



大会 — 第 38 届会议  
经济委员会

议程项目 40：航空运输的经济发展 — 政策

国际公务航空的经济待遇

(由美国提交)

执行摘要

第六次世界范围航空运输会议认识到，公务航空是整个国际航空运输体系中一个重要的组成部分，并呼吁国际民航组织制定相关的政策指导。各国之间经济待遇相互兼容可使公务航空业在全球范围内安全、可靠和有序发展。最近，亚太经济合作组织（APEC）运输工作组（TPTWG）就公务航空业务经济待遇方面最佳做法的核心原则达成协商一致。

行动：请大会将这一信息考虑在内。

战略目标：本工作文件涉及环境保护和航空运输可持续发展的战略目标。

财务影响：不适用。

参考文件：  
A38-WP/56 号文件：“第六次世界范围航空运输会议的成果”  
ATConf/6-WP/64 号文件：“促进国际公务航空发展”  
ATConf/6-WP/104 号文件，2.1 最后报告  
APEC TPTWG/38 号文件：“AEG 最后报告”

## 1. 讨论

1.1 一个强大的国际公务航空部门是整个国际航空运输体系中一个重要的组成部分,帮助最大限度地实现航空运输业对于全球经济的贡献。第六次世界范围航空运输会议认识到,公务航空是整个国际航空运输体系中一个重要的组成部分,并呼吁国际民航组织制定相关政策指导。

1.2 最近,亚太经济合作组织(APEC)运输工作组(TPTWG)就公务航空业务经济待遇方面最佳做法的核心原则达成一致,预期亚太经合组织运输部长将在东京举行的亚太经合组织运输部长会议上通过这些核心原则。TPTWG/38号文件报告的相关章节载于本附录当中。

1.3 请大会将上述信息考虑在内。

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## APPENDIX

### EXTRACT OF REPORT OF APEC TRANSPORTATION WORKING GROUP (TPTWG/38) AVIATION EXPERTS GROUP

Bali, Indonesia, July 1-5, 2013

#### Business Aviation Core Principles

Recalling that APEC Transportation Ministers, in the APEC 7<sup>th</sup> Transportation Ministerial Joint-Statement, urged the APEC Transportation Working Group (TPTWG) to focus expeditiously on identifying the benefits of business aviation and then work to develop and implement an APEC-wide set of agreed core principles that will apply to business aviation operations;

Appreciating the role business aviation can play in advancing APEC's broader goals of economic integration, trade facilitation, and development;

Noting that, for the purposes of this statement, the term 'business aviation' refers to the non-commercial use of aviation to facilitate and conduct business, examples of which include:

- a) an individual using his or her own aircraft;
- b) a corporation using its own aircraft(s) to transport employees and/or individuals with whom it is engaged in business; and
- c) the use by individuals or corporations of aircraft in which they possess an ownership interest;

Recognizing that the key commonality among these various types of operations, in terms of distinguishing them from commercial aviation operations, is that they are not held out for remuneration or hire;

Acknowledging that this is not a legally-binding document;

APEC Economies have reached consensus on the following core principles:

1. *“Business aviation operations should be treated, from an economic regulatory standpoint, as non-commercial, not-for-hire aviation. As such, they may have the freedom to fly within and between any points in all Economies, in accordance with an Economy's applicable requirements.”*
2. *“Any operating permissions for business aviation operations should be considered and acted upon in a timeframe suitable to their operational needs.”*
3. *“Consistent with ICAO standards and recommended practices, all governmental entities, e.g. customs, immigration, security, safety, etc, with jurisdiction over business aviation operations ought to recognize and treat these operations as part of non-commercial aviation.”*