 airlines operated 291 scheduled international passenger and cargo routes in Taiwan, connecting 120 cities worldwide. As international travel demand continued to recover, the total number of passengers across all airports in Taiwan reached 68.89 million in 2025, representing an increase of 7.7% compared to 2024. The air cargo volume was approximately 2.61 million metric tons, up 10.4% from the previous year.

57 個
國家地區簽署通航協定
Air Services Agreements signed with Countries and Areas

90 家
在臺營運的航空公司
Airlines Operating in Taiwan

120 個
連結全球城市
Connecting Cities

291 條
經營定期客運及貨運航線
Scheduled Passenger and Cargo Routes

68.89 百萬人次
全球旅客人數
Passenger Volume（million）

2.61 百萬公噸
貨運量
Cargo Volume（million metric tons）

堅實治理，持續提升飛安監理成效

本局遵循ICAO相關規範，持續推動國家民用航空安全計畫，並結合安全管理系統（Safety Management System, SMS）之運作，強化飛航安全管理與監理架構。114 年度透過定期查核航空服務提供者之SMS運作情形，掌握業者安全績效指標達成狀況，並對績效呈現負向趨勢者，採專案列管，督導其採取必要之改善措施，以確保安全管理系統有效運作，穩定整體飛安水準。

「持續降低飛航風險」為ICAO全球航空安全計畫所揭示之目標，本局持續關注航空產業變化與機隊成長對營運環境之影響，督促業者強化維修人力補充與訓練，另要求國籍航空公司精進育才、留才相關措施，維持足夠且適任之人力配置。針對颱風等特殊氣象條件，要求航空公司強化風險決策機制，透過動態評估調整航班規劃，以降低飛航風險並確保飛航安全。

同時，本局持續監控民用航空運輸業五大飛航風險（可控飛行撞地、飛行中失控、空中碰撞、跑道偏衝及跑道入侵）相關安全績效指標之趨勢表現，並針對特殊事件採個案列管方式追蹤改善。114 年度已達成國家民用航空安全計畫所訂「零失事」及「重大意外事件十年移動平均發生率每百萬飛行小時低於3.6 次」之安全目標。

Strengthening Governance to Enhance Aviation Safety Oversight Performance

In accordance with relevant ICAO regulations, the CAA continues to implement the State Safety Program while integrating Safety Management System (SMS) to strengthen aviation safety management and oversight frameworks. In 2025, through regular audits of SMS implementation, the CAA monitored aviation service providers' safety performance indicators and subjected operators with negative performance trends to heightened supervision, requiring swift corrective actions to ensure effective SMS operations and maintain overall aviation safety standards.

Continuous reduction of aviation risks is a primary goal set out in ICAO's Global Aviation Safety Plan. The CAA closely monitors aviation industry dynamics and the impact of fleet growth on the operational environment, urging operators to reinforce recruitment and training of maintenance personnel. Furthermore, the CAA requires Taiwanese air carriers to enhance talent cultivation and retention measures, ensuring sufficient and qualified staffing levels . In response to severe weather conditions such as typhoons, the CAA mandates that airlines strengthen their risk-based decision-making mechanisms and adjust flight planning dynamically to mitigate operational risks and ensure flight safety.

At the same time, the CAA continues to monitor trends in safety performance indicators related to the five major aviation safety risks –Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I), Mid-Air Collision (MAC), Runway Excursion (RE), and Runway Incursion (RI) –and conducts case-by-case tracking of improvement actions for specific events. In 2025, the safety targets set under the National Civil Aviation Safety Program were achieved, including zero accidents and a ten-year moving average rate of major incidents below 3.6 per million flight hours.





● 桃園國際機場
Taoyuan International Airport

前瞻擘劃，築構機場藍圖

為因應全球航空發展趨勢及帶動國家整體產業升級，本局自112 年起辦理「臺灣地區民用機場2045 年系統規劃」，綜合評估產業政策、國際趨勢及旅運市場需求，全面檢視我國17 座民航機場之發展定位與功能分工，使機場建設與國家政策及產業發展接軌，全面提升國家競爭力，114 年已提交成果報告予交通部審核。

本局以每五年一次滾動檢討為原則，於114 年啟動松山、高雄及臺中等國際機場2045 年整體規劃修訂作業，從客貨運趨勢、智慧化、綠色永續、韌性發展等面向，研擬中長期發展策略，另本局亦持續推動其他機場之建設與改善，兼顧區域均衡發展與運輸效能提升。

Forward-Looking Planning to Shape Airport Blueprints

To respond to global aviation development trends and promote overall national industry upgrades, the CAA initiated in 2023 the Taiwan Civil Airports System Plan for 2045. Through comprehensive evaluation of industrial policies, international trends, and passenger and cargo market demand, the Plan thoroughly reviews the development positioning and functional roles of the 17 civil airports in Taiwan, aligning airport construction with national policies and industrial growth to enhance Taiwan's overall competitiveness. The results report was submitted to the MOTC for review in 2025.

Following the principle of a rolling review every five years, the CAA initiated the 2045 Master Plan updates for Songshan, Kaohsiung, and Taichung international airports in 2025. This initiative aims to formulate medium- and long-term development strategies, taking into account passenger and cargo trends, smart technologies, green sustainability, and resilient development. In addition, the CAA continues to promote construction and improvement projects at other airports to balance regional development and enhance transportation efficiency.

全面啟動，展翼航空新時代

截至114 年底，我國共有民用航空運輸業8 家、普通航空業14 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307 架；另有航空站地勤業8 家（其中1 家單項經營航空器拖曳、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1,406 家及航空貨物集散站經營業4 家（另有2 家外籍航空公司自營其承運貨物）。此外，檢定合格之國內外航空產品與其各項零組件維修廠計33 家，民用航空人員訓練機構計10 家。

在促進航空產業發展方面，本局於114 年度協助華航、安捷等航空公司進行新機引進及普通航空業五階段檢定作業，後續將投入民航運輸、商務專機營運及離岸風電等業務，厚植我國航空產業永續發展之基礎。

Comprehensively Developing to Advance into a New Era of Aviation

As of the end of 2025, there were 8 civil air transport enterprises and 14 general aviation enterprises (with 3 of them also operating in civil air transport) that owned and operated a total of 307 airworthy civil aircraft. In addition, there were 8 airport ground handling service providers (with 1 specializing in aircraft towing, 1 in cabin cleaning, and 2 in boarding bridge operations), 3 catering service providers, 1,406 air freight forwarders, and 4 air cargo entrepots (with 2 additional self-handling entrepots operated by foreign airlines). Furthermore, there were 33 certified domestic and foreign repair stations for aviation products and components, alongside 10 civil aviation training institutions.

To promote the development of the aviation industry, the CAA in 2025 assisted China Airlines, Apex Aviation, and other operators in introducing new aircraft and completing the five-phase inspection process for general aviation operators, who will subsequently engage in civil air transport, business aviation services, and offshore wind power operations, thereby reinforcing the foundation for the sustainable development of Taiwan's aviation industry.



臺灣虎航
Tigerair Taiwan



中華航空
China Airlines

在加強遙控無人機管理方面，114 年實施二階段管理措施，放寬申請年齡及操作證效期，並要求新上市無人機產品須通過資安檢測、商品檢驗等審查程序；同時，本局持續優化無人機檢驗程序，協助業者儘速投入實務應用，推動產業蓬勃發展。114 年全國遙控無人機之註冊數逾4 萬架、有效人員操作證超過3 萬1 千多張，近850 家法人團體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逾2 萬8 千件。

In strengthening drone management, a two-phase regulatory approach was implemented in 2025 that lowered application age requirements and extended validity periods for remote pilot license, while newly launched drone products were required to undergo cybersecurity testing and product inspection procedures. At the same time, the CAA continues to optimize drone inspection procedures to assist operators in entering practical applications more quickly and to promote the robust development of the industry. In 2025, more than 40,000 drones were registered nationwide, over 31,000 valid remote pilot licenses were issued, nearly 850 legal entities passed operational capability reviews and became eligible to apply for flight operations, and the cumulative number of approved drone flight operation permits exceeded 28,000.



組織架構
Organization Structure



局長 Director General
何淑萍 Ho, Shu-Ping



副局長 Deputy Director General
林俊良 Clark Lin



副局長 Deputy Director General
楊國峯 Yang, Gwo-Feng



主任秘書 Chief Secretary
鄭鴻政 Jenq, Horng-Jenq

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

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。

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、辛辛那堤 *、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 *、鳳凰城 Houston, Ontario, Anchorage*, Seattle, Cincinnati*, Atlanta*, Chicago, Los Angeles, New York, Memphis*, Oakland*, Dallas, Miami*, San Francisco, Guam, Louisville*, Phoenix
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（希斯洛） London (Heathrow)	捷克 Czech Republic	布拉格 Prague
比利時 Belgium	列日 * Liège*		

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 *）、阿布達比 Dubai (Dubai, Al Maktoum*) , Abu Dhabi

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、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、神戶、大分、米子、下地島 Osaka, Sapporo, Nagoya, Tokyo (Haneda, Narita), Fukuoka, Hiroshima, Miyazaki, Kumamoto, Kagoshima, Okinawa, Takamatsu, Sendai, Komatsu, Ibaraki, Saga, Okayama, Niigata, Hanamaki, Hakodate, Asahikawa, Kochi, Akita, Matsuyama, Aomori, Kitakyushu, Ishigaki, Fukushima, Shizuoka, Kobe, Oita, Yonago, Shimojishima
韓國 South Korea	大邱、首爾（仁川、金浦）、釜山、濟州、清州 Daegu, Seoul (Incheon, Gimpo), Busan, Jeju, Cheongju
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	柬埔寨 Cambodia	金邊 Phnom Penh
菲律賓 Philippines	克拉克、馬尼拉、宿霧、長灘島（卡提克蘭）、薄荷島 Clark, Manila, Cebu, Boracay (Caticlan), Bohol	汶萊 Brunei	汶萊 Brunei
馬來西亞 Malaysia	吉隆坡、亞庇、檳城 Kuala Lumpur, Kota Kinabalu, Penang	土耳其 Turkey	伊斯坦堡 Istanbul
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、榮市、富國島、芽莊金蘭、蓮姜 Hanoi, Ho Chi Minh City, Da Nang, Vinh, Phu Quoc, Nha Trang Cam Ranh, Lien Khuong	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 (Tianfu), Nanjing, Chongqing, Shenzhen, Xiamen, Ningbo, Fuzhou, Guangzhou, Zhengzhou, Hangzhou, Wuhan, Qingdao
印度 India	孟買*、德里*、海德拉巴* Mumbai*, Delhi*, Hyderabad*		

註：1.包括客、貨運，且＊表示為全貨機航點。
2.本表包含114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 2025.

連結 Connecting 120 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

航空服務升級及產業永續
Airport Service Upgrades and Industry Sustainability

空運服務成果
Air Transport Service Achievements

擴展國際航網

航空運輸為全球旅運及經貿往來的主要動力，為拓展我國國際航網，本局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，114 年與芬蘭完成通航協定簽署，與北歐首度建立空運關係；並與義大利修訂通航協定，大幅擴增客運容量班次。未來將持續與相關國家洽簽或修訂通航協定，協助航空業者彈性規劃航線布局、拓展新興市場，提升民眾跨境旅運便利性，促進國際商務往來、觀光發展及雙邊經貿合作。

Expanding the Network of International Air Routes

Air transport is a primary incentive of global travel and economic exchange. To expand Taiwan's international air network, the CAA actively engages with countries and areas to conclude bilateral air services agreements, and Taiwan has signed such agreements with 57 countries and areas. In 2025, Taiwan concluded an agreement with Finland, establishing air transport relations with the Nordic region for the first time. It also revised the agreement with Italy, significantly increasing passenger capacity and flight frequencies. In the future, the CAA will continue to sign or revise air services agreements with relevant countries to enable airlines to flexibly plan route networks, expand into emerging markets, enhance cross-border travel convenience for the public, and facilitate international business interaction, tourism development, and bilateral economic cooperation.

引領航空公司拓展國際航線

本局積極推動航空公司增闢國際航點與航班，強化航空網絡佈建。國際及兩岸定期客運航線已自113 年的177 條，成長至114 年的194 條；114 年度我國各機場總旅客數合計6,889 萬人次，較113 年增加7.7%；114 年度全年貨運量約261 萬公噸，較113 年增加10.4%。我國國際航空運能與服務水準提升，不僅增加旅運服務的便利性，亦帶動我國經貿及觀光等相關產業成長。

Encouraging Airlines in Expanding International Routes

The CAA continues to promote the expansion of international destinations and flight frequencies by airlines to strengthen the aviation network. The number of scheduled international and cross-Strait passenger routes increased from 177 in 2024 to 194 in 2025. In 2025, the total number of passengers at all airports in Taiwan reached 68.89 million, a 7.7% increase compared to 2024, while cargo volume reached approximately 2.61 million metric tons, up 10.4% from the previous year. The enhancement of Taiwan's international air transport capacity and service quality not only improves the convenience of passenger travel but also drives growth in economic and trade activities, tourism, and related industries.



為促進南部地區旅客享有更便利的國際旅遊服務，高雄及臺南兩機場國際航線陸續新增及恢復。高雄國際機場於114年國際航線共計飛航35處航點，平均每週360班，較113年成長21%，新增航線包括中華航空開闢福岡，台灣虎航開闢札幌、仙台及熊本，泰獅航空開闢清邁及札幌，德威航空開闢濟州、越捷航空開闢芽莊(金蘭)及大叻(蓮姜)等；另聯合航空及捷星日本航空亦加入東京(成田)航線營運，其中聯合航空更將美國舊金山–東京(成田)航線延遠至高雄。此外，台灣虎航於114年12月開闢臺南-熊本及沖繩航線，為疫後國籍業者首次開闢臺南機場國際定期航線。

而臺中機場於114年國際航線計飛航13處航點，平均每週102班，整體運量已超越疫情前水準，新增包括星宇航空開闢神戶及台灣虎航開闢濟州等航線，持續擴大中臺灣對外航空網絡。

擴大一站式保安服務旅客

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，以提升我國機場轉機競爭力。目前紐西蘭（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，美國來臺轉機旅客之託運行李、手提行李及旅客均可免除安檢。自114年9月1日起，加拿大（溫哥華、多倫多機場）至我國桃園國際機場轉機旅客亦免除人身、手提及託運行李安檢。114年美國及加拿大來臺轉機旅客，每人約可節省1小時安檢等候時間，並有效減少轉機安檢線及航警人力每小時14人次，進而延長機場商業區域停留時間，促進國際旅客在臺消費，提升機場體驗及整體競爭力。

To provide more convenient international travel services for passengers in southern Taiwan, international routes at Kaohsiung and Tainan Airports were progressively introduced and resumed. At Kaohsiung International Airport, international routes served a total of 35 destinations in 2025, with an average of 360 weekly flights, representing a 21% increase compared to 2024. New routes included China Airlines launching services to Fukuoka, Tigerair Taiwan launching services to Sapporo, Sendai, and Kumamoto, Thai Lion Air launching services to Chiang Mai and Sapporo, T'way Air launching services to Jeju, and VietJet Air launching services to Nha Trang (Cam Ranh) and Da Lat (Lien Khuong). In addition, United Airlines and Jetstar Japan commenced operations on the Tokyo (Narita) route, with United Airlines further extending its San Francisco–Tokyo (Narita) service to Kaohsiung. Furthermore, Tigerair Taiwan launched Tainan–Kumamoto and Tainan–Okinawa routes in December 2025, marking the first scheduled international services launched at Tainan Airport by a Taiwanese carrier after the pandemic.

At Taichung Airport, international routes served 13 destinations in 2025, with an average of 102 weekly flights. Its overall traffic has surpassed pre-pandemic levels. New routes included STARLUX Airlines launching services to Kobe and Tigerair Taiwan launching services to Jeju, further expanding central Taiwan's international air network.

Promoting One-Stop Security Measures to Serve Passengers

To enhance the competitiveness of Taiwan's airports for transfer passengers, the CAA has been promoting One-Stop Security (OSS) measures since 2017. Passengers transferring through Taoyuan International Airport from countries with security standards higher than or equal to those of Taiwan are exempt from security screening.

Currently, checked baggage for transferred from New Zealand (Auckland Airport) through Taiwan Taoyuan International Airport is exempt from security screening, while transfer passengers from the United States, along with their checked baggage and carry-on baggage, are also exempt from screening. Starting from September 1, 2025, transfer passengers from Canada (Vancouver and Toronto Airports) are also exempt from personal, carry-on, and checked baggage screening when transferring at Taoyuan International Airport.

持續提升「桃園航空自由貿易港區」營運績效」

桃園航空自由貿易港區(下稱桃園自貿港)自93年起開始興建營運，隨著最後一棟加值廠房於114年11月5日取得交通部營運許可，象徵全區近32公頃之土地，在逾20年的興建期程，已全部開發完成，並可提供近27萬平方公尺自由港區事業承租面積。

114年桃園自貿港出租率已達9成，貿易值更增長至5.13兆元(為113年的2.16倍)，本局將持續協助現有事業擴增營運面積或有意成為自由貿易港區事業之業者進駐，帶動航空貨量提升並促使營運績效再創新高。

In 2025, transfer passengers from the United States and Canada saved approximately one hour per person in security screening time. At the same time, the measures reduce manpower requirements at transfer security checkpoints by approximately 14 security personnel-hours per hour. These improvements will help extend passenger dwell time in airport commercial areas, encourage spending by international travelers in Taiwan, and further enhance the airport experience and overall competitiveness.

Continuously Improving the Operational Performance of the Taoyuan Aviation Free Trade Zone

The Taoyuan Aviation Free Trade Zone has been under development and in operation since 2004. With the final value-added factory building receiving its operating approval from the MOTC on November 5, 2025, the entire zone that covers nearly 32 hectares of land has been fully developed after over 20 years of construction, providing approximately 270,000 square meters of leasable space for free trade zone enterprises.

In 2025, the occupancy rate in the Taoyuan Aviation Free Trade Zone reached 90%, and the total trade value increased to NT$5.13 trillion, approximately 2.16 times that of 2024. The CAA will continue to assist existing enterprises in expanding operational space and facilitate the entry of prospective free trade zone enterprises, thereby increasing air cargo volume and further driving operational performance to new highs.



● 桃園國際機場
Taoyuan International Airport

協助華信航空開闢高雄—南竿定期航線

為協助華信航空開闢高雄-南竿航線，本局積極督導辦理航線籌辦作業，包括航機務審查及航線證書核發，並召開運價審查會完成票價上下限審議，同時完成南竿機場執行加油服務等各項開航整備作業。經周延準備後，華信航空順利於114年6月6日首航高雄-南竿航線，迄114年底已載運3,485人次、載客率達88%，除增進兩地民眾交通往來便利外，更有助於馬祖地區觀光發展。

圓滿完成疏運任務

因應天候影響及重大活動旅運需求，本局持續與航空公司及相關機關密切協調，適時啟動國內航線疏運應變機制，確保國內外旅客運輸秩序順暢，提升民眾信賴及整體交通運輸韌性。

114年國內航班多次受濃霧及颱風影響大幅取消，以及因應連續假期旅運需求，本局除協調航空公司加開航班及放大機型外，亦請航港局及國防部協助派遣專船及軍機支援，以儘速疏運滯留旅客，共計啟動加班機或放大機型185架次、船舶3航次及軍機48架次，疏運17,410名旅客。

Facilitating Mandarin Airlines with the Launch of the Kaohsiung–Nangan Scheduled Route

To assist Mandarin Airlines in launching the Kaohsiung–Nangan route, the CAA actively supervised its preparatory work, including flight operations reviews, the issuance of route certificates, and the convening of fare review meetings to determine fare ceilings and floors, as well as the completion of pre-operation preparations such as the provision of refueling services at Nangan Airport. Following thorough preparation, Mandarin Airlines successfully launched the route on June 6, 2025. By the end of 2025, a total of 3,485 passengers had been transported, with a load factor of 88%. The route has not only improved travel convenience between the two areas but also contributed to tourism development in the Matsu region.

Successfully Completing Transport Support Operations

In response to weather conditions and travel demand arising from major events, the CAA continues to coordinate closely with airlines and relevant agencies to activate contingency transport measures for domestic routes in a timely manner, ensuring smooth and orderly transport for domestic and international passengers and enhancing public trust and overall transport resilience.

In 2025, domestic flights were significantly affected by heavy fog and typhoons, resulting in multiple cancellations. Additionally, to meet high holiday travel demand, the CAA coordinated with airlines to arrange additional flights and deploy larger aircraft, and also requested support from the Maritime and Port Bureau and the Ministry of National Defense to dispatch vessels and military aircraft to expedite the transport of stranded passengers. A total of 185 additional or upgraded flight operations, 3 vessel voyages, and 48 military flights were arranged, transporting 17,410 passengers.



華信航空
Mandarin Airlines

協助國籍航空公司推出敬軍服務措施

為表達對現役軍人的敬意，本局協助中華、長榮、星宇、台灣虎航、華信及立榮等6家國籍航空公司，自114年7月1日起推出現役軍人優先登機服務，另在本局持續鼓勵下，業者於114年9月3日軍人節起，擴大軍人優先登機服務適用對象至1位持眷屬證之同行眷屬，並於當日提供現役軍人搭乘臺灣出發之區域線航班空位升等商務艙服務。透過公私協力方式，展現政府對軍人之尊崇與關懷，不僅提升軍人搭乘國籍航空之服務體驗，亦彰顯社會對國軍長期守護國家安全之肯定。

啟動澎湖鄉親緊急需求機位保留機制

鑒於澎湖航線於淡季期間，旅運需求仍高，為協助澎湖鄉親就醫、奔喪等緊急搭機需求，立榮及華信航空於114年11月11日至115年1月31日期間，針對特定航班每日保留部分機位供澎湖縣政府使用，未使用之保留機位，則於航班起飛前24小時釋出供旅客使用。另考量前述機位保留至航班起飛前24小時，惟當日可能仍會有緊急需求，交通部及本局已請華信及立榮航空每航班保留1至2個機位至起飛前1小時，藉由推動保留機位措施，保障澎湖居民之基本交通權益，並維持一般旅客的訂位彈性。

Assisting National Airlines in Launching Priority Boarding Services for Military Personnel

To express respect for active-duty military personnel, the CAA assisted six Taiwanese airlines – China Airlines, EVA Air, STARLUX Airlines, Tigerair Taiwan, Mandarin Airlines, and UNI Air – in launching priority boarding services for them, starting July 1, 2025. With continued encouragement from the CAA, airlines expanded eligibility on September 3, 2025 (Military Day) to include one accompanying family member holding a dependent certificate, and also offered complimentary upgrades to business class for active-duty personnel on available seats for regional flights departing from Taiwan on that day.

Through public-private collaboration, this initiative demonstrates government respect and care for active-duty military personnel, not only enhancing their travel experience on Taiwanese carriers but also underscoring societal recognition of the armed forces' long-standing role in safeguarding national security.

Implementing Reserved Seating Mechanism for Urgent Needs of Penghu Residents

Given that travel demand on the Penghu routes remains high even during the off-peak season, and to meet urgent travel needs of Penghu residents such as seeking medical treatment and attending funerals, UNI Air and Mandarin Airlines reserved a portion of seats on designated flights for use by the Penghu County Government from November 11, 2025 to January 31, 2026. Unused reserved seats were released to passengers 24 hours prior to departure.

In addition, although the reserved seats mentioned above are held until 24 hours before departure, urgent needs may still arise on the day of departure. Therefore, the MOTC and the CAA have requested UNI Air and Mandarin Airlines to reserve one to two seats per flight until one hour before departure. Through the implementation of this reserved seating mechanism, the basic transportation rights of Penghu residents are safeguarded while booking flexibility for general passengers maintained.



機場發展規劃
Airport Planning and Development

形塑多元門戶的共榮願景

為因應全球航空發展趨勢並推動國家整體發展，本局自 112 年起啟動「臺灣地區民用機場 2045 年系統規劃」，以「東亞最具競爭力機場群」為願景，全面盤點我國 17 座民航服務機場發展方向，並明確賦予國家樞紐、區域門戶、地方核心及離島基本運輸等功能定位，期使各機場依其定位發展，創造服務多樣性並提升整體綜效，實現「多元門戶、地方共榮」之目標。

114 年已將「臺灣地區民用機場2045年系統規劃」成果報告書陳報交通部審查，115 年賡續依審查意見辦理修正，循序報請行政院核定。另依每五年為一期，滾動檢討之原則，啟動「松山及高雄國際機場 2045 年主計畫」及「臺中國際機場2045 年整體規劃及第三航廈綜合規劃」修訂作業，將綜合考量國家產業經濟政策方向、國內外空運市場趨勢分析及近年國旅發展情形，並配合國土均衡、產業創新與觀光等政策推動，研擬機場整體發展策略方向，強化機場與地方合作。

Shaping Diverse Gateways with a Vision of Shared Prosperity

To respond to global aviation trends and promote overall national development, the CAA initiated the Taiwan Civil Airport System Plan 2045 in 2023. Guided by the vision of becoming 'the East Asia's Most Competitive Airport Cluster,' the Plan comprehensively reviews the development directions of all 17 civil airports in Taiwan. It clearly defines their functional roles as national hubs, regional gateways, local cores, and essential island transport, ensuring each airport develops in accordance with its positioning to create service diversity, maximize overall synergy, and achieve the goal of 'Diverse Gateways, Shared Regional Prosperity'.

In 2025, the results report of the Taiwan Civil Airports System Plan for 2045 was submitted to the MOTC for review. In 2026, revisions will be made according to review comments and subsequently submitted to the Executive Yuan for approval. In addition, based on the principle of rolling reviews every five years, the CAA initiated revisions of the Songshan and Kaohsiung International Airports Master Plans for 2045 and the Taichung International Airport Master Plan for 2045 and its Terminal 3 Integrated Planning. These revisions will comprehensively evaluate national industrial and economic policy directions, domestic and international air transport market trends, and recent developments in domestic tourism, while aligning with policies on balanced national land development, industrial innovation, and tourism promotion, to formulate strategic directions for overall airport development and strengthen cooperation between airports and local communities.



高雄國際機場
Kaohsiung International Airport

首都機場再躍升

臺北松山機場以「首都國際商務機場」及「國內航空運輸服務樞紐」為發展定位，持續精進機場設施與服務品質。本局刻正辦理松山機場國際線航廈耐震補強裝修及設施更新工程，114 年已核定規劃設計成果，115 年將賡續辦理設計、耐震設計審查、特種建築與防災計畫變更審查、捷運影響評估審查、消防圖審等作業；另持續辦理停機坪及滑行道等相關道面整建工程、屋頂防水及電力系統改善等工程。

打造南方國門新面貌

高雄國際機場為南臺灣之國際門戶，在促進區域產業經濟及觀光發展上，扮演不可或缺的角色。本局辦理西側圍牆改善工程，將機場跑道處圍牆改採有通透性材質，兼顧市容美觀及機場保安需求，並持續推動「高雄國際機場新航廈工程計畫」，將既有航廈整合成同時具備國際線、國內線之集中式航廈，年服務容量達1,650 萬人次（國際線1,490 萬人次、國內線160 萬人次），塑造南方國門新意象。

為順應客運站區停車及接駁需求，「高雄機場新航廈工程計畫-第一期建設計畫」將原平面機車停車場改建為東側立體停車場，將提供超過900 席汽車位、1,200 席機車位及182 席計程車排班位，亦有助於後續新航廈工程之推展，停車場主體工程已於114 年5 月動工；新航廈工程亦於114 年奉行政院公共工程委員會同意核列工程建造費，115 年將賡續辦理航廈站前工程及主體工程細部設計作業。另高雄國際機場A滑行道北移統包工程已於114 年4 月正式開工。

Advancing the Capital Airport to a New Level

Taipei Songshan Airport is positioned for development as a capital international business airport and a domestic air transport service hub, and its airport facilities and service quality are being enhanced continuously. The CAA is currently implementing the seismic reinforcement, renovation, and facility upgrade project for the international terminal. In 2025, the planning and design results were approved, and in 2026, subsequent works will continue, including detailed design, seismic design review, special building and disaster prevention plan review, MRT impact assessment review, and fire safety design review. In addition, projects such as apron and taxiway pavement rehabilitation, roof waterproofing, and power system improvements are continuing to be carried out.

Creating a New Gateway Image for Southern Taiwan

Kaohsiung International Airport serves as the international gateway to southern Taiwan and plays an indispensable role in promoting regional industrial and economic development. The CAA has implemented improvements to the western perimeter fence by replacing the fence along the runway section with visually open fencing materials, balancing urban aesthetics and airport security requirements. At the same time, the CAA continues to advance the Kaohsiung International Airport New Terminal Construction Project, integrating the existing terminals into a centralized one serving both international and domestic flights, with an annual capacity of 16.5 million passengers (14.9 million international and 1.6 million domestic), shaping a new image for the southern gateway.

To meet parking and access needs in the terminal area, the Phase 1 Construction Plan of the Project redeveloped the original ground-level motorcycle parking lot into an east-side multi-story parking facility, which will provide over 900 car parking spaces, 1,200 motorcycle parking spaces, and 182 taxi staging spaces, while also supporting the subsequent development of the new terminal construction. The main structure of the parking facility commenced construction in May 2025, and the New Terminal Project was also approved in the same year for construction cost allocation by the Public Construction Commission, Executive Yuan, with the detailed design for the terminal frontage and main structure continuing in 2026. In addition, the design-build project for the northward relocation of Taxiway A officially commenced in April 2025.

開拓中部空運新格局

為配合「臺中機場2040年整體規劃」發展策略，並滿足臺中機場未來發展需求，本局前於112年12月完成「臺中機場第三航廈新建工程綜合規劃」及其建設計畫之研擬與核定，嗣後因應疫後內外在環境變化、既有航站區條件限制等因素，並考量航機維修、停機坪需求及大型廣體客機營運可行性等，重新檢視原建設計畫方案，併同下一期2045年主計畫，啟動辦理「臺中國際機場2045年整體規劃及第三航廈綜合規劃」，預計於115年提出成果報告。另新建聯絡滑行道1及停機坪滑行道工程已於114年底啟用，有效提升機場跑滑道運作效率及改善航機交會點瓶頸。

Exploring a New Air Transport Landscape in Central Taiwan

To stay in line with the development strategies of the Taichung Airport Master Plan for 2040 and meet its future needs for developing, the CAA previously completed the Comprehensive Planning for the Taichung Airport Terminal 3 Construction Project in December 2023, along with the formulation and approval of its construction plan. Later, in response to post-pandemic changes in internal and external conditions, constraints of the existing terminal area, and considerations such as aircraft maintenance, apron demand, and the feasibility of wide-body aircraft operations, the original construction plan has been re-examined. Together with the next phase of the 2045 master plan, the CAA initiated the Taichung International Airport Overall Planning and Terminal 3 Integrated Planning for 2045, with the results report to be submitted in 2026. In addition, the newly constructed Link Taxiway 1 and apron taxiway projects were commissioned by the end of 2025, effectively enhancing runway and taxiway operational efficiency and alleviating aircraft movement bottlenecks.

推動地方門戶升級

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。

Promoting Upgrades of Regional Gateways

With the recovery of the aviation market and therefore increasing demand for air transport, the CAA continues to optimize airport facilities and services to tap into potential tourism markets and promote regional economic and tourism development. In 2025, the tendering process for commissioned design services for the Chiayi Airport Terminal Reconstruction (Expansion) Project was completed, and the funding review proposal for the basic design of the Taitung Airport Runway Rehabilitation Project was submitted. Relevant funding review and detailed design work will continue in 2026. Also, to enhance service quality at Hualien Airport, the CAA will replace the flight information display system and other equipment in 2026 to provide passengers with higher-quality flight information.





● 蘭嶼、綠島機場整體外觀風貌新建及改建工程動土典禮
The Groundbreaking Ceremony for Construction and Renovation of the Overall Appearance of Lanyu and Green Island Airports

完善離島建設，實踐交通平權

離島機場是我國離島居民對外交通不可或缺的重要節點，本局以飛航安全為核心，前瞻規劃離島機場建設與改善計畫，強化設施量能與服務品質，實現交通平權理念，穩健推動離島地區永續發展。

為提供馬祖地區安全且穩定之飛航服務，本局於南竿機場啟動建置工程材料攔阻系統（Engineered Materials Arresting Systems, EMAS），114年已進行統包工程案招標作業，115年將推動後續設計工作；另為辦理「北竿機場跑道改善及新航站區擴建工程－第一期建設計畫」，委託臺灣港務股份有限公司代辦圍堤及開挖造地工程，已完成設計監造案發包，刻正展開設計作業。

Enhancing Outlying Island Infrastructure to Realize Transportation Equity

Airports on outlying islands serve as essential transportation nodes of external connectivity for local residents. Centered on aviation safety, the CAA formulates forward-looking projects for airport construction and improvement on Taiwan's outlying islands to strengthen facility capacity and service quality, realize transportation equity, and steadily promote sustainable development in outlying island areas.

To provide safe and stable air services in the Matsu region, the CAA has initiated the installation of an Engineered Materials Arresting System (EMAS) at Nangan Airport. In 2025, the design-build tender was launched, and subsequent design work will continue in 2026. In addition, for the Beigan Airport Runway Improvement and New Terminal Area Expansion Project –Phase 1 Construction Plan, the CAA has entrusted Taiwan International Ports Corporation, Ltd. to undertake reclamation and land formation tasks. The contract for design and construction supervision services has been awarded, and design work is currently underway.

秉持「設計美學導入公共建設」之理念，七美、望安、蘭嶼、綠島四機場結合在地文化與自然特色，推動新航廈興建及景觀改造，四機場工程共分二標工程進行，蘭嶼、綠島機場已於113年底開工，115年將完成臨時航廈建造，以利後續新航廈工程作業，預計117年全面完工，七美、望安機場則持續辦理招標作業。「金門機場空側道面整建工程」已進行委託技術服務招標，115年賡續辦理基本設計及細部設計作業，期能提升金門機場服務品質並協助地方觀光發展。

Following the principle of incorporating design aesthetics into public infrastructure, projects at Qimei, Wangan, Lanyu, and Green Island airports integrate local culture and natural features while promoting new terminal construction and landscape improvement. The four airport projects are carried out under two contract packages. Construction at Lanyu and Green Island Airports commenced at the end of 2024 and temporary terminals are scheduled for completion in 2026 to facilitate subsequent construction of new terminal, with full completion expected in 2028. Tender procedures for Qimei and Wangan airports are ongoing.

Moreover, the Kinmen Airport Airside Pavement Rehabilitation Project has entered the stage of technical service tendering, with basic and detailed design work to continue in 2026 to hopefully enhance service quality and support the development of local tourism.

推動桃園航空城計畫，同步落實先建後遷安置政策

桃園航空城是我國重要建設計畫，期能透過整合航空運輸、產業發展與都市機能，帶動產業升級及經濟成長，提升國家門戶能量與國際競爭力。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內「優先搬遷區」及「其他搬遷區」之建物拆遷作業。其中，優先搬遷區建物約414棟，已全數完成搬遷；其他搬遷區建物約4,007棟，累計至114年已完成3,169棟建物搬遷，本局將持續推動拆遷作業。

Advancing the Taoyuan Aerotropolis Project while Implementing the Build First, Relocate Later Policy

The Taoyuan Aerotropolis is a major national development project aimed at driving industrial upgrading and economic growth through the integration of air transportation, industrial development, and urban functions, thereby enhancing Taiwan's gateway capacity and international competitiveness. To acquire land necessary for the future development of the Taoyuan International Airport Park, the CAA has conducted building relocation and demolition operations within the Priority Relocation Area and the Other Relocation Area in the designated district. The 414 buildings in the Priority Relocation Area were fully relocated, while in the Other Relocation Area 3,169 out of 4,007 buildings have been relocated as of 2025, and the CAA will continue to advance relocation and demolition operations.



● 安置街廓選配作業
Resettlement Block Allocation to Resettled Households



● 安置住宅配售作業
Housing Allocation to Resettled Households



● 桃園國際機場
Taoyuan International Airport

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，在取得優先搬遷區用地後，於114年持續辦理區段徵收公共工程，約100公頃之優先開發區用地已完成街廓整地及五大管線、聯外道路施工，並賡續辦理安置街廓土地點交作業，共計2,074筆土地完成點交，供安置戶自行興建住宅。另為妥善安置拆遷戶，達到先建後遷之政策目標，「機場園區特定區區段徵收安置住宅新建工程」已於114年完工，共計興建1,067戶供安置戶優先選配，經辦竣抽籤、選屋、公告、簽約、契約權利讓與等相關作業，完成807戶選配，並自114年4月起陸續辦理驗交屋作業，114年已交屋436戶供民眾入住，另為保障安置戶居住權益，同步辦理「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」部分規定修正，並於114年4月22日發布。

此外，本局配合桃園國際機場第三跑道興建工程所需，辦理機場園區第三跑道用地交付，累計至114年已交付約135.1公頃用地予桃園國際機場股份有限公司。

To safeguard the housing rights of households affected by relocation or demolition within the zone expropriation area in the Taoyuan Aerotropolis Airport Park designated district, the CAA continued to carry out public work associated with zone expropriation in 2025, after acquiring land in the Priority Relocation Area. Approximately 100 hectares of land within the priority development area have completed block grading as well as the construction of the five major utility systems and external access roads, while land handover operations for resettlement blocks also continued, with a total of 2,074 land parcels handed over for resettled households to construct their own homes.

Also, to ensure proper resettlement of affected households and achieve the policy objective of "build first, relocate later," the New Resettlement Housing Construction Project for the Zone Expropriation Area of the Airport Park Designated District" was completed in 2025, providing a total of 1,067 housing units for priority allocation to resettled households. Following the completion of lottery drawing, housing selection, public announcement, contract signing, and assignment of contractual rights procedures, 807 units were allocated. Beginning in April 2025, housing inspection and handover operations were done in phases, and 436 units had been handed over to residents for occupancy by 2025.

Moreover, to fulfill the construction need of the third runway at Taoyuan International Airport, the CAA has delivered land for the project, with a cumulative total of approximately 135.1 hectares handed over to Taoyuan International Airport Corporation by 2025.

航空服務升級及產業永續
Airport Service Upgrades and Industry Sustainability

打造安全高效之智慧機場

臺北國際航空站113年率先推動「One ID智慧通關系統」，114年更進一步建置松山機場國際航廈次世代共用報到櫃檯及自助服務專區，透過專區建置提升旅客服務，優化松山機場服務品質，提升航空站營運效率。

配合經濟部產業發展署執行「亞灣5G AIOT國際商用化系統整合創新研發計畫」，高雄國際航空站於國際線1樓入境大廳設置5G示範點行銷南部觀光景點，並設置AI導引機器人服務，應用科技提供機場智慧化與創新服務。

臺中航空站於114年設置「中臺灣旅遊服務櫃台」，提供AI即時翻譯面板，支援英、日、越、泰、韓等多國語言，讓不同國籍旅客輕鬆獲取即時的旅遊資訊，另外，因應韓國旅客的數量成長，公車資訊看板增設韓文顯示介面，方便韓國旅客掌握公車動態，以達成數位轉型之目標。

Building Safe and Highly Efficient Smart Airports

Taipei Songshan International Airport was the first in Taiwan to implement the One ID Smart Clearance System in 2024. In 2025, the Airport further established next-generation common-use check-in counters and a self-service area in the international terminal. Through the establishment of these dedicated areas, passenger services and service quality at Songshan Airport have been improved, while airport operational efficiency has also increased.

In alignment with the Asia New Bay Area 5G AIoT International Commercialization System Integration and Innovation R&D Project promoted by the Industrial Development Administration, Ministry of Economic Affairs, Kaohsiung International Airport established a 5G demonstration site on the first floor of the international arrivals hall to promote tourist attractions in southern Taiwan, and introduced AI-guided service robots to provide smart and innovative airport services.

Taichung Airport started a Central Taiwan Tourism Service Counter in 2025, equipped with AI real-time translation panels supporting multiple languages, including English, Japanese, Vietnamese, Thai, and Korean, enabling international passengers to easily access prompt travel information. In addition, to accommodate increasing Korean travelers, Korean-language interfaces were added to bus information displays to facilitate access to bus operation, supporting the goal of digital transformation.



● 臺北松山機場
Taipei Songshan Airport





● 高雄國際機場
Kaohsiung International Airport

活化航廈空間與機能

以「安全、舒適、友善」為核心理念，臺北國際航空站融合藝術與自然元素，全面更新松山機場觀景臺，並於114年10月4日開放，提供旅客賞機的優質憩點，也是親子旅遊的絕佳選擇。

高雄國際航空站為豐富旅客的搭機體驗，114年調整國際航廈空間並辦理招商作業，陸續完成國際航廈3F出境大廳西側便利商店及東側餐飲商店招標營運，國際線3樓候機室增設無人自動拉麵機，提供多元化餐飲服務，並重新裝潢管制區內免稅商店，提供明亮、舒適購物環境。

臺中航空站將國際線航廈大廳座椅全面升級為木質色調的柔軟沙發，搭配開放式觀景玻璃窗，使候機室整體空間更加明亮開闊，提升候機空間的舒適度。同時，與臺中市政府交通局、觀光旅遊局等單位合作，成功開闢機場兩路線之快捷公車，直接串聯臺鐵、高鐵及捷運等重要交通樞紐，便利旅客往返市區與機場。

Revitalizing Terminal Space and Functions

Guided by the core concepts of safety, comfort, and user-friendliness, Taipei Songshan International Airport integrated artistic and natural elements to comprehensively upgrade the airport observation deck, which reopened on October 4, 2025, providing passengers with a premier leisure space for aircraft viewing and an ideal destination for family visits.

To enrich passengers' travel experience, Kaohsiung International Airport reconfigured international terminal spaces and conducted commercial leasing in 2025. Following the completion of tendering procedures, the Airport progressively launched operations for a convenience store on the west side of the third-floor departure hall and food and beverage outlets on the east side of the international terminal. An automated ramen vending machine was installed in the third-floor international departure lounge to provide more diverse dining options, and the duty-free shops within the restricted area were renovated to offer a brighter and more comfortable shopping environment.

Taichung Airport fully upgraded the seating in the international terminal hall to soft sofas with wooden tones and incorporated open-view glass windows, creating a brighter and more spacious waiting area and improving the comfort of the waiting environment. In addition, in cooperation with the Taichung City Government Transportation Bureau and Tourism Bureau, two express bus routes that connect the Airport with Taiwan Railways, High Speed Rail, and MRT systems were successfully launched, improving accessibility between the city and the Airport.

試辦開放預約計程車進入機場

為增加機場接駁運輸量能，並回應社會對於多元計程車的開放訴求，本局研擬「民用航空機場客運汽車管理辦法」修正草案，納入試辦預約計程車進入機場載客，並規劃以高雄國際機場優先試辦。



● 高雄國際機場
Kaohsiung International Airport

推動「國際航空業碳抵換及減量計畫」及導入「永續航空燃油」

本局自108年起依循CORSIA機制，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)，112年修訂「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，114年本局持續執行CORSIA減碳工作，審查臺灣6家國籍航空公司提送之碳排放報告書，經計算後，113年度總碳抵換要求量逾11萬噸。

行政院已將SAF列為我國減碳旗艦行動計畫之一，由交通部成立SAF工作平台，並由經濟部能源署及本局分別主辦供應工作小組及使用工作小組。為協助國籍航空公司進行減碳作業，同時提升我國SAF之量能，本局自113年起推動SAF試行計畫，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，並與桃園及松山機場即時連線，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飛航，總計114年使用5,900噸SAF，減碳效益達15,000噸。

Piloting the Entry of Appointed Taxi Services into Airports

To increase transportation capacity connecting the airport and respond to public demand for ride-hailing services, the CAA has drafted amendments to the Regulations Governing Passenger Transportation Vehicles at Civil Airports, incorporating a pilot program allowing ride-hailing to enter airports for passenger pick-up. It is expected that Kaohsiung International Airport will be the first to pilot the program.

(Carbon Offsetting and Reduction Scheme for International Aviation, CORSIA)(Sustainable Aviation Fuels, SAF) Implementing Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and Introducing Sustainable Aviation Fuels (SAF)

The CAA has implemented the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) since 2019, requesting airlines to conduct annual Monitoring, Reporting, and Verification (MRV) of carbon emissions. In 2023, the Regulations of Civil Air Transport Enterprise and the Regulations Governing General Aviation were amended to legalize the CORSIA mechanism. In 2025, the CAA continued to carry out CORSIA-related carbon reduction work and reviewed carbon emissions reports submitted by six Taiwanese airlines. After calculation, the total CO2 offsetting requirements in 2024 exceeded 110,000 tons.

SAF has been designated by the Executive Yuan as one of Taiwan's flagship carbon reduction initiatives. The MOTC established a SAF working platform, with the Energy Administration of the Ministry of Economic Affairs and the CAA leading the supply and usage working groups, respectively. To support national airlines in reducing carbon emissions and at the same time expand domestic SAF production capacity, the CAA launched a SAF trial program in 2024. On April 23, 2025, the CAA held the "SAF Takeoff: Sustainable Aviation" launch ceremony at Kaohsiung International Airport, with live connections to Taoyuan and Songshan Airports. 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, marking the first domestic SAF-powered flights by Taiwanese carriers. A total of 5,900 tons of SAF was used in 2025, achieving carbon reduction of approximately 15,000 tons.

打造綠色機場

本局參考國際機場協會（Airports Council International, ACI）之機場碳認證計畫（Airport Carbon Accreditation, ACA），循序推動機場溫室氣體排放減量作業。透過定期辦理溫室氣體盤查及第三方查驗，將相關排放數據介接至環境部國家溫室氣體登錄平台，並與國際相關組織進行交流與經驗分享。另藉由設置再生能源設施（如太陽能發電系統），推動機場能源多元化；同時積極推廣橋氣橋電之使用，推動公務車輛及地勤裝備車輛電動化，並導入 ISO 50001 能源管理系統及各項節能設施，全面提升機場能源使用效率並降低碳排放。至114年累計減碳量達19,369噸CO2e，相當於約50座大安森林公園的年減碳量。

Developing Green Airports

Referring to the Airport Carbon Accreditation (ACA) program of Airports Council International (ACI), the CAA progressively promotes greenhouse gas emission reduction at airports. Through regular greenhouse gas inventories and third-party verification, emissions data are integrated into the national greenhouse gas registry platform of the Ministry of Environment, while exchanges and experience sharing with international organizations are maintained.

Other than that, renewable energy facilities, such as solar power systems, are being installed to diversify airport energy sources. The use of fixed ground power and pre-conditioned air systems is also actively promoted, along with the electrification of official and ground support equipment vehicles. ISO 50001 energy management systems and various energy-saving facilities have been introduced to enhance overall energy efficiency and reduce carbon emissions. As of 2025, with cumulative carbon reduction reaching 19,369 tons of CO_2e, equivalent to the annual carbon reduction of approximately 50 Daan Forest Parks.



● 高雄國際機場115年4月23日SAF啟動儀式
Kaohsiung International Airport SAF Launch Ceremony



4

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

飛航安全監理
Aviation Safety Supervision

督導飛安管理及查核機制

為強化航空運輸業者及航空人員之自主管理能力，本局持續辦理安全管理系統（Safety Management System, SMS）相關查核作業，依據114年度航務、適航、初始適航及客艙安全檢查工作計畫，對國籍民用航空運輸業、普通航空業經營商務專機及執行直昇機機外掛載業務、航空器駕駛員訓練機構及航空產品與各項零組件維修廠等航空服務提供者之SMS進行飛航安全查核。綜合考量業者實際運作情形、業務特性及飛安資料之趨勢分析結果，針對高風險項目及重複性缺失，適度調配查核資源並加強檢查，並就所見異常事件採取必要之管制措施，確保領有本局核發檢定證與營運規範之業者，以及持有檢定合格證書之航空人員，於營運及執業期間持續符合相關標準。

另為提升整體飛安監理效能，本局配合國籍航空公司機隊擴增及駕駛員人力需求增加情形，持續督導業者落實人力培訓與配置規劃，維持適足且具備職能之駕駛員人力，相關檢查作業及飛安事件調查分析結果，將回饋至後續檢查計畫內容，作為調整查核重點與督導改善之依據。

鼓勵業者導入 CBTA 訓練模式

國際民航組織（ICAO）及美國聯邦航空總署（FAA）近年來持續推廣「能力本位訓練暨評估（CBTA, Competency Based Training and Assessment)」之新式訓練模式，本局亦督促國內航空公司導入相關訓練機制，提升航空人員訓練效能。

Supervising Aviation Safety Management and Inspection Mechanisms

To strengthen the self-management capabilities of aviation operators and personnel, the CAA continues to conduct Safety Management System (SMS)-related inspections. In accordance with the 2025 inspection plans for flight operations, airworthiness, initial airworthiness, and cabin safety, the CAA carried out aviation safety inspections on the SMS of aviation service providers, including Taiwanese air carriers, general aviation operators conducting business charter and helicopter external-load operations, pilot training institutions, and repair stations for aircraft products and components.

Based on comprehensive evaluations of operators' actual performance, business profiles, and safety data trend analyses, the CAA appropriately allocates inspection resources to intensify oversight of high-risk items and recurring deficiencies. Furthermore, necessary control measures are adopted for identified abnormal events to ensure that operators holding certificates and operating specifications issued by the CAA, as well as certificated aviation personnel, continuously adhere to regulatory standards throughout their operations and professional practices.

In addition, to enhance the overall effectiveness of aviation safety oversight, the CAA continues to supervise operators in implementing personnel training and allocation plans in response to fleet expansion and increased demand for pilots among Taiwanese air carriers, so as to maintain a sufficient and competent pilot workforce. Furthermore, findings from inspection activities and aviation safety incident analyses will serve as feedback to update subsequent inspection plans as a basis for adjusting oversight priorities and monitoring corrective actions.

Encouraging the Application of the CBTA Training Model by Airlines

In line with the continuous promotion of Competency-Based Training and Assessment (CBTA) by the ICAO and the U.S. Federal Aviation Administration (FAA) in recent years, the CAA has been actively urging Taiwanese airlines to introduce relevant training mechanisms, thereby enhancing the training effectiveness of aviation personnel.

本局於 114 年核准長榮航空公司執行B787 機型CBTA飛航組員訓練計畫，為亞洲第 1 家採用CBTA訓練模式之航空公司，透過循序漸進的訓練課程，提高B787 機型駕駛員術科檢定首次考驗及格率。後續將持續掌握國際發展趨勢，適時分享相關核准與實務經驗，並推廣至其他國籍航空業者，全面提升我國飛航人員訓練品質。

建構航空網路保安防護體系

隨著資訊科技快速演進，網路攻擊形態日趨複雜且危害程度持續升高，對航空網路安全形成新挑戰。國際民航組織於 107 年修正《國際民航公約》第 17 號附約，增訂航空網路保安規範，要求相關單位辨識系統關鍵資訊與潛在風險，並採取適當防護措施，以防制非法干擾事件。我國已將網路保安納入國家民用航空保安計畫，本局自 110 年起對國籍民用航空運輸業執行網路保安檢查，111 年將航空站納入檢查範疇，114 年針對航空公司及航空站執行 16 次網路保安檢查。

In 2025, the CAA approved EVA Airway's CBTA flight crew training program for its Boeing 787 fleet, making it the first airline in Asia to adopt the CBTA training model. Through this progressive curriculum, the first-attempt pass rate of practical skill tests for B787 pilots has been improved. Moving forward, the CAA will remain closely with international development trends, timely share its regulatory approval and practical related experience, and promote the model's adoption among other Taiwanese air carriers to comprehensively elevate the quality of aviation training in Taiwan.

Establishing an Aviation Cybersecurity Protection Framework

With the rapid advancement of information technology, cyberattacks have become increasingly complex and severe, posing new challenges to aviation cybersecurity. The ICAO amended Annex 17 to the Convention on International Civil Aviation in 2018 to include provisions related to aviation cybersecurity, requiring relevant entities to identify critical system information, assess potential risks, and implement appropriate protective measures to prevent acts of unlawful interference.

Taiwan has incorporated cybersecurity into its National Civil Aviation Security Program. Since 2021, the CAA has conducted cybersecurity inspections to Taiwanese air carriers, and since 2022, airports have been included in the scope of inspections. In 2025, a total of 16 cybersecurity inspections were conducted for airlines and airports.





飛航服務總臺獲頒 113 年行政院網路攻防演練績優機關獎座，展現資通安全防護執行成果。

Air Navigation and Weather Services was honored with an award for outstanding performance in the Executive Yuan's 2025 cyber defense exercise, demonstrating the effectiveness of its information security protection measures.

除執行航空網路保安檢查外，本局亦持續推動將航空網路保安整合於航空保安管理系統（Security Management System, SeMS），並協調航空站落實網路保安措施，強化我國航空網路保安體系。

強化機場地面作業安全管理

隨著近年航機架次數量逐漸增長，面對地勤人力短缺與訓練不足的問題，本局持續要求地勤業者對於人力增補與訓練、裝備維護與汰換、作業程序修訂等面向進行檢討改善，並於 114 年新增多項強化地面作業安全措施，包括定期監控各機場空側作業違規數及 6 項地安共通指標、重點查核機場跑道安全與機坪作業管理，以及推動臺灣航勤、桃園航勤及長榮航勤等三大地勤業者加強落實安全文化等。

辦理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，本局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，提升整體空側安全，依據民用航空法第 28 條之 1 規定，通知各航空站經營人依限申請認證，並於 114 年完成臺東豐年機場、澎湖機場、七美機場、望安機場、馬祖北竿及馬祖南竿機場認證，核發空側認證證書。

In addition to conducting cybersecurity inspections, the CAA continues to promote the integration of aviation cybersecurity within the Security Management System (SeMS), and coordinates with airport operators to implement cybersecurity measures, thereby strengthening Taiwan's aviation cybersecurity framework.

Strengthening Safety Management of Airport Ground Operations

With the increasing flight movements in recent years and in response to challenges such as manpower shortages and insufficient training among ground handling personnel, the CAA has continuously required ground handling service providers to review and improve staff recruitment and training, maintenance and replacement of GSE (Ground Support Equipment), and revising operational procedures.

In addition, several measures have been taken to strengthen ground operation safety, including regular monitoring of identified airside violations and the performance of six ground safety indicators at each airport, targeted inspections of runway and apron safety management at airports, and urging major ground handling service providers to further strengthen safety culture.

Conducting Certification of Airside Facilities and Operations

The airside area of an airport encompasses aircraft takeoff, landing, and ground operations, serving as a critical component of overall flight safety. To ensure that facilities and operations within these areas at airports throughout Taiwan comply with relevant regulations and enhance overall airside safety, the CAA, in accordance with Article 28-1 of the Civil Aviation Act, notified all airport operators to apply for certification within the prescribed timeframe. In 2025, certification was completed for Taitung Fengnian Airport, Penghu Airport, Qimei Airport, Wangan Airport, Matsu Beigan and Matsu Nangan Airport, and aerodrome certificates were issued accordingly.



飛航服務優化
Air Traffic Service Optimization

優化臺北飛航情報區助導航設備

114 年啟用完成汰換更新之臺東、綠島及蘭嶼機場自動氣象觀測系統，並完成桃園機場23R跑道左右定位臺、滑降臺及測距儀之新設備安裝、臺北塔臺模擬機系統優化及臺北塔臺自動化系統發展環境席位擴充。另陸續完成臺東機場04/22 跑道精確進場滑降指示燈、高雄機場27 跑道精確進場滑降指示燈、松山機場千呎牌、馬祖南竿機場助航燈光及機場周遭障礙燈、松山機場10 跑道順序閃光燈等目視助航設備汰換。本局將持續精進各項助導航設施之效能，確保飛航服務穩定運作。

完成新一代航空情報服務系統建置與轉移

「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、飛航前簡報相關飛航作業之系統，114 年已完成新系統建置，並將舊系統資料庫及相關功能轉移至新系統。新系統之軟硬體配置為全新架構，支援國際最新航空情報交換模型(AIXM)及航空氣象資訊交換模型(IWXXM)之資料庫格式，滿足航空情報產品自動化處理能力，接軌ICAO之飛航資訊共享政策，同時升級新系統網站服務功能，提供「飛航計畫/飛航公告/飛航前簡報」之「申請/查閱/圖形化檢視」等完整功能，確保航空情報服務之資訊即時性、操作易用性，提供飛航使用者更穩定正確的資訊平臺。

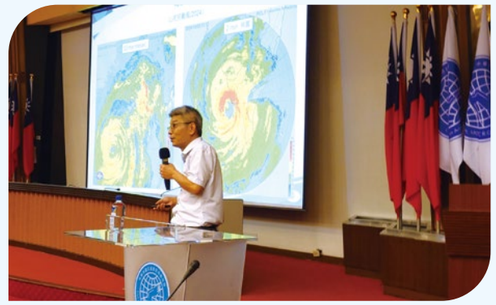
Optimizing Navigation Aids in the Taipei FIR

In 2025, upgraded automatic weather observation systems at Taitung, Green Island, and Lanyu Airports were commissioned following replacement and renewal. Installation of new localizer, glide slope, and distance measuring equipment for Runway 23R at Taoyuan International Airport was completed. Also, the Taipei Tower Simulator System was optimized, and development environment workstations for the Taipei Tower Automation System were expanded.

For visual aids, replacement tasks were successively completed for the precision approach path indicator systems for Runway 04/22 at Taitung Airport and Runway 27 at Kaohsiung International Airport, runway distance remaining signs at Taipei Songshan International Airport, airfield lighting aids at and obstruction lights around Matsu Nangan Airport, and sequenced flashing lights for Runway 10 at Taipei Songshan International Airport. The CAA will proceed to improve the performance of various air navigation facilities to ensure the stable operation of air traffic services.

Completing the Establishment and Transition of the New-Generation Aeronautical Information Service System

The Aeronautical Information Service System is used to process flight operations related to departure flight plans, NOTAMs, and pre-flight briefings within the Taipei FIR. In 2025, the new system was established, and the database and related functions of the old system were transferred to the new one. The new system adopts a brand-new hardware and software architecture, supporting database formats based on the Aeronautical Information Exchange Model (AIXM) and the ICAO Meteorological Information Exchange Model (IWXXM), enabling automated processing of aeronautical information products and aligning with ICAO policies on information sharing. At the same time, website service functions have also been upgraded to provide comprehensive services for flight plan submission, NOTAM access, and pre-flight briefings, including applications, inquiries, and graphical displays, ensuring timeliness and ease of use of aeronautical information services to provide users with a more stable and accurate information platform.





● 氣象雷達新視界專題演講
Special Lecture: A New Vision on Weather Radar

航空氣象預報技術與服務升級

本局與美國國家大氣科學研究中心及中央氣象署合作，導入最新航路與機場預報演算法技術及高解析度數值模式預報資料，研發「飛行中積冰」、「航空綜合風暴預報」、「亂流圖形化與偵測」、「雲頂高度預報」及「機場雲冪與能見度預報」等航空氣象預報演算法，同時結合國內資訊廠商建置預報作業系統、資料中心及監控管理系統，打造全新航空氣象服務網，提供更精準之航空氣象服務。技術與服務升級採購案已於114 年4 月完成驗收，本局飛航服務總臺成立轉移工作小組，規劃辦理新服務上線前各項準備作業，並於115 年3 月18 日正式提供服務。

Upgrading Aviation Meteorological Forecasting Technology and Services

The CAA collaborated with the U.S. National Center for Atmospheric Research and the Central Weather Administration to introduce the latest en-route and airport forecasting algorithm technologies and high-resolution numerical weather prediction data, and to develop aviation weather forecasting algorithms for in-flight icing, integrated aviation storm forecasting, turbulence visualization and detection, cloud-top height forecasting, and airport cloud cover and visibility forecasting. In collaboration with domestic information service providers, the CAA also established an operational forecasting system, data center, and monitoring and management system, while building a new aviation meteorological service network to provide more accurate aviation meteorological services.

The procurement project for technology and service upgrades completed its final acceptance in April 2025, and the Air Navigation and Weather Services under the CAA established a transition task force to plan and carry out preparatory work prior to the launch of the new services, which were officially introduced on 18 March 2026.



推動新一代航管系統建置計畫

本局參酌 ICAO全球空中航行計畫（Global Air Navigation Plan, GANP）所揭示之航空系統區塊升級（Aviation System Block Upgrades, ASBU）推動時程，並蒐整國際飛航服務系統與相關技術發展趨勢，據以擘劃臺北飛航情報區飛航服務作業之願景。114 年已陳報新一代航管系統建置計畫書，預定自116 年起展開建置，122 年接替現行航管系統，預期將提升飛航服務作業效率及飛航安全，並降低能源消耗與碳排放。

Promoting the Establishment Project for the New-Generation Air Traffic Management System

In reference to the Aviation System Block Upgrades (ASBU) framework under ICAO's Global Air Navigation Plan (GANP), the CAA also compiled and analyzed international development trends in air traffic service systems and related technologies as the basis for formulating a vision for air traffic service operations in the Taipei FIR. In 2025, the project proposal for the new-generation air traffic management system was submitted, and construction is scheduled to commence in 2027, with the existing one to be replaced in 2033. The new system is expected to improve the efficiency of air traffic service operations and enhance aviation safety, while reducing energy consumption and carbon emissions.

調整過境航路服務費

臺北飛航情報區過境航路服務費自96 年調整後，已17 年未曾調整，在此期間，本局為因應航行量成長，持續擴增飛航服務人力並更新飛航服務相關設備，以維持飛航服務品質。考量鄰近飛航情報區均已陸續調整過境航路服務費，為使我國各項民航建設及飛航服務保持水準、民航更具競爭力，經本局計算成本，並邀集相關業界召開說明會及收集各方意見，過境航路服務費調整為每架次13,500 元，並自114 年3 月1 日施行。114 年過境航路服務費收入逾28 億元，較113 年成長近3 成。

Adjusting En-Route Navigation Service Charges

Overflight charges in the Taipei FIR had not been adjusted for 17 years since the last revision in 2007. To accommodate traffic growth during this period, the CAA continuously expanded its air traffic service workforce and upgraded related equipment to maintain service quality. Considering that neighboring FIRs have all successively adjusted their overflight charges, and to preserve the standards of Taiwan's civil aviation infrastructure and air traffic services as well as enhance air traffic competitiveness, the CAA calculated costs, convened industry briefings, and collected stakeholder opinions. The charge was adjusted to NT$13,500 per flight, effective from March 1, 2025. In 2025, revenue from overflight charges exceeded NT$2.8 billion, representing an increase of nearly 30% compared to 2024.



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

修訂無人機管理法規，擴增驗證標準與管理規範

為因應遙控無人機科技之快速演進，交通部於113 年11 月14 日發布修正「遙控無人機管理規則」，本局配合分階段施行管理措施，給予產業調適與緩衝。第一階段已於113 年12 月1 日實施，包含將學習操作證及無人機註冊年齡由16 歲下修至14 歲，並將操作證效期自2 年放寬為3 年；第二階段自114 年12 月1 日正式施行，擴大無人機型式檢驗範圍，要求2 至25 公斤之新上市無人機產品，須通過型式檢驗、資安檢測及射頻審驗等五項登錄標準。

針對進口之遙控無人機，本局亦明確規範免檢額度，最大起飛重量（Maximum Take-Off Weight, MTOW）2 公斤以上未達15 公斤者，每人每型12 個月內累計不得超過5 架；15 公斤以上未達25 公斤者，則不得超過2 架。若超過上述額度或MTOW達25 公斤以上者，均須向本局申請專案核准。本局採取「源頭管理」之積極策略，依據產業發展調整檢驗標準，提升無人機產品的安全性。

Amending Drone Regulations and Expanding Inspection Standards and Management Frameworks

In response to the rapid advancement of drone technology, the MOTC promulgated amendments to the Regulations of Drone on November 14, 2024. The CAA is implementing the revised measures in phases to provide the industry with a transition and adjustment period.

The first phase was carried out on December 1, 2024, including lowering the minimum age for obtaining a Student Remote Pilot License and registering a drone from 16 to 14, while extending the validity period of Remote Pilot License from two to three years. The second phase took effect on December 1, 2025, expanding the scope of drone type inspection. Newly marketed drones weighing between 2 and 25 kilograms must meet five registration requirements, including type inspection, cybersecurity testing, and radio frequency compliance.

For imported drones, the CAA has also clearly stipulated exemption quotas. For drones with a Maximum Take-Off Weight (MTOW) of more than 2 kilograms but less than 15 kilograms, an individual may import a cumulative maximum of five units per model within a 12-month period; for those weighing more than 15 kilograms but less than 25 kilograms, the quota is capped at two units. Imports exceeding these thresholds, or those with an MTOW of more than 25 kilograms, require special approval from the CAA. By adopting this source management approach, the CAA dynamically adjusts inspection standards to align with industry advancements, thereby elevating the overall safety of drone products.





● 遙控無人機型式檢驗說明會議
Briefing Meeting on Drone Type Inspection

優化檢驗程序，提升多元應用服務效能

為協助業者投入產業市場，本局致力優化遙控無人機檢驗程序，並提前掌握未來驗證需求。為配合114年年底施行之檢驗新制，本局與檢測實驗室、中科院、工研院等專業單位合作，精進無人機檢驗流程，並實地拜訪無人機業者，掌握各類機型之生產量能，提前佈署與規劃，以滿足未來檢驗需求。

在推動多元應用方面，本局簡化25至150公斤農業專用無人機之檢驗程序，協助農業應用與轉型，並針對災害防救、緊急救援等特定用途之無人機，彈性修訂檢驗方案，確保無人機能迅速投入救災任務。透過一系列的精進措施，期能擴展無人機產業的創新應用 ，創造多元服務價值。

完善無人機驗證場域，掌握先進技術發展趨勢

為滿足多元機種之驗證需求，本局協同國防部完成全國無人機飛行測試場域之盤點與規劃，提供產業發展所需之試驗環境。截至114年，全國計有 18 處小型遙控無人機（25 公斤以下）測試場域，其中 6 處可供中型旋翼機（25 至 150 公斤）及定翼機進行測試作業，測試空域均劃設於 400 呎以下，範圍以1公里乘以0.5公里為原則；針對大型遙控無人機（150 至 600 公斤），本局妥善規劃嘉義水上機場與屏東恆春機場等2處為測試據點。另有關先進空中交通（Advanced Air Mobility, AAM）及城市空中交通（Urban Air Mobility, UAM）等新興技術，本局持續蒐集國際發展趨勢與規範進度。

Optimizing Inspection Procedures and Enhancing the Service Effectiveness of Diverse Applications

To support industry participation, the CAA is dedicated to optimizing drone inspection procedures and proactively preparing for future validation demands. In preparation for the new inspection system implemented at the end of 2025, the CAA collaborated with professional units such as testing laboratories, the National Chung-Shan Institute of Science and Technology, and the Industrial Technology Research Institute to refine inspection processes. Field visits were also conducted to drone manufacturers to better understand the production capacity of various drone models and to support early planning and deployment for future inspection requirements.

In promoting diversified applications, the CAA has streamlined inspection procedures for agricultural drones weighing between 25 and 150 kilograms to assist with agricultural applications and transformation. For drones used in disaster prevention, emergency rescue, and other specific purposes, inspection schemes have been flexibly adjusted to ensure rapid drone deployment in emergency response operations. Through a series of enhanced measures, the CAA aims to expand innovative applications in the drone industry and create diversified service value.

Improving Drone Testing Sites and Monitoring Emerging Technology Trends

To meet the inspection needs of diverse drone types, the CAA, in coordination with the Ministry of National Defense, has completed the inventory and planning of national drone flight testing sites to provide the necessary testing environment for industry development. As of 2025, there were 18 testing sites for small drones (below 25 kilograms), of which 6 sites were available for testing medium-sized rotorcraft (25 to 150 kilograms) and fixed-wing aircraft. The test airspace was designated below 400 feet, with an area of 1 kilometer by 0.5 kilometer adopted as the general principle. For large drones (150 to 600 kilograms), Chiayi Shuishang Airport and Hengchun Airport were properly planned as testing locations. In addition, for emerging technologies such as Advanced Air Mobility (AAM) and Urban Air Mobility (UAM), the CAA continues to collect international development trends and regulatory progress.

精進多元宣導機制，強化中央地方合作與溝通橋梁

無人機活動系列工作坊

為落實無人機法規宣導，本局自112年起於嘉義亞洲無人機AI創新應用研發中心定期辦理無人機活動系列工作坊，建立與業者及民眾對話的平台，透過技術實務與政策方向的深度研討，確保各界即時獲知本局管理重點及監理方向。

114 年度共計辦理4場無人機活動系列工作坊，探討包含「檢驗程序與審查說明」、「無人機交通管理（UAS Traffic Management, UTM）架構與趨勢」、「射頻識別（Remote ID）政策」、「物流應用」、「空中廊道與電子圍籬」及「偵測與避讓(Detect and Avoid, DAA)」等核心議題，協助業者瞭解新制檢驗標準與空域管理趨勢。

Refining Diverse Outreach Mechanisms to Strengthen Central-Local Collaboration and Communication Channels

Series of Drone Workshop

To implementing legal advocacy of drone regulations, the CAA has held a series of workshops related to regular drone activities at the Asia UAV AI Innovation Application R&D Center in Chiayi since 2023, establishing a platform for dialogue with industry stakeholders and the public. Through in-depth discussions on technical practices and policy directions, stakeholders are able to stay informed of the CAA's regulatory priorities and supervisory directions.

In 2025, a total of four workshops were held, covering core topics including inspection procedures and review guidance, UAS Traffic Management (UTM) frameworks and trends, Remote ID policies, logistics applications, aerial corridors and geofencing, and Detect and Avoid (DAA) capabilities, thereby, assisting stakeholders in understanding the new inspection standards and airspace management trends.



● 鄭副院長參訪亞洲無人機AI創新應用研發中心
Vice Premier Cheng Visit The Asia UAV AI Innovation Application R&D Center



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

為增進各級政府對遙控無人機管理機制的了解，本局自 111 年起，每半年固定辦理縣市政府管理業務座談會。114 年度完成 2 場次，邀請近百名縣市政府、警政機關及相關機構代表，就物流運送、法人活動審查及違規裁處等核心議題進行交流，亦關注無人機群飛展演、偏鄉醫藥運送及農藥噴灑等最新應用動向。本局將持續透過此平台廣納地方經驗，完善跨單位之溝通協作，精進無人機管理效能，構築兼具韌性的飛航安全網絡。

持續升級機場遙控無人機防制系統

本局持續推動與強化機場遙控無人機防制系統，防止無人機入侵機場，影響航空器起降。臺北松山機場已於 110 年完成無人機防制系統硬體設備建置，並自 114 年 11 月起辦理系統功能升級；桃園國際機場自 112 年分階段導入中科院偵防系統，114 年完成全系統建置；高雄國際機場已於 112 年完成偵測系統硬體設備建置，114 年增購新式干擾設備；軍民合用機場部分，已由軍方納入建置規劃，嘉義及臺南機場已於 114 年建置完成，臺中、澎湖、花蓮等機場預計於 115 年完成系統建置。

Drone Management Coordination Sessions with Local Governments

To enhance the understanding of drone management mechanisms across all government agencies, the CAA has held semiannual drone management sessions with local governments since 2022. In 2025, two sessions were convened, bringing together nearly 100 representatives from county and city governments, police authorities, and related organizations. Discussions focused on logistics operations, the review of activities conducted by legal entities, and enforcement and penalties for violations, while emerging applications such as drone swarm performances, medical delivery in remote areas, and agricultural spraying were also addressed. Through this platform, the CAA will continue to leverage local experiences, strengthen inter-agency coordination, enhance drone management effectiveness, and build a resilient aviation safety network.

Continuously Upgrading Counter-Drone Systems at Airports

The CAA continues to advance and strengthen counter-drone systems at airports to prevent drone intrusions that may affect aircraft takeoff and landing. Taipei Songshan Airport completed the installation of counter-drone hardware systems in 2021 and has initiated system upgrades since November 2025; Taoyuan International Airport has introduced the detection and defense system developed by the National Chung-Shan Institute of Science and Technology in phases since 2023, with full system deployment completed in 2025; at Kaohsiung International Airport, detection systems were installed in 2023, with the additional procurement of new jamming equipment in 2025.

As for joint civil-military airports, installation of drone defense systems are being managed by the military. Systems at Chiayi and Tainan airports were completed in 2025, while Taichung, Penghu, and Hualien airports are scheduled for completion in 2026.

無人機安全教育與法規宣導

本局為推廣遙控無人機之安全觀念，積極拓展數位傳播與校園教育等多元宣傳管道。本局利用「交通部民用航空局遙控無人機專區Line官方帳號」，每月固定推播視覺化宣導圖卡，將法規知識與安全資訊轉化為直觀便捷的數位內容，降低大眾學習資訊之門檻，另外，與教育部攜手推動校園深耕計畫，向各級學校師生宣導無人機正確操作觀念與法遵意識。

Promoting Drone Safety Education and Regulatory Awareness

To raise drone safety awareness, the CAA actively expands diversified promotional outreach through digital platforms and campus education initiatives. Via the official LINE account of the CAA drone portal, infographic-style informational cards are distributed monthly to transform regulatory knowledge and safety information into intuitive and accessible digital content, thereby lowering barriers to the public accessing this information. In addition, the CAA has partnered with the Ministry of Education to move forward with the campus engagement program, providing teachers and students at all educational levels with guidance on proper drone operation and regulatory compliance awareness.

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

民航運輸具高度國際性、複雜性及專業性，所需專業能力涵蓋空運政策、飛航安全、飛航服務、機場建設及經營管理等多元領域，從業人員亦須依循國際民航組織所訂飛航安全相關規範及共通的民航標準；因此本局透過國內自行訓練、派員赴國外受訓，參與或舉辦相關國際會議、交流訪問與考察等方式，持續培育各類型民航專業人才。

厚植民航專業實力

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 characterized by a high degree of internationalization, complexity, and professionalism, requiring expertise across a wide range of domains, including air transport policies, aviation safety, air traffic services, and airport construction and operation management. Personnel must also comply with flight safety regulations established by ICAO and adhere to commonly accepted civil aviation standards. To this end, the CAA continues to cultivate civil aviation professionals through domestic training programs, overseas training, and participation in or hosting of international conferences, exchange visits, and study missions.

Strengthening Civil Aviation Professional Capability

The Aviation Training Institute under the CAA is the nation'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 services, aviation operations management, airport firefighting, flight inspection, and aviation safety screening. Through well-structured pre-service and in-service 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
Air Traffic Control System Radar Simulator

為確保職前專業科目教學品質，推動課程綱要標準化作業，建立統一的格式與規範，以明確界定課程目標與內容。此舉有助講座授課準備與教材開發，不僅促進知識傳承與資源共享，並使訓練成果得以延續與深化，達成專業化與標準化目標。

在航空管制人員訓練方面，於專業訓練階段導入「塔臺模擬機」及「雷達模擬機」，使學員得以模擬第一線管制作業並熟悉管制技能，了解實際管制作業程序及相應管制作為，累積防止飛航管制事件相關經驗，藉由將風險意識融入課程核心，培養正確判斷與穩健執行之專業素養。

此外，依循國際規範，定期檢討修訂各類民航專業人員訓練手冊，114 年度完成飛航管制、航空通信、飛航情報、適航檢查員、航務檢查員及航空氣象等手冊修編，同時蒐集訓練期間授課講座、學員及用人單位的回饋建議，納入課程規劃及修編，使訓練內容與實務需求一致，確保專業訓練持續精進並與時俱進。

To ensure the quality of pre-service professional subject instruction, standardized procedures for curriculum outlines were introduced to establish unified formats and guidelines, thereby clearly defining course objectives and content. This initiative supports instructors in course preparation and training material development, while also promoting knowledge transfer and resource sharing. It further enables training outcomes to be sustained and strengthened over time, advancing the goals of professionalism and standardization.

In the training of air traffic control personnel, tower simulators and radar simulators are introduced during the professional training phase to enable trainees to simulate frontline air traffic control operations, become familiar with control skills, understand actual control procedures as well as corresponding control actions, and accumulate experiences related to the prevention of air traffic control incidents. By integrating risk awareness into the core of the curriculum, the program further cultivates professional competencies characterized by sound judgment and steady execution.

In addition, in accordance with international standards, the CAA regularly reviews and amends training manuals for various categories of civil aviation professionals. In 2025, revisions were completed for the training manuals on air traffic control, aeronautical communications, aeronautical information services, airworthiness inspectors, flight operations inspectors, and aviation meteorology. Feedback and recommendations from instructors, trainees, and employing units were also collected during the training process and incorporated into curriculum planning and revisions to ensure that training content aligns with operational needs and that professional training continues to evolve and improve with time.

民航人員訓練所114年共完成22班132人次職前訓練、343班5,014人次在職訓練；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94名相關民航產業人員及辦理民航種子培育班，培訓7名民航相關科系在校學生，並接受桃園機場公司委託，辦理航務人員專業訓練，培訓7名民航從業人員。

擴大航空保安國際合作

本局與美國運輸保安署（TSA）在航空保安相關議題上長期維持密切合作與良好互動，114年間已多次進行資訊交換，雙方溝通管道暢通，合作關係穩固。因應美籍聯合航空公司新闢高雄-東京-舊金山航線，TSA於114年4月針對高雄國際機場實施保安評估；114年6月本局與國籍航空公司參與TSA舉辦之網路保安研討會，雙方針對近年網路保安措施進行交流；114年8月TSA至桃園國際機場實施保安檢查，對於我國機場在保安運作、人員訓練及品質管制等面向之整體表現予以肯定。本局督促航空警察局、桃機公司、各航勤公司及倉儲業者等相關單位，針對各項交換意見持續精進措施，優化我國航空保安作為。



● TSA來臺實施保安檢查
The TSA Conducted a Security Assessment In Taiwan

In 2025, the Aviation Training Institute completed 22 pre-service training classes for 132 participants and 343 in-service training classes attended by 5,014 personnel. In addition, the CAA leveraged private training resources to offer apron and airside safety management courses, as well as the Taoyuan International Airport Free Trade Zone autonomous management training, cultivating 94 civil aviation industry professionals. The CAA also conducted a civil aviation talent nurturing program, training 7 students from civil aviation related departments. Moreover, it organized professional training for airport operations personnel under commission from Taoyuan International Airport Corporation, equipping 7 civil aviation practitioners.

Expanding International Cooperation on Aviation Security

The CAA and the U.S. Transportation Security Administration (TSA) have long maintained close cooperation and positive engagement on aviation security matters. In 2025, the two sides engaged in multiple information exchanges, maintaining smooth communication channels and a solid cooperative relationship. In response to the launch of the Kaohsiung–Tokyo–San Francisco route by U.S. carrier United Airlines, the TSA conducted a security assessment at Kaohsiung International Airport in April 2025. In June 2025, the CAA and Taiwanese air carriers participated in a TSA-hosted cybersecurity seminar, where both sides exchanged views on recent cybersecurity measures and practices. In August 2025, the TSA conducted a security inspection at Taoyuan International Airport and gave positive recognition of the overall performance of Taiwan's airports in aspects such as security operations, personnel training and quality control. The CAA has urged relevant entities, including the Aviation Police Bureau, the Taoyuan International Airport Corporation, ground handling companies, and cargo warehouse operators to continue refining measures based on the exchange of views, thereby further enhance Taiwan's aviation security practices.

推動國際飛安交流

Airbus A320 系列為國籍航空公司之主力機型，本局於114年7月17日辦理Airbus A320系列機型機務技術研討會，中華航空、長榮航空、星宇航空及台灣虎航公司均與會，並就飛機系統、機體結構、發動機及實務維護經驗等議題進行交流討論，透過資訊共享與經驗傳承，強化各公司適航管理與運行安全。本局與波音公司於114年10月8日共同辦理「重落地研討會」，本局、波音公司、中華航空及長榮航空等單位共計45名代表參與，由波音公司飛航工程載重與動態部資深技術專家演講波音重落地政策與檢查程序、科學化分析方法及釐清常見誤解等內容，與專家共同研討各項作業精進作法，以提升波音航空器於臺灣營運之安全水準。

Promoting International Aviation Safety Exchange

As the Airbus A320 series is the primary aircraft type operated by Taiwanese airlines, the CAA held a technical seminar on the Airbus A320 series on July 17, 2025. China Airlines, EVA Air, STARLUX Airlines, and Tigerair Taiwan participated in the seminar and engaged in interactions and discussions on aircraft systems, airframe structures, engines, and practical maintenance experiences. Through information and experience sharing, the seminar strengthened airworthiness management and operational safety across airlines.

On October 8, 2025, the CAA and Boeing jointly held a hard landing seminar, with a total of 45 representatives from the CAA, Boeing, China Airlines, EVA Air, and other organizations participating. A senior technical expert from Boeing's Flight Engineering Loads and Dynamics department delivered a presentation on the company's hard landing policies and inspection procedures, scientific analysis methods, and clarification of common misconceptions, and exchanged views with experts on measures to improve operating practices, so as to enhance the operational safety of Boeing aircraft in Taiwan.





● Airbus A320 系列機型機務技術研討會
Technical Seminar on the Airbus A320 Series





● 2025 飛航安全管理國際峰會
The 2025 International Aviation Safety Management Summit



● 國際民航組織全球安全監理評鑑計畫實施訓練
The Training of ICAO's Global Safety Oversight Audit Program

此外，為增進我國飛航安全管理效能，並與全球航空產業最新標準與發展趨勢接軌，本局與中華航空事業發展基金會於114年10月22日共同舉辦「2025飛航安全管理國際峰會（International Aviation Safety Management Summit，IASMS)」，共有國內外193位航空安全專家及業界代表參與，以「從領導出發，以安全為常」為主題，探討「飛航安全的全球觀點」、「以韌性應對全球飛安風險」、「以科技創新強化飛安管理」等議題，促進國際交流與經驗分享，展現我國持續以安全為核心，精進飛安管理作為。

精進本局飛航安全監理效能

為使本局相關人員充分瞭解全球安全監理評鑑計畫（Universal Safety Oversight Audit Program, USOAP）之評鑑流程與標準，並強化能力建構訓練，特別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，課程內容涵蓋三大單元。第1、2單元已於113年辦理完成，第3單元於114年4月29日至5月6日辦理，訓練重點聚焦於「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)」等三項核心領域，合計468人次參訓。

In addition, to enhance the effectiveness of Taiwan's aviation safety management and align with the latest standards and development trends in the global aviation industry, the CAA and the China Aviation Development Foundation jointly held the 2025 International Aviation Safety Management Summit (IASMS) on October 22, 2025. A total of 193 aviation safety experts and industry representatives from Taiwan and abroad participated. Under the main theme "Starting with Leadership, Making Safety a Habit," the Summit addressed topics including global perspectives on aviation safety, responding to global aviation safety risks with resilience, and strengthening aviation safety management through technological innovation. The event promoted international exchange and experience sharing, while demonstrating Taiwan's continued commitment to safety as a core value and to advancing aviation safety management.

Enhancing the CAA's Aviation Safety Oversight Effectiveness

To make sure that relevant personnel in CAA fully understand the procedures and standards of the Universal Safety Oversight Audit Program (USOAP) and to strengthen capacity-building training, the CAA specifically invited experts from the Flight Safety Foundation to conduct a training program on the implementation of ICAO's global safety oversight audit program, which comprises three main modules. The first and second modules were completed in 2024, and the third one was carried out from April 29 to May 6, 2025. The training focused on three core areas: Personnel Licensing and Training, Aircraft Operations, and Airworthiness of Aircraft, with a total attendance of 468.

2025 國際無人機及先進空中交通 (AAM) 論壇

本局於 114 年 12 月 16 日舉辦「2025 國際無人機及先進空中交通(AAM)論壇」，邀請美國、歐洲等民航主管機關及國際航空安全專家，分享無人機及先進空中交通(Advanced Air Mobility, AAM)載具安全管理最新趨勢，吸引國內產、官、學、研界約 150 位代表與會，期盼透過國際交流與經驗分享，引領我國產業發展符合國際法規，推動無人機產業國際化。

爭取參與國際民航組織（ICAO）

第 42 屆國際民航組織（ICAO）大會於 114 年 9 月 23 日至 10 月 3 日舉行，經外交部、交通部及本局共同努力，本局仍未獲邀參與，為展現我國參與 ICAO 之決心，本局組成行動團於大會舉行期間赴加拿大舉辦系列活動，包含與我駐加拿大代表處、駐蒙特婁辦事處共同舉行國際記者會，並獲加拿大國會議員到場聲援，與友邦、友我國家及非政府國際組織等舉行雙邊會談達 27 場，更有超過 10 餘個友邦及友我國家及近百名貴賓參與我國外交酒會。

交通部陳世凱部長透過預錄影片向國際民航社群喊話，傳達我國盼專業、有意義參與 ICAO 之訴求，美國運輸部長達菲在 ICAO 大會首日即公開發言力挺臺灣，國際間支持力道超過以往。另於大會召開前，由本局何淑萍局長接待來自 13 個國家的 16 名政經記者團，並參訪松山機場，實地了解我國空運發展現況與航管服務成果。



我國 ICAO 行動團
Taiwan’s ICAO Delegation

Hosting the 2025 International UAS and Advanced Air Mobility (AAM) Forum

On December 16, 2025, the CAA held the 2025 International UAS and Advanced Air Mobility (AAM) Forum, inviting civil aviation authorities from the United States and Europe as well as international experts to share the latest trends in safety management of drones and advanced air mobility vehicles. Approximately 150 representatives from Taiwan’s industry, government, academia, and research sectors attended. Through international exchanges and experience sharing, the CAA aims to guide the development of Taiwan’s industry in alignment with international regulations and to promote the internationalization of the UAS industry.

Advancing Participation in ICAO

The 42nd Session of the ICAO Assembly was held from September 23 to October 3, 2025. Despite joint efforts by the Ministry of Foreign Affairs, the MOTC, and the CAA, the CAA was still not invited to participate. To demonstrate Taiwan’s determination to participate in ICAO, the CAA organized a delegation to Canada during the Assembly period to carry out a series of activities. These included jointly holding an international press conference with Taiwan’s representative offices in Canada, with the attendance and support of members of the Canadian Parliament. Other than that, the delegation held a total of 27 bilateral meetings with allied and like-minded countries, as well as international non-governmental organizations. Moreover, nearly 100 distinguished guests from over ten allies and friendly countries attended a diplomatic reception held by Taiwan.

MOTC Minister Shih-Kai Chen delivered a recorded video message to the global civil aviation community, conveying Taiwan’s appeal for professional and meaningful participation in ICAO. On the opening day of the Assembly, U.S. Secretary of Transportation Sean Duffy publicly voiced support for Taiwan, reflecting stronger international support than that in previous years. Prior to the Assembly, CAA Director General Shu-Ping Ho received a delegation of 16 political and economic journalists from 13 countries and arranged a visit to Taipei Songshan International Airport, where they gained on-site understanding of the current development of Taiwan’s air transport sector and the achievements of its air traffic services.

舉辦第 35 屆臺日工程技術研討會—航空組研討會

本局於 114 年 11 月 18、19 日舉辦第 35 屆臺日工程技術研討會—航空組研討會，邀請日本「中央工営株式会社」傍士清志社長及「フジタ道路株式会社」八谷好高常務取締役演講交流，兩位講師為機場土木維護、鋪面管理領域具有豐富經驗的專業人士，除分享羽田機場實際案例外，更透過與會人員交換實務經驗、共同探索機場工程技術新思維，促進我國各機場在跑道維修、鋪面檢測與空側設施養護方面的制度革新與技術精進。

2025 航空保安研討會

為持續與國際接軌，強化航空保安作為，本局與財團法人中華航空事業發展基金會、財團法人中華民國台灣飛行安全基金會及中華航空公司於 114 年 11 月 28 日共同舉辦「2025 航安保安研討會」，以「航空保安全球觀點」為主軸，聚焦航空保安未來展望、貨物保安及地勤與維修保安等議題，邀集航空公司、航空警察局、機場經營者、地勤維修業者共同參與。本次研討會透過風險導向思維，強化制度整合與韌性建構，作為精進我國航空保安政策與實務之重要參考，並深化產官學各界在航空保安領域之合作基礎，共同提升我國航空保安整體能量。



2025 航空保安研討會
The 2025 Aviation Security Seminar

Holding the 35th Taiwan–Japan Engineering Technology Symposium: Aviation Session

The CAA held the 35th Taiwan–Japan Engineering Technology Symposium: Aviation Session on November 18 and 19, 2025, inviting Mr. Kiyoshi Hoji, President of Chuokoei Corporation, and Mr. Yoshitaka Hachiya, Senior Managing Director of Fujita Road Construction, to deliver lectures and participate in exchanges. Both speakers are experienced professionals in airport civil maintenance and pavement management. In addition to sharing practical cases from Haneda Airport, they exchanged hands-on experiences with participants and jointly explored new approaches to airport engineering technology, promoting institutional innovation and technical advancement in runway maintenance, pavement inspection, and airside facility upkeep at Taiwan’s airports.

Convening the 2025 Aviation Security Seminar

To maintain alignment with international practices and strengthen aviation security measures, the CAA, together with the China Aviation Development Foundation, the Flight Safety Foundation, and China Airlines, held the 2025 Aviation Security Seminar on November 28, 2025. With “Global Perspectives on Aviation Security” as its main theme, the Seminar explored topics including future trends in aviation security, air cargo security, and security measures related to ground handling and aircraft maintenance, bringing together airlines, the Aviation Police Bureau, airport operators, and ground handling and maintenance service providers. Through a risk-based approach, the Seminar promoted institutional integration and resilience building, serving as an important reference for refining Taiwan’s aviation security policies and practices, while further strengthening collaboration among industry, government, and academia in the field of aviation security to jointly strengthen Taiwan’s overall aviation security capabilities.



● 航空氣象研討會
The Aviation Meteorological Seminar

航空氣象技術交流研討會

面對極端天氣頻率與強度不斷提高，本局與中華航空氣象協會共同舉辦「114年航空氣象技術交流研討會」，包括國家運輸安全調查委員會、國軍單位、航空公司、產業界與學術界等百餘名專家參與，探討低空風切監測、亂流觀測預報及下一代氣象系統發展等航空氣象科技新趨勢，本局飛航服務總臺亦介紹將於115年正式上線之新一代航空氣象服務系統汰新及升級(AOAWS-RU)成果。未來本局將全力整合各界的資源，持續提升我國航空氣象服務效能、國際接軌能力與航空運輸整體韌性。

Hosting the Aviation Meteorological Technology Exchange Seminar

In response to the increasing frequency and intensity of extreme weather events, the CAA and the Chinese Aeronautical Meteorological Association co-hosted the 2025 Aviation Meteorological Technology Exchange Seminar. More than 100 experts from the Taiwan Transportation Safety Board, military units, airlines, industry, and academia participated, discussing emerging trends in aviation meteorology technologies, including low-level wind shear monitoring, turbulence observation and forecasting, and the development of next-generation meteorological systems. The Air Navigation and Weather Services under the CAA also presented the progress and achievements of the next-generation Aviation Operational Aviation Weather System Renewal and Update Project (AOAWS-RU), which is scheduled to officially enter service in 2026.

Going forward, the CAA will sustain efforts to integrate resources from across sectors to further enhance the effectiveness of Taiwan's aviation meteorological services, strengthen alignment with international practices, and improve the overall resilience of air transportation.

臺中與關島、高松機場締結姊妹機場

隨著中部航空市場逐漸熱絡，臺中機場持續以穩健策略推動航線拓展，積極強化與各國際機場之交流與合作。臺中機場與關島機場於114年5月26日簽署《姊妹機場合作備忘錄》，象徵臺美航空合作的新里程碑，未來將持續深化兩地交流；與高松機場於114年7月11日締結為姊妹機場，建立合作夥伴關係，共同行銷臺日觀光旅遊，並強化中部地區的國際連結能力。

114 年度航空站地勤業者、空廚業者與航空站經營人座談會

為提升機場空側作業安全與效率，本局邀請國內地勤與空廚業者舉辦座談會，會中由業者就安全文化、設備升級與汰換規劃等面向進行實務經驗分享，並請桃園機場公司說明第三航廈北登機廊廳的地勤規劃。本局期盼業界持續精進安全管理系統，重視地勤設備的重要性，未來也將與各界持續交流，凝聚共識。

Taichung Airport Establishing Sister Airport Partnerships with Guam and Takamatsu Airports

Amid steady growth in the central Taiwan aviation market, Taichung Airport has continued to advance route development through a pragmatic strategy, while actively strengthening exchanges and cooperation with international airports. On May 26, 2025, Taichung Airport signed a memorandum of understanding with Guam International Airport for bonding as sister airports, marking a new milestone in Taiwan–U.S. aviation cooperation, with continued efforts to deepen future exchanges between the two sides. On the other hand, Taichung Airport also established a sister airport partnership with Takamatsu Airport on July 11, 2025, building a cooperative relationship to jointly promote Taiwan–Japan tourism and strengthen the international connectivity of central Taiwan.

Holding the 2025 Forum for Ground Handling Service Providers, Catering Companies, and Airport Operators

To enhance airside operational safety and efficiency, the CAA invited domestic ground handling and catering service providers to participate in a safety forum. During the forum, participants shared practical experiences on safety culture, GSE upgrades, and replacement planning. Taoyuan International Airport Corporation also presented an overview of ground handling arrangements for the North Concourse of Terminal 3. Through the forum, the CAA encouraged the service providers to continuously strengthen safety management systems and to place greater emphasis on the importance of ground handling support equipment. The CAA will continue to engage with stakeholders to maintain ongoing communications and build consensus on ground operational safety.





5

年度專題
Annual Feature

年度專題：以抵嘉、齊嘉、新嘉三軸策略，打造嘉義機場小而美的共融韌性新篇章

Annual Feature: A Three-Pronged Strategy of "Arriving in Chiayi, Gathering in Chiayi, and Renewing Chiayi" to Build a Compact, High-Quality, Inclusive, and Resilient New Chapter for Chiayi Airport

嘉義，真的有機場，而且這座機場不只「有」，更是一座深耕近半世紀的地方核心場站。嘉義機場為我國軍民合用機場之一，民航營運使用空軍嘉義基地之跑道、滑行道及停機坪，航站候機室緊鄰空軍嘉義基地大營門北側。現行候機室面積約1,717平方公尺，旅客年容量可達22.2萬人次，兼顧離島航線與特殊任務支援，展現地方型機場在有限條件下的彈性與韌性。

Chiayi does have an airport, and this airport not only exists, but has remained deeply rooted as a core regional facility for nearly half a century. It is one of Taiwan's joint civil-military airports, with civil aviation operations utilizing the runway, taxiways, and apron of Chiayi Air Base, while the passenger terminal located adjacent to the north side of the Air Base's main gate. The existing terminal covers approximately 1,717 square meters and is capable of handling 222,000 passengers annually. Serving both outlying island routes and special mission support, the Airport demonstrates the flexibility and resilience of a local airport under constrained conditions.

從民航候機室到地方核心機場：嘉義機場的發展脈絡

嘉義機場民航服務可追溯至民國65年5月，民航局成立「嘉義民航候機室」，由中華航空開闢嘉義－臺北航線，開啟嘉義地區民用航空運輸，成為地方居民、公務與商務往返的重要交通節點。67年啟用首座航站大廈，並逐步完備場站設施與服務機能，其後歷經多次定位與管理體系調整，嘉義航空站於86年升格為丙種航空站，並完成航站用地取得，為整建與營運奠定制度與空間基礎。

From a Civil Aviation Terminal to a Regional Core Airport: The Development Trajectory of Chiayi Airport

Civil aviation services at Chiayi Airport can be traced back to May 1976, when the CAA established the Chiayi Civil Aviation Terminal. China Airlines launched the Chiayi–Taipei route, initiating civil air transport in the Chiayi area and making the Airport a key transportation node serving local residents as well as government and business travelers. The first terminal building was put into service in 1978, and airport facilities and service functions were gradually improved. Following several adjustments in its positioning and management structure, Chiayi Airport was upgraded to a Class C airport in 1997 and completed the acquisition of terminal land, laying the institutional and spatial foundation for subsequent development and operations.





嘉義機場曾有多家航空公司營運臺北、澎湖及臺東等國內航線，84 年完成航廈擴建，85 年全年旅運量突破 100 萬人次，達到運量高峰。隨著高速鐵路通車、國道系統完善及航空市場結構變化，國內短程航線逐步萎縮，機場營運重心轉向離島服務與任務型飛航，目前維持嘉義－金門及嘉義－澎湖航線，近年積極拓展包機、醫療及特殊任務航班，強化區域公共服務功能，並推動「抵嘉、齊嘉、新嘉」三軸策略，發展為「小而美、共融且具韌性」的機場。

Chiayi Airport was previously served by several airlines operating domestic routes to Taipei, Penghu, and Taitung. In 1995, the terminal expansion was completed, and in 1996, its annual passenger traffic exceeded one million, reaching the peak of its traffic volume. However, with the opening of the high-speed rail, the improvement of the national freeway network, and changes in the aviation market structure, short-haul domestic routes gradually lost prominence. The Airport's operational focus then shifted to outlying island services and mission-oriented flights, and it currently maintains the Chiayi–Kinmen and Chiayi–Penghu routes. In recent years, active efforts have been made to expand charter, medical, and special-mission flight services, enhance the Airport's public role in serving the region, and advance the three-pronged strategy of arriving in Chiayi, gathering in Chiayi, and renewing Chiayi, transforming the Airport into one that is small yet refined, inclusive, and resilient.



服務對象再定義：六嘉架構，讓每一種旅程都被理解

嘉義機場服務對象涵蓋搭機旅客、返鄉省親、觀光來訪等多元族群，以「離嘉、回嘉、在嘉、來嘉、顧嘉、攏抵嘉」為服務視角，扣合「搭機旅客、參訪團體、駐站單位、鄰里鄉親」四大核心族群，建構共融韌性友善機場。「離嘉」以離島航線滿足公務、觀光、就醫及教育需求；「回嘉」重視節慶返鄉旅程的準點與便利；「在嘉」居民與周邊社群透過展演、教育及飛安活動融入機場生活；「來嘉」的觀光旅客則受惠於改善聯外交通與低碳接駁。「顧嘉」的駐站單位透過協調與訓練維持穩定互信環境；最後「攏抵嘉」以機關參訪、藝文表演及節慶活動等方式，讓民眾不搭飛機也能走進機場，成為公共服務與地方交流的核心平臺。並降低地面操作排放量。

服務內容升級：地方機場再定義，實現「蘭・麟・網」三軸共融

面對高齡化、人口外移與運量波動等挑戰，嘉義航空站以旅客視角推動服務創新，推動「人本治理、多元活化、區域連結」三大策略，致力打造便民、友善、共融與安全的航空場域。在此治理脈絡下，凝聚出「嘉義蘭・ 麟・ 網」三軸特色。



Redefining Service Targets: The Six-Chiayi Framework for Understanding Every Type of Journey

Chiayi Airport serves a diverse range of users, including air travelers, residents returning home to visit family, and visiting tourists. Guided by the six service perspectives of "departing from Chiayi, returning to Chiayi, living in Chiayi, visiting Chiayi, caring for Chiayi, and gathering in Chiayi," the Airport aligns its services with four core groups – air travelers, visiting groups, stationed personnel, and local communities so as to foster an inclusive, resilient, and friendly airport environment.

"Departing from Chiayi" focuses on outlying island routes that satisfy business, tourism, medical, and educational transportation needs; "Returning to Chiayi" emphasizes punctual and convenient home-bound journeys during holiday and festival periods; Under "living in Chiayi," local residents and surrounding communities are connected to airport life through exhibitions, educational programs, and aviation safety activities, while "visiting Chiayi" highlights improved ground transportation connections and low-carbon shuttle services that benefit tourists; "Caring for Chiayi" reflects the stable and mutually trusting environment maintained among stationed units through coordination and training. Finally, "Gathering in Chiayi" opens the Airport to the public through institutional visits, arts and cultural performances, and festival activities, allowing people to engage with the Airport even without flying, therefore positioning it as a pivotal platform for public services and local interaction.

Upgrading Airport Services: Redefining a Local Airport through the "Orchid, Craft, and Network" Three-Pronged Integration

To respond to challenges such as an aging population, outward migration, and fluctuations in passenger volume, Chiayi Airport has promoted service innovation from a passenger-oriented perspective. Centered on three major strategies – people-centered governance, diversified revitalization, and regional connectivity, the Airport aims to develop an aviation facility that is convenient, user-friendly, inclusive, and safe. Within this governance context, the distinctive three-pronged approach "Orchid, Craft, and Network" has emerged.

「蘭」：以嘉義蘭花產業為發想，自113 年推動「蘭藝入航廈」計畫，將航廈環境以季節性花木與蘭花佈置，塑造優雅、安定且具生命力的在地迎賓意象。

「麟」：以嘉義工藝文化為特色，在航廈正門兩側設置《守護麒麟》，由在地剪黏工藝匠師蔡鴻儀先生創作，寓意「麒麟獻瑞、守護飛航」，象徵旅途平安與航站安全，亦體現職人精神與文化延續。

「網」：將人文連結與綠色交通融入日常治理，透過社區共學、長照互動、文化講座與快閃演出，讓機場不只是旅運據點，更是地方連結、世代共融的社會場域。

飛航安全治理：以多軌聯防與在地教育打造地方型機場韌性

嘉義機場持續推動鳥擊防制、無人機預警監控及飛航安全宣導，並與航警、空軍及地方政府等單位建立即時聯防機制，形成涵蓋空域、地面與社區的安全防護網。以「生活化、在地化、制度化」為原則，透過航站展示、校園與社區巡迴、企業座談及數位媒體等多元管道宣導飛安觀念，逐漸轉化為民眾可理解、可實踐的生活知識，更進一步成為在地共識。



Orchid: Inspired by the orchid industry in Chiayi. The Airport launched the “Bringing Orchid Art into the Terminal” initiative in 2024, incorporating decorations of seasonal plants and orchids into the terminal environment to create an elegant, calming, and vibrant local welcoming image.

Craft: Reflecting Chiayi’s handicraft culture. The “Guardian Qilins” installations have been placed on both sides of the terminal’s main entrance. Created by local cut-and-paste ceramic mosaic master artisan Hung-Yi Tsai, they represent the qilins bringing auspicious blessings and safeguarding aviation safety, symbolizing safe journeys and airport security while also embodying craftsmanship and cultural legacy.

Network: Integrating cultural connections and green transportation into day-to-day operations. Through community co-learning, long-term care engagement activities, cultural talks, and pop-up performances, the Airport has evolved beyond a transportation location into a shared social space that fosters local connections and intergenerational inclusion.

Aviation Safety Governance: Strengthening the Resilience of a Local Airport through Multi-Track Joint Defense and Locally Delivered Education

Chiayi Airport presses ahead with promotion of bird strike prevention, drone early warning and monitoring, and aviation safety awareness. It has also established a real-time joint response mechanism with the Aviation Police Bureau, the Air Force, and local governments, forming a safety protection network covering airspace, ground operations, and surrounding communities. Guided by the principles of being life-oriented, localized, and systematized, aviation safety concepts are promoted through diverse channels, including terminal exhibitions, outreach programs in schools and communities, corporate forums, and digital media. These efforts have gradually transformed aviation safety into knowledge in life that the public can understand and put into practice, further developing it into a shared local consensus.

小機場，深服務；以溫度與韌性，寫下營運新篇章

綜觀近半世紀發展，嘉義機場在航線起伏、設施調整及政策轉換中，確立了以飛航安全為核心、地方需求為導向的營運方針，112 年嘉義航空站升格為乙等航空站。

在「抵嘉、齊嘉、新嘉」三軸策略下，嘉義航空站持續改善公共運輸相關設施，設置電動車充電樁等，建構低碳友善接駁系統，形塑零碳排、全齡通用之友善交通網路；透過資訊整合、展示教育與安全宣導，深化無人機治理與應用，強化嘉義機場作為區域航空支點的永續發展能量。

為滿足嘉義機場的基本運輸及未來觀光發展需求，本局推動「嘉義機場航廈改（擴）建工程計畫」，融合人本服務、營運韌性、飛航安全與地方文化等概念，打造具備服務國際包機旅客量能的新世代航廈，並以先建後拆方式維持機場營運不中斷。

嘉義機場以「安全、韌性、共融、創新」為願景，回應中央政策、地方期待與永續趨勢，穩步推動地方核心機場朝向多功能、跨領域的公共服務場域發展。嘉義機場的價值不在規模，而在於把地方做深、把服務做細、把安全做穩，將文化與永續自然融入日常營運，以點滴創新與細緻行動匯聚地方能量，朝向下一個50 年穩定前行，寫下屬於嘉義航空站的共融韌性新篇章。

A Compact Airport with Extensive Services: Shaping a New Chapter of Operations through Warmth and Resilience

Looking back on nearly half a century of development, Chiayi Airport has established an operational approach that is centered on aviation safety and guided by local needs, regardless of fluctuations in routes, facility adjustments, and policy transitions. In 2023, Chiayi Airport was upgraded to a Class B airport.

Under the three-pronged strategy of arriving in Chiayi, gathering in Chiayi, and renewing Chiayi, the Airport has continued to improve public transport-related facilities, including the installation of electric vehicle charging stations, to build a low-carbon and user-friendly transfer system and foster a zero-emission, all-age accessible transportation network. Through information integration, educational exhibitions, and safety outreach, the Airport has also deepened drone governance and applications, further strengthening its capacity for sustainable development as a regional aviation node.

To meet the basic transportation needs of Chiayi Airport and support its future tourism development, the CAA has launched the Chiayi Airport Terminal Reconstruction and Expansion Project, incorporating concepts of people-centered services, operational resilience, aviation safety, and local culture to create a new-generation terminal with the capacity to serve international charter passengers. The Project will adopt a build-before-demolition approach to ensure uninterrupted airport operations throughout construction.

With a vision of safety, resilience, inclusion, and innovation, Chiayi Airport responds to national policies, local expectations, and sustainability trends, while steadily advancing the development from a core local airport toward a multifunctional and cross-sector public service space. The value of Chiayi Airport lies not in its scale, but in its commitment to deepening local engagement, refining services, and strengthening safety. By integrating culture and environmental sustainability into daily operations, and through incremental innovation and meticulous implementation, the Airport continues to consolidate local momentum and move forward with stability toward the next 50 years, writing a new chapter of inclusive resilience for Chiayi Airport.





6

統計數據
Statistics

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統計數據
Statistics

總量 Total Volume

5.5%

總起降架次為 52 萬 8,095 架次，較 113 年增加 5.5%。
Total number of aircraft movements was 528,095, an increase of 5.5% from 2024.

7.7%

總客運量為 6,889 萬 3,910 人次，較 113 年增加 7.7%。
Total passenger volume was 68,893,910, an increase of 7.7% from 2024.

10.4%

總貨運量為 261 萬 4,543 公噸，較 113 年增加 10.4%。
Total cargo volume was 2,614,543 tons, an increase of 10.4% from 2024.

國際及兩岸航線 International and Cross-strait Routes

8.2%

起降架次為 32 萬 7,392 架次，較 113 年增加 8.2%。
Total number of aircraft movements was 327,392, an increase of 8.2% from 2024.

8.9%

客運量（含入出境及過境）為 5,832 萬 9,512 人次，較 113 年增加 8.9%。
Total passenger volume (including arrival/departure and transits) was 58,329,512, an increase of 8.9% from 2024.

10.5%

貨運量（含進出口及轉口）為 258 萬 4,902 公噸，較 113 年增加 10.5%。
Total cargo volume (including import/export and transit) was 2,584,902 tons, an increase of 10.5% from 2024.

國內航線 Domestic Routes

1.3%

起降架次為 20 萬 703 架次，較 113 年增加 1.3%。
Total number of aircraft movements was 200,703, an increase of 1.3% from 2024.

1.5%

客運量（到、離站旅客）為 1,056 萬 4,398 人次，較 113 年增加 1.5%。
Total passenger volume (including arriving and departing) was 10,564,398, an increase of 1.5% from 2024.

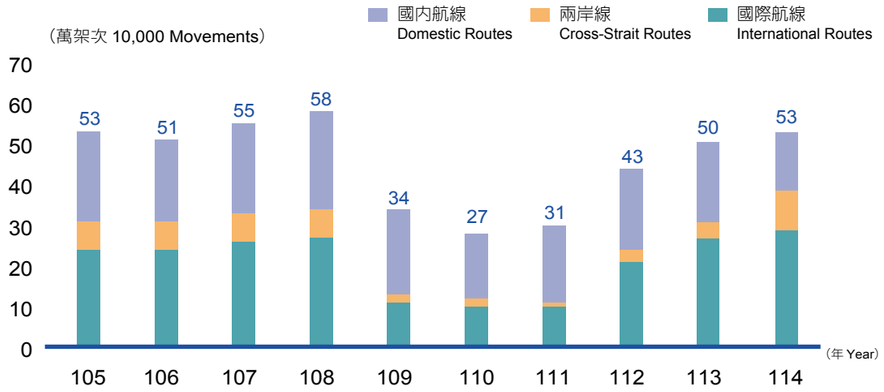
6.4%

貨運量為 2 萬 9,642 公噸，較 113 年增加 6.4%。
Total cargo volume was 29,642 tons, an increase of 6.4% from 2024.

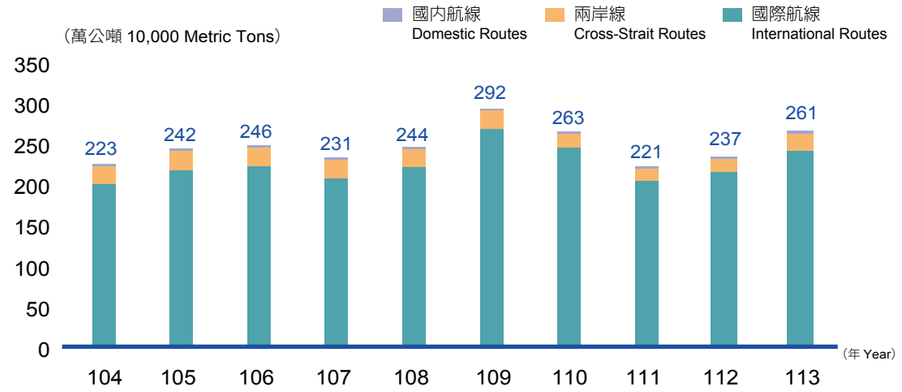
歷年總量
Annual Volume



105-114 年起降架次（單位：萬架次）
Aircraft Movements from 2016 to 2025 (Unit:10,000 Movements)

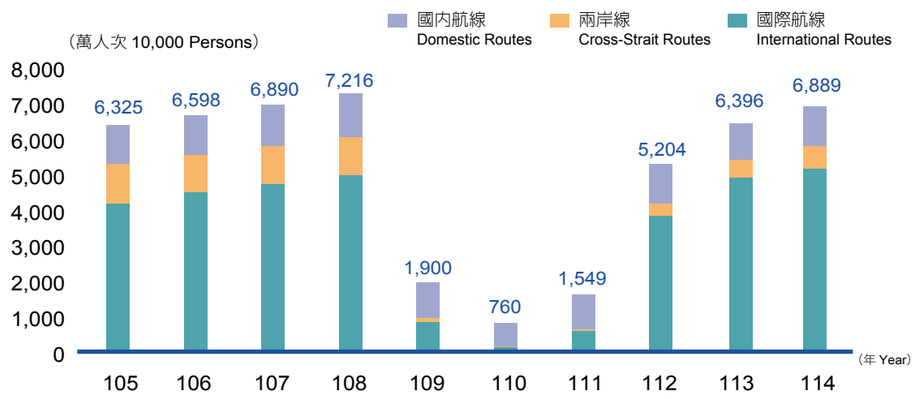


105-114 年貨運噸數（單位：萬公噸）
Cargo Volume from 2016 to 2025 (Unit:10,000 Metric Tons)



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.

105-114 年旅客人數（單位：萬人次）
Passengers Volume from 2016 to 2025 (Unit:10,000 Persons)



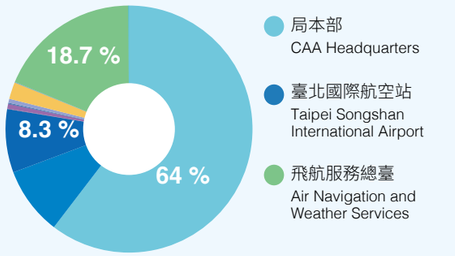
註：國際航線旅客人數包含入出境及過境人數。
Note: International passenger volume includes arrival/departure and transit passengers.

114 年主要機場營運量
Operating Results of Major Airports in 2025

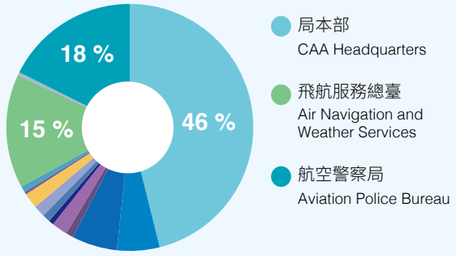
機場別 Airport	起降架次 (次) Aircraft Movements	旅客人數 (人次) Passengers	貨運噸數 (公噸) Tonnage of Cargo
桃園國際機場 Taiwan Taoyuan International Airport	262,217	47,795,969	2,499,899
高雄國際機場 Kaohsiung International Airport	59,057	6,971,162	53,443
臺北松山機場 Taipei Songshan Airport	52,022	5,624,611	43,589
臺中機場 Taichung Airport	27,235	2,758,195	1,806
花蓮機場 Hualien Airport	2,331	82,461	65
澎湖機場 Penghu Airport	35,946	2,401,323	5,622
臺南機場 Tainan Airport	4,361	272,777	795
臺東機場 Taitung Airport	41,545	257,611	159
金門機場 Kinmen Airport	27,882	2,149,727	7,145
嘉義機場 Chiayi Airport	1,366	82,409	144
其他 Others	14,133	497,665	1,877
合計 Total	**528,095**	**68,893,910**	**2,614,543**

114 年民航事業作業基金收支統計表
CAA Operating Fund Balance Sheet of 2025

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	15,869,023,325	9,542,460,426	6,326,562,899
高雄國際航空站 Kaohsiung International Airport	2,338,370,552	1,153,404,905	1,184,965,647
臺北國際航空站 Taipei Songshan International Airport	2,179,916,752	1,231,242,638	948,674,114
花蓮機場 Hualien Airport	16,787,375	203,500,531	-186,713,156
澎湖航空站 Penghu Airport	151,915,342	427,646,499	-275,731,157
臺南機場 Tainan Airport	13,263,065	135,622,967	-122,359,902
臺東機場 Taitung Airport	35,729,202	212,581,605	-176,852,403
金門機場 Kinmen Airport	136,540,207	315,791,058	-179,250,851
臺中機場 Taichung Airport	579,630,767	415,116,734	164,514,033
嘉義機場 Chiayi Airport	3,797,733	76,755,009	-72,957,276
馬祖航空站 Matsu Airport	15,193,059	165,539,933	-150,346,874
飛航服務總臺 Air Navigation and Weather Services	4,911,026,185	3,084,245,536	1,826,780,649
民航人員訓練所 Aviation Training Institute	1,326,797	85,380,198	-84,053,401
航空警察局 Aviation Police Bureau	20,838,609	3,649,125,849	-3,628,287,240
合計 Total	**26,273,358,970**	**20,698,413,888**	**5,574,945,082**

114 年民航事業作業基金收入結構
CAA Operating Fund Income Structure in 2025



總收入 Total income

26,273 百萬元 million

航空性收入 Aviation Revenues
30.09%

非航空性收入 Non-aviation Revenues
69.91%

單位：新臺幣百萬元
Unit: Million NT$

航空性收入 Aviation Revenues	7,905
場站降落費 Landing Charges	752
機場服務費 Airport Service Fees	1,303
噪音補償金 Noise Charges	198
飛航服務費 Air Traffic Service Charges	1,977
過境航路服務費 Air Navigation Facility Charges	2,858
安全服務費 Security Charges	366
空橋使用費 Boarding Bridge Charges	118
航空站地勤業機坪使用費 Apron Service Fees	58
停留費 Aircraft Parking Fees	66
其他 Others	209

非航空性收入 Non-aviation Revenues	18,368
權利金 Concessions	1,819
房屋使用費 Building Rent	517
土地租金 Land Rent	4,879
其他租金收入 Other Rental Income	1
維護機庫使用費 Maintenance Hangar Usage Fees	70
其他 Others	11,082

大事紀要
Chronicles

1 Jan

02
- 交通部陳世凱部長在本局何淑萍局長陪同下至臺北航空站檢視機場跑道工程材料攔阻系統（Engineered Materials Arresting Systems, EMAS）防護設施，確保航機安全起降的環境能符合國際水準，並落實人員安全管理各項措施。
- MOTC Minister Shih-Kai Chen, accompanied by CAA Director General Shu-Ping Ho, visited Taipei Songshan International Airport to inspect the protective facilities of the Engineered Materials Arresting System (EMAS), ensuring that the operational environment for safe aircraft takeoff and landing meets international standards and that personnel safety management measures are properly implemented.
- 可依航空公司新闢高雄－仁川客運航線。
- Aero K Airlines launched the Kaohsiung–Incheon passenger route.

14
- 長榮航空公司新闢桃園－函館客運航線。
- EVA Air launched the Taoyuan–Hakodate passenger route.

17
- 交通部陳世凱部長在本局何淑萍局長陪同下視察本局飛航服務總臺臺東助航臺，慰勉駐守同仁辛勞並發放春節慰問金。
- MOTC Minister Shih-Kai Chen, accompanied by CAA Director General Shu-Ping Ho, visited the Taitung Air Navigation Station of the CAA's Air Navigation and Weather Services (ANWS) to inspect operations, extend appreciation to on-site personnel for their dedication, and distribute Lunar New Year allowances.

21
- 台灣虎航航空公司新闢高雄-札幌客運航線；泰國獅子航空公司新闢高雄－沖繩客運航線。
- Tigerair Taiwan launched the Kaohsiung–Sapporo passenger route; Thai Lion Air launched the Kaohsiung–Okinawa passenger route.

30
- 星悅航空公司復飛桃園-北九州客運航線。
- Star Flyer resumed the Taoyuan–Kitakyushu passenger route.

2 Feb

03
- 中華航空公司新闢高雄-熊本客運航線。
- China Airlines launched the Kaohsiung–Kumamoto passenger route.

27
- 本局何淑萍局長與芬蘭民航總長Jari Pöntinen 在芬蘭赫爾辛基完成航空服務協議之簽署，為我國與北歐國家第一個簽署的航空服務協議。
- CAA Director General Shu-Ping Ho and Jari Pöntinen, Civil Aviation Director General of Finnish Transport and Communications Agency (Traficom), signed an air services agreement in Helsinki, Finland, marking the first air services agreement between Taiwan and a Nordic country.

3 Mar

05
- 本局何淑萍局長與義大利民航局主席Pierluigi Umberto Di Palma在臺北完成臺義空運服務協定修約簽署，擴增我國往返歐洲的航班密度。
- CAA Director General Shu-Ping Ho and Pierluigi Umberto Di Palma, President of the Italian Civil Aviation Authority, signed the amended air services agreement between Taiwan and Italy in Taipei, increasing flight frequencies between Taiwan and Europe.

19
- 行政院人事行政總處蘇俊榮人事長蒞臨高雄站視察高雄國際航空站，由本局何淑萍局長率場站工程組林宏憲組長、高雄國際航空站傅耀南主任及飛航服務總臺黃麗君總臺長等人陪同，聽取飛航服務業務及作業人力情形說明。
- Minister of the Directorate-General of Personnel Administration, Executive Yuan Chun-Jung Su, accompanied by CAA Director General Shu-Ping Ho, Aerodrome Engineering Division Director Hung-Hsien Lin, Kaohsiung International Airport Director Yao-Nan Fu, and ANWS Director Li-Chun Huang, visited Kaohsiung International Airport to inspect airport operations and received a briefing on air navigation services and manpower deployment.

24
- 立法院交通委員會李昆澤、許智傑委員考察高雄國際航空站新航廈規劃、排班計程車及美食多元化辦理情形，由交通部陳世凱部長率本局何淑萍局長及高雄國際航空站傅耀南主任陪同。
- Legislators Kun-Tse Lee and Chih-Chieh Hsu of the Legislative Yuan's Transportation Committee, accompanied by MOTC Minister Shih-Kai Chen, CAA Director General Shu-Ping Ho, and Kaohsiung International Airport Director Yao-Nan Fu, visited Kaohsiung International Airport to inspect the new terminal planning, taxi dispatch services, and the promotion of diversified dining options.

27
- 本局舉辦「114 年度交通部民用航空局鳥擊防制研討會」，邀集航空業者、學術專家及航空站經營單位，交流鳥擊防制經驗及國際案例。
- The CAA held the 2025 Bird Strike Prevention Seminar, bringing together aviation operators, academic experts, and airport operators to exchange experience in bird strike prevention and share international case studies.

31
- 泰國獅子航空新闢廊曼－桃園－名古屋客運航線。
- Thai Lion Air launched the Don Mueang–Taoyuan–Nagoya passenger route.

4 Apr

02
- 因應清明連續假期，交通部林國顯次長在本局何淑萍局長及臺北國際航空站鄭堅中主任陪同下，視察臺北松山機場旅客疏運動線並慰問值勤同仁辛勞，同時協調航港局及國防部適時協助疏運，確保旅客順利返鄉。
- In response to the Tomb Sweeping Festival holiday, 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 passenger transport arrangements, extended appreciation to on-duty personnel, and coordinated with the Maritime and Port Bureau and the Ministry of National Defense to provide timely transport support, ensuring a smooth journey home for passengers.

12
- 立法院交通委員會考察臺中機場新航廈、旅客動線規劃情形，同時關注臺中機場聯外交通優化，由交通部陳世凱部長率本局何淑萍局長等相關主管人員陪同。
- The Transportation Committee of the Legislative Yuan, accompanied by MOTC Minister Shih-Kai Chen, CAA Director General Shu-Ping Ho and relevant officials, inspected Taichung Airport's new terminal, passenger flow planning, and its connecting transportation optimization.

15
- 中華航空新闢高雄-福岡客運航線。
- China Airlines launched the Kaohsiung–Fukuoka passenger route.

16
- 高雄國際機場新航廈建設啟動碳足跡盤查，由本局何淑萍局長偕同與會各方代表共同完成「碳足跡盤查合作宣言」簽署，並取得ISO14067 聲明書，彰顯我國在機場工程碳管理上的前瞻性與專業度。
- The Kaohsiung International Airport New Terminal Project initiated a carbon footprint inventory. CAA Director General Shu-Ping Ho and delegates from all parties jointly signed the Declaration of Cooperation on Carbon Footprint Inventory and obtained ISO 14067 verification, demonstrating Taiwan's forward-looking approach and professionalism in carbon management for airport construction.

18
- 長榮航空新闢桃園-神戶客運航線；星宇航空新闢桃園-神戶及臺中-神戶客運航線。
- EVA Air launched the Taoyuan–Kobe passenger route; STARLUX Airlines launched the Taoyuan–Kobe and the Taichung–Kobe passenger routes.

22
- 德威航空新闢高雄-濟洲客運航線。
- T'way Air launched the Kaohsiung–Jeju passenger route.

23
- 本局在高雄國際機場舉辦「SAF啟航．永續飛航」記者會，由立法院許智傑委員、交通部陳世凱部長及林國顯次長、本局何淑萍局長、經濟部能源署及中華航空、長榮航空、星宇航空、中油公司、台塑化公司及桃機公司等代表，共同啟動我國首度添加SAF啟動儀式，為3家國籍航空公司航空器於高雄、桃園及松山機場同步添加SAF飛航。
- The CAA held the "SAF Takeoff: Sustainable Aviation" press conference at Kaohsiung International Airport. Legislator Chih-Chieh Hsu, MOTC Minister Shih-Kai Chen, Deputy Minister Kuo-Shian Lin, CAA Director General Shu-Ping Ho, and representatives from the Energy Administration of Ministry of Economic Affairs, China Airlines, EVA Air, STARLUX Airlines, CPC Corporation, Formosa Petrochemical Corporation, and Taoyuan International Airport Corporation jointly held a launch ceremony for Taiwan's first SAF fueling initiative, with SAF simultaneously added to flights by three Taiwanese air carriers at Kaohsiung International Airport, Taoyuan International Airport, and Taipei Songshan International Airport.

25
- 行政院陳金德政務委員在本局林俊良副局長陪同下蒞臨嘉義機場，勘察遙控無人機測試場域。
- Executive Yuan Minister without Portfolio Chin-De Chen, accompanied by CAA Deputy Director General Jiunn-Liang Lin, visited Chiayi Airport to inspect the drone testing site.
- 交通部陳世凱部長在本局何淑萍局長及澎湖航空站邱永昇主任陪同下，視察澎湖航空站作業，並關懷消防班同仁。
- MOTC Minister Shih-Kai Chen, accompanied by CAA Director General Shu-Ping Ho and Penghu Airport Director Yung-Sheng Chiu, visited Penghu Airport to inspect airport operations and extended his regards to airport rescue and firefighting personnel.

5 May

07
- 高雄國際機場舉辦東側立體停車場工程動土典禮，邀請立法院許智傑、李昆澤、賴瑞隆、邱議瑩、林岱樺立法委員，交通部陳世凱部長及本局何淑萍局長等貴賓蒞臨出席。
- Kaohsiung International Airport held a groundbreaking ceremony for its east-side multi-story parking garage. Legislators Chih-Chieh Hsu, Kun-Tse Lee, Jui-Lung Lai, Yi-Ying Chiu, and Daihua Lin, along with MOTC Minister Shih-Kai Chen and CAA Director General Shu-Ping Ho, attended the ceremony.

14 | 15
- 立法院交通委員會在交通部陳世凱部長、林國顯次長及本局何淑萍局長陪同下蒞臨馬祖考察交通建設，並舉辦「北竿機場擴建工程說明會」。
- The Transportation Committee of the Legislative Yuan, accompanied by MOTC Minister Shih-Kai Chen, Deputy Minister Kuo-Shian Lin, and CAA Director General Shu-Ping Ho, visited Matsu to inspect transportation infrastructure, and a briefing on the Beigan Airport expansion project was held.

20
- 本局舉辦「蘭嶼、綠島機場整體外觀風貌新建及改建工程動土典禮」，由交通部林國顯次長主持，台東縣王志輝副縣長、交通部航政司韓振華司長、交通部觀光署周永暉署長、本局何淑萍局長、航港局葉協隆局長等各單位代表共同出席。
- The CAA held a groundbreaking ceremony for construction and renovation of the overall appearance of Lanyu and Green Island airports, presided over by MOTC Deputy Minister Kuo-Shian Lin and attended by Deputy Magistrate Chih-Hui Wang of Taitung County, Director-General Chen-Hua Han of the MOTC Department of Navigation and Aviation, Director-General Yung-Hui Chou of the Tourism Administration, Director General Shu-Ping Ho of the CAA, Director-General Hsieh-Lung Yeh of the Maritime and Port Bureau, and representatives from relevant agencies.

29
- 台灣虎航新闢桃園-米子客運航線；菲律賓皇家航空新闢桃園-薄荷島客運航線。
- Tigerair Taiwan launched the Taoyuan–Yonago passenger route; Royal Air Philippines launched the Taoyuan–Bohol passenger route.
- 交通部林國顯次長蒞臨臺北國際航空站，在本局何淑萍局長及臺北國際航空站鄭堅中主任陪同下，視察臺北松山機場端午連假疏運作業。
- 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 transport operations during the Dragon Boat Festival holiday.

6 Jun

02
- 星宇航空公司新闢桃園-安大略客運航線。
- STARLUX Airlines launched the Taoyuan–Ontario passenger route.

06
- 國防部顧立雄部長、交通部陳世凱部長及林國顯次長，在本局何淑萍局長及臺北國際航空站鄭堅中主任陪同下出席記者會，宣布實施「軍人優先登機服務」，由華航等6家國籍航空公司同步推出，表達對國軍長期守護國家安全的感謝。
- Minister of National Defense Li-Hsiung Koo, MOTC Minister Shih-Kai Chen, and Deputy Minister Kuo-Shian Lin, accompanied by CAA Director General Shu-Ping Ho and Taipei Songshan International Airport Director Chien-Chung Cheng, attended a press conference to announce the implementation of a priority boarding service for military personnel. The initiative was simultaneously launched by six Taiwanese air carriers, including China Airlines, to express appreciation to the armed forces for safeguarding national security over the years.

- 華信航空公司新闢高雄-南竿客運航線，並舉辦首航典禮，連江縣政府王忠銘縣長、高雄市政府郭添貴秘書長、交通部航政司盧清泉副司長及本局楊國峯主任秘書等貴賓出席。
- Mandarin Airlines launched the Kaohsiung–Nangan passenger route and held an inaugural ceremony, attended by Magistrate Chung-Ming Wang of Lienchiang County, Secretary-General Tien-Kuei Kuo of the Kaohsiung City Government, Deputy Director-General Ching-Chuan Lu of the MOTC Department of Navigation and Aviation, CAA Secretary-General Kuo-Feng Yang and other distinguished guests.

17
- 邏輯航空公司新闢桃園-法蘭克福貨運航線。
- AeroLogic launched the Taoyuan–Frankfurt cargo route.

30
- 台灣虎航公司新闢高雄-濟州客運航線。
- Tigerair Taiwan launched the Kaohsiung–Jeju passenger route.
- 立法院交通委員會李昆澤委員、許智傑委員、邱志偉委員在交通部陳世凱部長、本局何淑萍局長等首長陪同下，考察高雄國際機場營運狀況及新航線辦理情形。
- Legislators Kun-Tse Lee, Chih-Chieh Hsu, and Chih-Wei Chiu of the Legislative Yuan's Transportation Committee, accompanied by MOTC Minister Shih-Kai Chen, CAA Director General Shu-Ping Ho and other senior officials, visited Kaohsiung International Airport to inspect its operations and the development of new routes.

7 Jul

04
- 台灣虎航新闢臺中-名古屋客運航線。
- Tigerair Taiwan launched the Taichung–Nagoya passenger route.

11
- 聯合航空新闢高雄-東京(成田)-舊金山客運航線。
- United Airlines launched the Kaohsiung – Tokyo (Narita) – San Francisco passenger route.

16
- 台灣虎航新闢高雄-仙台客運航線。
- Tigerair Taiwan launched the Kaohsiung–Sendai passenger route.

17
- 台灣虎航新闢桃園-石垣島客運航線。
- Tigerair Taiwan launched the Taoyuan–Ishigaki passenger route.

29
- 濟州航空新闢高雄-金浦客運航線。
- Jeju Air launched the Kaohsiung–Gimpo passenger route.

8 Aug

06 | 12
- 本局何淑萍局長率航警局局長趙瑞華、桃機公司及業界代表赴加拿大多倫多及溫哥華機場，實際驗證旅客及其手提行李一站式保安作業。
- CAA Director General Shu-Ping Ho led a delegation including the Commissioner of the Aviation Police Bureau, Jui-Hua Chao, representatives from the Taoyuan International Airport Corporation and industry stakeholders to airports in Toronto and Vancouver, Canada, to conduct on-site verification of One-Stop Security (OSS) procedures for passengers and their carry-on baggage.

14
- 立法院交通委員會蔡易餘委員考察嘉義機場擴建提升貨運量能規劃情形及航廈改建進度，由交通部陳世凱部長、本局何淑萍局長、嘉義縣劉培東副縣長及空軍第四聯隊楊全文隊長陪同。
- Legislator Yi-Yu Tsai of the Legislative Yuan's Transportation Committee, accompanied by MOTC Minister Shih-Kai Chen, CAA Director General Shu-Ping Ho, Deputy Magistrate Pei-Tung Liu of Chiayi County, and Commander Chuan-Wen Yang of the Air Force Fourth Tactical Fighter Wing, visited Chiayi Airport to inspect the planning for the expansion of cargo capacity at Chiayi Airport and the progress of terminal renovation.

15
- 馬亞洲航空新闢亞庇-桃園-福岡客運航線。
- AirAsia Malaysia launched the Kota Kinabalu–Taoyuan–Fukuoka passenger route.

22
- 星宇航空新闢桃園-下地島客運航線。
- STARLUX Airlines launched the Taoyuan–Shimojishima passenger route.

9 Sep

01
- 加拿大溫哥華及多倫多機場旅客至桃園國際機場轉機之一站式保安，擴大實施至旅客人身及手提行李免除安全檢查。
- OSS for transfer passengers traveling from Vancouver and Toronto, Canada, to Taoyuan International Airport was expanded to include exemption from security screening for both passengers and their carry-on baggage.

08
- 阿提哈德航空公司新闢桃園-阿布達比客運航線。
- Etihad Airways launched the Taoyuan–Abu Dhabi passenger route..
- 本局何淑萍局長接見並安排多國政經記者團參訪松山機場，實地瞭解臺灣航空業最新發展及在航空安全永續發展的努力，與推動參與國際民航組織(ICAO)之必要性。
- CAA Director General Shu-Ping Ho received a delegation of international political and economic journalists, and a visit to Taipei Songshan International Airport was arranged for them to understand the latest advances in Taiwan's aviation sector and its efforts in the sustainable development of aviation safety, as well as the necessity of Taiwan's participation in ICAO.

09
- 外交部與交通部共同召開國際民航組織(ICAO)推案記者會，外交部葛葆萱次長、交通部林國顯次長及本局何淑萍局長等共同出席，說明推動參與ICAO的訴求及策略，並呼籲ICAO應儘速接納臺灣參與。
- The Ministry of Foreign Affairs and the MOTC jointly held a press conference on Taiwan's bid to participate in ICAO. MOFA Deputy Minister Baushuan Ger, MOTC Deputy Minister Kuo-Shian Lin, and CAA Director General Shu-Ping Ho attended the event to outline the objectives and strategies for promoting Taiwan's participation in ICAO and to call on ICAO to accept Taiwan at the earliest opportunity.

18 | 28
- 國際民航組織(ICAO)第42屆大會期間，本局林俊良副局長率ICAO行動團赴加拿大，積極向全球民航社群發聲，呼籲國際社會支持臺灣參與ICAO，並與相關友邦、友我國家及非政府國際組織進行專業交流及經驗分享。
- During the 42nd Session of the ICAO Assembly, CAA Deputy Director General Jiunn-Liang Lin led a delegation to Canada to actively voice Taiwan's position to the global civil aviation community, calling for international support for Taiwan's participation in ICAO and conducting professional exchanges and experience sharing with allied and like-minded countries, as well as international non-governmental organizations.

10 Oct

02
- 交通部陳世凱部長視察全新整修完成並重新開放的松山機場觀景臺，由本局何淑萍局長及臺北國際航空站鄭堅中主任陪同。
- MOTC Minister Shih-Kai Chen, accompanied by CAA Director General Shu-Ping Ho and Airport Director Chien-Chung Cheng, visited the newly renovated and reopened observation deck at Taipei Songshan International Airport.

03
- 長榮航空公司新闢桃園-達拉斯客運航線。
- EVA Air launched the Taoyuan–Dallas passenger route.

21
- 長榮航空公司新闢桃園-釜山客運航線。
- EVA Air launched the Taoyuan–Busan passenger route.

22
- 本局與中華航空事業發展基金會合作舉辦2025 飛航安全管理國際峰會 (2025 IASMS)，共 193 位國際飛安專家與業界代表參與，透過國際交流合作，持續精進我國飛安管理。
- The CAA, in collaboration with the China Aviation Development Foundation, co-hosted the 2025 International Aviation Safety Management Summit (IASMS), bringing together 193 domestic and international aviation safety experts and industry representatives to continuously enhance Taiwan's aviation safety management through global cooperation.

23
- 真航空公司新闢桃園-濟州客運航線。
- Jin Air launched the Taoyuan–Jeju passenger route.

26
- 越捷航空公司新闢高雄-金蘭客運航線。
- VietJet Air launched the Kaohsiung–Cam Ranh passenger route.

29
- 義大利盧森堡航空公司新闢米蘭-仁川-桃園-達拉斯貨運航線。
- Cargolux Italia launched the Milan–Incheon–Taoyuan–Dallas cargo route.

31
- 越捷航空公司新闢高雄-大叻客運航線。
- VietJet Air launched the Kaohsiung–Da Lat passenger route.

11 Nov

07
- 越捷航空公司新闢桃園-大叻客運航線。
- VietJet Air launched the Taoyuan–Da Lat passenger route.

10
- 交通部陳世凱部長於臺北松山機場召開澎湖鄉親緊急需求機位保留記者會，宣布自 114 年 11 月 11 日起，每日保留部分機位供澎湖鄉親緊急需求使用。
- MOTC Minister Shih-Kai Chen held a press conference at Taipei Songshan International Airport to announce the reservation of a portion of daily seats for emergency travel needs of Penghu residents, effective November 11, 2025.

15
- 華信航空公司新闢高雄-香港客運航線。
- Mandarin Airlines launched the Kaohsiung–Hong Kong passenger route.

18 | 19
- 本局舉辦第35 屆臺日工程技術研討會—航空組研討會，邀請日本「中央工営株式会社」及「フジタ道路株式会社」代表進行演講交流，共同研析機場工程技術之創新思維。
- The CAA held the 35th Taiwan-Japan Engineering Technology Seminar: Aviation Section, inviting representatives from Chuokoei Corporation and Fujita Road Construction of Japan to deliver presentations and engage in discussions, jointly exploring innovative approaches to airport engineering technologies.

26
- 馬印航空公司執行澎湖-吉隆坡國際包機首航。
- Batik Air Malaysia operated the inaugural Penghu–Kuala Lumpur international charter flight.

12 Dec

10
- 本局召開「114 年航空氣象技術交流研討會」，邀集國家運輸安全調查委員會、國軍單位、航空公司、產業界與學術界等百餘名專家參與，就新一代航空氣象技術進行交流，展現我國持續強化飛航安全的決心。
- The CAA convened the 2025 Aviation Meteorology Technology Seminar, bringing together more than 100 experts from the Taiwan Transportation Safety Board, military units, airlines, industry, and academia to exchange views on next-generation aviation meteorology technologies, demonstrating Taiwan's continuous commitment to enhancing aviation safety.

12
- 本局邀請地勤與空廚業者，共同召開「114 年度航空站地勤業者、空廚業者與航空站經營人座談會」，討論桃園機場第三航廈北登機廊廳地勤規劃等議題，期許業界透過安全管理系統的持續精進，逐步邁向預測式安全管理。
- The CAA held the 2025 Forum for Ground Handling Service Providers, Catering Service Providers, and Airport Operators to discuss several safety topics, including ground handling plans for the north concourse of Terminal 3 at Taoyuan International Airport. The Forum aimed to encourage the industry to progressively advance toward predictive safety management through the continuous enhancement of safety management systems.

16
- 本局舉辦「2025 國際無人機及先進空中交通（AAM）論壇」，藉由跨國交流，強化台灣法規與檢驗能量，提升我國無人機產業全球競爭基礎。
- The CAA held the 2025 International UAS and Advanced Air Mobility (AAM) Forum to strengthen Taiwan's regulatory framework and inspection capabilities through international exchange, thereby enhancing the foundation for the global competitiveness of Taiwan's drone industry.

23
- 台灣虎航公司新闢高雄 - 熊本及臺南 - 熊本客運航線。
- Tigerair Taiwan launched the Kaohsiung–Kumamoto and the Tainan–Kumamoto passenger routes.

25
- 台灣虎航公司新闢臺南-沖繩客運航線。
- Tigerair Taiwan launched the Tainan–Okinawa passenger route.

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