

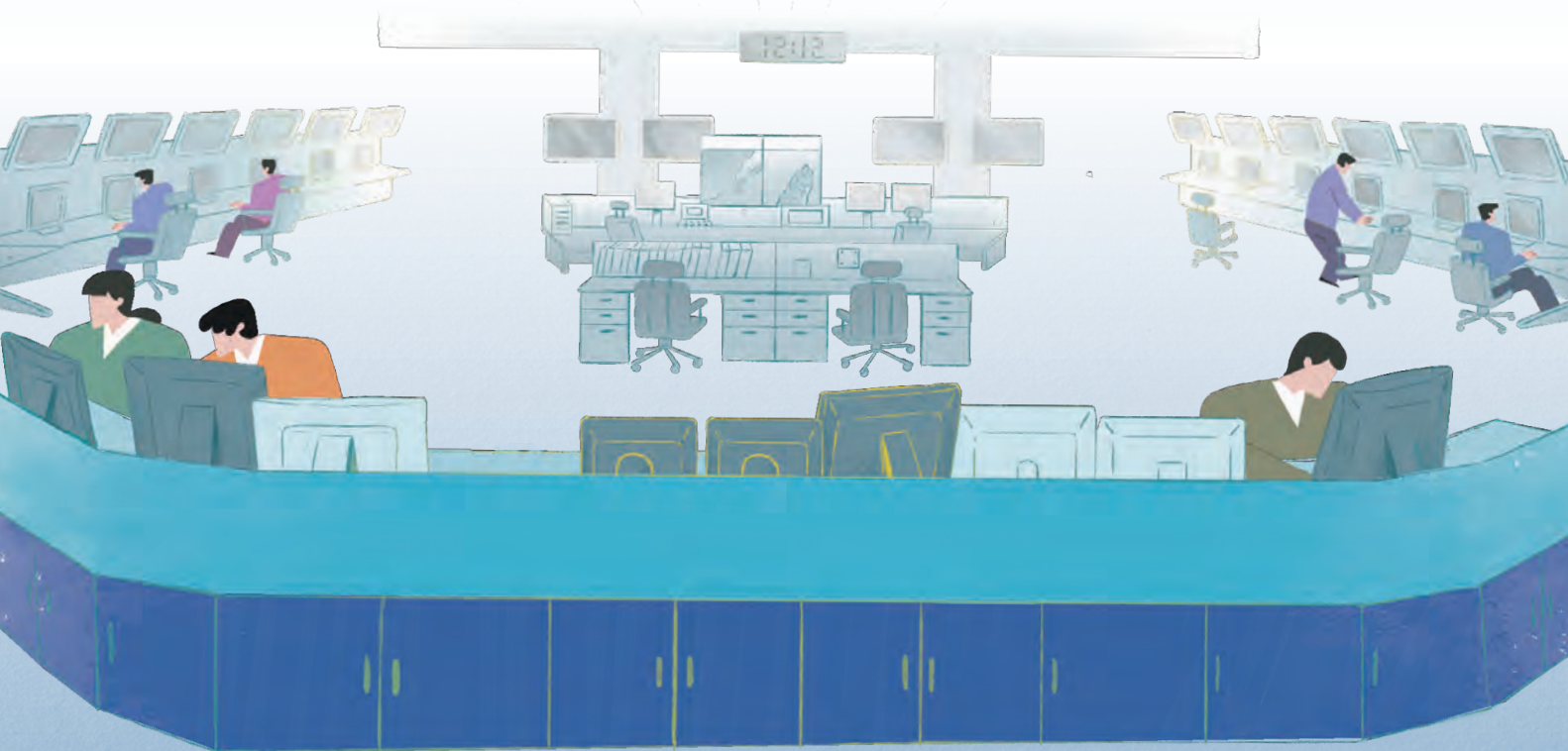
ANWS

交通部民用航空局

飛航服務總臺 114 年年報

AIR NAVIGATION AND WEATHER SERVICES, CAA, MOTC

2025 ANNUAL REPORT







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1

總臺長的話

A Message from the Director

全球航空旅運在歷經疫情的低谷衝擊與疫後的強勁復甦，114 年已逐漸回歸疫情前的正常節奏，臺北飛航情報區（下稱本區）總管制架次、過境架次及桃園國際機場管制架次都已來到 108 年（疫情前）的 9 成以上，總收入更超過 108 年，盈餘達 18.27 億元；這段日子，感謝交通部、民航局、軍方、桃園國際機場公司、各航空站及相關民航業者等各方的鼎力支持與協助，各項飛航事務才能順利推行。在各界齊心協力下，我們不僅穩健恢復服務量能，更在多項領域中，交出亮眼的成績單！

創新飛航服務作為，我們陸續完成開發符合需求之飛航流量管理系統、建置網頁平臺及手機版即時分享流管資訊、辦理說明會凝聚共識、訂定作業程序強化協同決策等工作，預計 115 年正式開設飛航流量管理席位並正式運作，同時也積極推動桃園國際機場實施縮短跑道最低隔離、調整離到場管理作業程序及辦理最小跑道佔用時間建議值，以及完成新一代航空情報服務系統啟用與過境航路服務費費率調整，提升本區飛航服務效能與安全水準。



After the impact of the pandemic and the strong post-pandemic recovery, the global air travel industry gradually returned to its pre-pandemic levels in 2025. The total flight movements, overflight movements of the Taipei Flight Information Region (Taipei FIR) and aircraft movements at Taiwan Taoyuan International Airport have returned to 90% of 2019 levels (pre-pandemic). The total revenue has exceeded that of 2019, with a surplus of 1.827 billion TWD. Our success in work related to aviation during this period can be attributed to the strong support and assistance from all sectors of society, including Ministry of Transportation and Communications (MOTC), Civil Aviation Administration (CAA), military authorities, Taoyuan International Airport Corporation Ltd., airports authorities, and various civil aviation partners. With the concerted efforts of all sectors, we have steadily restored our service capacity and delivered outstanding results in many areas.

In terms of innovative flight services, we completed Air Traffic Flow Management (ATFM) system that meets the traffic requirements of Taipei FIR, and designed and developed an ATFM Portal web platform, as well as a mobile version of the platform to share air traffic flow management information with aviation personnel. We organized briefings to build consensus and established operating procedures to strengthen collaborative decision-making. We plan to officially launch and operate the ATFM system in 2026. We also actively promoted the Reduced Runway Separation Minima (RRSM) at Taiwan Taoyuan International Airport, adjusted arrival and departure management procedures as well as the recommended minimum runway occupancy time, completed and activated the New Aeronautical Information Service System (N-AIS System), and revised overflight charges to improve the efficiency and safety of flight services in the region.



建構基礎設施量能，我們汰新啟用後龍歸航臺、花蓮雷達、臺東 / 蘭嶼 / 綠島機場新自動氣象觀測系統、臺東 / 高雄機場精確進場滑降指示燈、北部飛航服務園區不斷電系統等設施，並完成業務網由骨幹網路轉移至專線、飛航訊息處理系統架構調整暨版本更新等，不僅提高設備妥善率與可靠度，確保飛航操作安全與效能，同時提升作業韌性與服務品質。

連結國際發展趨勢，我們持續參與相關國際組織舉辦之各項研討交流會議，關注國際趨勢，推動建置本區新一代航管系統、桃園國際機場第二塔臺、松山機場塔臺暨整體園區新建工程、新一代低空風切警報系統，以及汰新馬公 / 花蓮 / 大屯山 / 松山 VOR/DME 設備與馬公 / 高雄機場終端雷達等中長程計畫，確保飛航服務符合國際規範及滿足未來航行需求。

114 年面對航情復甦與各項挑戰，全體同仁以卓越的專業與堅韌的毅力，確保飛航服務的穩健運行。過去一年，我們在各項評比中表現亮眼，不僅榮獲交通部「廉潔正直楷模」、「創新提案甲等獎」及「重大專案著有績效團體獎」，更得到「行政院國家資通安全演練績優」與「性別平等深耕獎」的殊榮。此外，在民航局所屬機關行政績效、公文檢核、人事業務與為民服務等領域，我們更一舉囊括四項第一的佳績！

這些亮眼成績，是每位同仁默默耕耘、各司其職的努力成果。展望未來，挑戰猶在，期許大家以再接再厲、不畏艱辛的精神，勇於接受挑戰，在既有基礎上持續精進，強化跨領域整合與跨單位協作，攜手守護每一架航班的安全與順暢！



In terms of infrastructure capacity, we upgraded and put into operation facilities such as the Non-Directional Beacon (NDB) at Houlong, new Hualien Radar, new Automatic Weather Observation System (AWOS) at Taitung, Lanyu and Ludao Airports, Precision Approach Path Indicator (PAPI) at Taitung and Kaohsiung Airports, and Uninterruptible Power Supply (UPS) systems for the North Air Traffic Service (ATS) Park. We also completed the transfer of the operation network from the backbone network to the dedicated lines, and the architecture adjustment and version update of the Air Traffic Services Message Handling System (AMHS). These improvements not only enhanced the availability and reliability of equipment and ensured the safety and efficiency of flight operations, but also improved operational resilience and service quality.

We stay aligned with global aviation developments by actively participating in international seminars and exchange meetings to monitor emerging trends. We proceeded with the Taipei FIR Next-generation ATMS Implementation Plan, Taoyuan International Airport Second Air Traffic Control Tower Construction Plan, New Air Traffic Control Tower Complex Construction at Songshan Airport Project, Next-Generation Low Level Windshear Alert System (LLWAS), the replacement of VHF Omni-directional Range/Distance Measuring Equipment (VOR/DME) in Magong, Hualien, Datunshan, Songshan and terminal radar in Magong and Kaohsiung airports, thereby ensuring that flight services comply with international standards and meet future needs.

In response to the recovery of the aviation industry and various challenges in 2025, our employees ensured steady operation of flight services with outstanding professionalism and perseverance. Over the past year, we have achieved outstanding results in various evaluations. We have not only received the "Model of Integrity and Honesty," "First-Class for Innovative Proposal," and "Outstanding Team Award for Major Projects" from the MOTC, but also received the "Outstanding Performance in National Cybersecurity Drills" and "Gender Equality Cultivation Award" from the Executive Yuan. Furthermore, we achieved 4 first-place rankings in Administrative Performance Evaluation, Document Performance Evaluation, Personnel Operations, and Public Services Performance Evaluation among CAA Affiliated Agencies.

These remarkable achievements are the result of the hard work and dedication of all employees. With challenges ahead of us, I hope that everyone will keep pressing ahead with unwavering determination and resilience to embrace upcoming challenges boldly, refine current mission based on existing foundation, strengthen cross-domain integration and cross-unit collaboration, and work together to ensure safe and smooth operation for every flight.

飛航服務總臺 總臺長

Director

Air Navigation and Weather Services

Joyce L.C. Huang

2

組織架構
Organization

114 年預算員額

1,066人

2025 Budget Personnel : 1,066 ppl

19 個一級單位
First-class Units: 1959 個二級單位 (17 個課、42 個臺)
Second-class Units: 59
(Section: 17, Station/ Tower/ Site/ Group: 42)16 個任務單位
Task Force Units: 16





1. 總臺長 Director

黃麗君 Huang, Li-Chun

2. 副總臺長 Deputy Director

董吉利 Tung, Chi-Li

3. 副總臺長 Deputy Director

汪美惠 Wang, Mei-Hui

4. 副總臺長 Deputy Director

康智育 Kang, Chih-Yu

5. 簡任技正 Senior Technical Specialist

袁星健 Yuan, Hsin-Chien

6. 簡任技正 Senior Technical Specialist

張明誠 Chang, Ming-Cheng

7. 飛航業務室主任

Air Traffic Service Management Office Chief

李嘉玉 Li, Chia-Yu

8. 安全計畫室主任

Safety and Planning Office Chief

謝碧岳 Hsieh, Pi-Yueh

9. 系統發展室主任

ATM Program Office Chief

林向得 Lin, Shiang-Der

10. 臺北區域管制中心主任

Taipei Area Control Center Chief

來安妮 Lai, An-Nie

11. 臺北近場管制塔臺塔臺長

Taipei Approach Control Tower Chief

毛修如 Mao, Hsiu-Ju

12. 高雄近場管制塔臺塔臺長

Kaohsiung Approach Control Tower Chief

陳永森 Chen, Yung-Sen



13. 臺北飛航情報中心主任

Taipei Flight Information Center Chief
林慧珠 Lin, Hui-Chu

14. 臺北航空氣象中心主任

Taipei Aeronautical Meteorological Center Chief
余祖華 Yu, Tsu-Hua

15. 臺北航空通信中心主任

Taipei Aeronautical Telecommunication Center Chief
郭碧枝 Kuo, Pi-Chih

16. 資訊管理中心代理主任

Information Management Center Acting Chief
賴玉彬 Lai, Yu-Pin

17. 航電技術室主任 Engineering Office Chief

朱逸文 Chu, Yi-Wen

18. 臺北裝修區臺區臺長

Taipei Aviation Facilities Sector Chief
鄭世宗 Cheng, Shih-Tsung

19. 桃園裝修區臺區臺長

Taoyuan Aviation Facilities Sector Chief
詹文欽 Chan, Wen-Chin

20. 高雄裝修區臺代理區臺長

Kaohsiung Aviation Facilities Sector Acting Chief
張秋山 Chang, Chiu-Shan

21. 供應室主任 Logistics Office Chief

邱顯棟 Chiu, Hsien-Tung

22. 秘書室代理主任 Secretariat Acting Chief

羅肇欣 Lo, Chao-Hsin

23. 人事室主任 Personnel Office Chief

陳慧敏 Chen, Hui-Min

24. 政風室主任 Civil Service Ethics Office Chief

林峻韻 Lin, Chun-Chieh

25. 主計室主任 Accounting and Statistics Office Chief

陳毓娟 Chen, Yu-Chuan

3

施政成果

Major Achievements

一、飛航管制

(一) 推動飛航流量管理 (Air Traffic Flow Management, ATFM)

◆ 推動本區實施計算後起飛時間 (Calculated Take-off Time, CTOT)

自 109 年由桃園機場開始推動試行 CTOT 起，本區試作範圍已納入高雄、松山及臺中等國內主要國際機場，國外部分除日本、韓國、香港、菲律賓、泰國及新加坡，更擴及越南等共 7 個國家地區、20 多個國際機場，並於 9 月 25-30 日與香港、泰國等地區 (國家) 辦理 ATFM 試行，6 天期間總計收到香港、泰國寄來 105 架 CTOT 限制航班，本區針對桃園機場到場發出 365 架 CTOT 限制航班，相關試行作業順利。

◆ 自行開發飛航流量管理系統與平臺建置

自行開發符合本區流量管理需求之飛航流量管理系統，已完成機場端及邊境點功能，114 年持續進行空域功能開發及整合測試，提供航班預計之離場時間及針對到場桃園機場航班依跑道容量進行 CTOT 作業調節，並持續透過 ATFM Portal 網頁平臺及手機版，即時分享流管資訊予航空從業人員，俾及早掌握因應，提升作業效率。



飛航流量管理系統
ATFM system

◆ 辦理說明會或交流研討

為促進各界瞭解 ATFM 運作並凝聚合作共識，我們積極透過各式管道，邀集各利害關係人，如本區主要國際機場、航空公司、地勤業者及總臺相關單位，分別於北部飛航服務園區、高雄、臺北、臺中及桃園機場，共辦理 14 場次說明會、交流或研討，建立雙向溝通機制，為後續 CTOT 作業奠定良好合作基礎。

◆ 訂定相關作業程序，強化協同決策機制

為增進本區對 ATFM 作業狀況之掌握，我們訂定飛航流量管理實施計畫、CTOT 作業程序及協同決策 (Collaborative Decision Making, CDM) 作業程序等相關文件，由飛航流量管理單位、航空公司、機場營運單位及塔臺，透過 CDM 會議共同討論當日流管需求，訂定飛航流量管理每日計畫 (ATFM Daily Plan, ADP)，以達成航班數量與到場容量之平衡。

I. Air Traffic Control

1. Promotion of Air Traffic Flow Management (ATFM)

◆ Implementation of Calculated Take-Off Time (CTOT) in Taipei FIR

Trial CTOT operations have been conducted at Taoyuan International Airport since 2020, and the trial operations in Taipei FIR have been expanded to major domestic airports such as Kaohsiung, Taipei Songshan, and Taichung International Airports. Trial operations outside Taiwan have been expanded to seven other countries and regions in the Asia Pacific such as Japan, South Korea, Hong Kong, the Philippines, Thailand, Singapore, and most recently, Vietnam encompassing over 20 international airports. From September 25 to 30, ATFM trials were conducted with Hong Kong, Thailand, and other regions (countries). During the 6-day trial, the Taipei ATFM unit received 105 CTOT-restricted flights from Hong Kong and Thailand, and issued CTOT restrictions for 365 flights arriving at Taoyuan Airport. The trial operations ran smoothly.

◆ Deployment of self-developed ATFM system and platform

We have independently developed an air traffic flow management system that meets the flow management needs of Taipei FIR and completed functions for airport operations and boundary control. In 2025, we continued the development and integration testing of airspace functions to provide estimated departure time for flights and adjust CTOT operations for flights arriving at Taoyuan International Airport based on runway capacity. We also continued to share air traffic flow management information with aviation professionals in real time through the ATFM Portal web platform and its mobile version to ensure prompt communication and improved operational efficiency.

◆ Organized briefings or seminars

To help professionals from different sectors understand ATFM operations and build consensus on cooperation, we actively used various channels to invite interested parties, such as major international airports, airlines, ground handling operators, and relevant units of ANWS, to a total of 14 briefings, exchanges, or seminars at the North ATS Park, Kaohsiung, Taipei, Taichung, and Taoyuan airports. We established bilateral communication mechanisms and laid a solid foundation for cooperation in subsequent CTOT operations.



桃園機場 ATFM 說明會
ATFM workshop at Taoyuan Airport

◆ Established relevant operating procedures and strengthen collaborative decision-making mechanisms

To enhance Taipei FIR's management of ATFM operations, we have established relevant documents such as the Air Traffic Flow Management Implementation Plan, CTOT Operating Procedures, and Collaborative Decision Making (CDM) Operating Procedures. Through CDM meetings, air traffic flow management unit, airlines, airport operators, and the control towers jointly discuss the daily flow control needs and establish an ATFM Daily Plan (ADP) to achieve a balance between the number of flights and arrival capacity.

(二) 提升機場離到場運作效率

- ◆ 推動桃園國際機場實施縮短跑道最低隔離 (Reduced Runway Separation Minima, RRSM) 作業

完成系統及設備標示、人員訓練、改變管理、訂定作業規定及辦理試行作業說明暨安全評估會議，廣續辦理試行作業，以提升跑道使用效率。



RRSM 說明會
RRSM briefing session

- ◆ 調整到場管理作業程序

召開 3 次「調整『臺北區域管制中心 / 臺北近場管制塔臺到場管理作業程序』

工作小組會議」，持續深化本區到場管理作業，由航路管制及近場管制合理分擔到場航機之消化，優化航管作業流程。

- ◆ 辦理最小跑道佔用時間 (Minimum Runway Occupancy Time, ROT) 建議值

為減少航機降落後佔用跑道之時間，完成飛航指南機場 RCTP AD 2.20「本場飛航規定」章節中加入「降落航機佔用跑道時間之建議值」，以維持跑道運作效益。

(三) 配合國家政策協助評估風力發電申設作業

因應政府大力推動綠能政策致風機申設案與日俱增，114 年審慎評估 72 件申設案對通信、導航、監視及航管作業之影響，以兼顧綠能開發與飛航安全。

(四) 協助遙控無人機產業發展提供空域相關服務

因應無人機廣泛運用於救災、軍事及商業等用途，為滿足各空域使用者之需求，確保空域有效運用及航空器間安全隔離，協助理 1,714 件無人機空域申請案，計實施 12,335 次。

(五) 辦理飛航管制技能交流研討

- ◆ 114 年 3-5 月辦理 3 梯次席查操作人員熟悉精進訓練，7-11 月辦理模擬機席位查核，進行模擬機師語彙、特殊模擬機行為操作，精進異常狀況時之管制技巧。
- ◆ 114 年 5 月及 6 月分 2 梯次辦理飛航管制員飛行專業知能訓練，納入航空電子及航空氣象人員，共 20 人參加，並於 8 月 5 日舉辦聯合心得發表，從作業角度分享如何從所學經驗反饋至實務工作中，擴大學習效益。



飛行專業知能訓練
Flight expertise training

2. Improved airport arrival and departure efficiency

◆ Promote the implementation of Reduced Runway Separation Minima (RRSM) operations at Taoyuan International Airport

Completed system and equipment labeling, personnel training, and change management, established operating procedures, conducted trial operation briefings and safety assessment meetings, and continued to conduct trial operations to improve runway utilization efficiency.

◆ Adjustment of arrival management procedures

Convened three meetings of the "Working Group on Adjusting the Arrival Management Procedures of Taipei Area Control Center/Taipei Approach Control Tower" to improve arrival management in the region, with enroute control and approach control sharing the handling of arriving aircraft and optimizing air traffic control procedures.

◆ Recommended Minimum Runway Occupancy Time (ROT)

To reduce runway occupancy time of aircraft after landing, recommended values for "Minimum Runway Occupancy Time (ROT)" have been added to the "Local Aerodrome Regulations" section of RCTP AD 2.20 in Aeronautical Information Publication (AIP) to maintain runway operational efficiency.

3. Assisted in the evaluation of wind power applications and construction in accordance with national policies

The government's active promotion of green energy policies has led to a rapid increase in the number of applications for constructing wind power generation facilities. In 2025, the ANWS assisted in the careful evaluation of 72 applications for their effect on communication, navigation, surveillance, and air traffic control operation, thereby striking a balance between green energy development and flight safety.

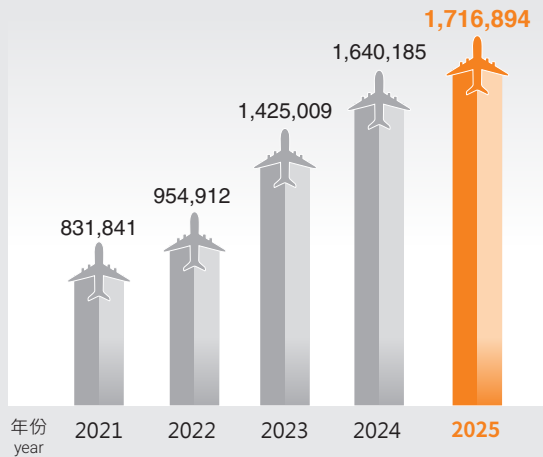
4. Assisted in drone industry development and provided airspace-related services

Drones are widely used in areas such as disaster relief, military operations, and commercial purposes. In response to diverse airspace requirements, and to ensure the effective use of airspace and safe distances between aircrafts, ANWS assisted in 1,714 drone airspace application cases, for a total of 12,335 implementations.

5. Organized exchange seminars on air traffic control skills

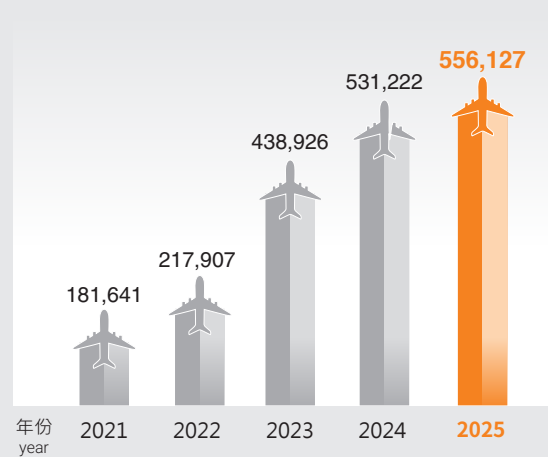
- ◆ From March to May 2025, we organized three rounds of training programs for position check operators to familiarize themselves with and improve their skills. From July to November, the simulator position checks were conducted to improve operators' skills in using simulated pilot terminology, performing special simulator actions, and refining their air traffic control techniques in irregular situations.
- ◆ 2 training sessions on Air Traffic Controller flight expertise training program were held in May and June 2025, involving aeronautical electronics personnel and aeronautical meteorology personnel, with a total of 20 people participating. On August 5, a joint discussion session was held to allow participants to share from an operational point of view how to apply their experiences in their practical work, thereby extending the effectiveness of the training.

服務實績 Service Achievements

總管制架次
Total Movements架次
Movements

114 年總管制架次為 1,716,894 架次，
較 113 年增加約 4.68%。

Total number of controlled movements in 2025 was 1,716,894, a 4.68 % increase compared with 2024.

航路管制架次
Area Control Movements架次
Movements

114 年航路管制架次為 556,127 架次，
較 113 年增加約 4.69%。

The number of area control movements in 2025 was 556,127, a 4.69% increase compared with 2024.

- ◆ 114 年 8 月 12 日辦理航管作業交流精進研討會，就各塔臺之獨特航管作業方式與應變策略、流量管理、架次分析與國際案例等進行分享，藉由橫向交流，降低作業風險，提升業務協調與合作。
- ◆ 辦理目視航機管制、跑道安全與緊急應變、RRSM、特殊情境管制作業等主題訓練，強化同仁專業技能，掌握最新法規與作業標準，因應運量成長挑戰。
- ◆ 辦理飛航服務人員實務訓練 / 實務在職訓練教官班，針對教官角色與責任分析、理解學習與溝通技巧，並設計分組課程就不同領域專業進行講授，強化各類飛航服務人員實務在職訓練教官之教學技能。



航管作業交流精進研討會

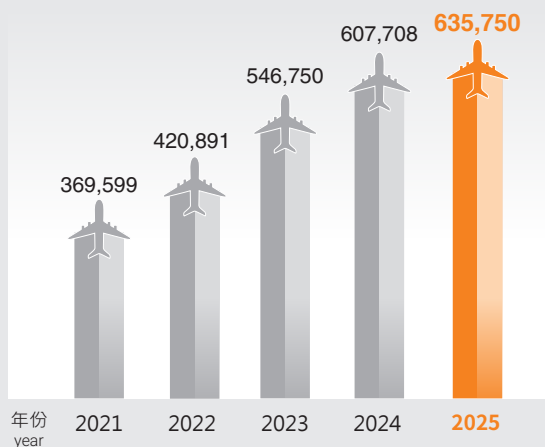
Air Traffic Control Operations Exchange Seminar

(六) 提供緊急應變處置及醫療救護支援

各航管作業單位除提供航機飛航管制服務外，並於航機發生鳥擊、機械故障、乘客身體不適等異常狀況時提供緊急應變處置，確保航機及乘客安全。114 年共計提供 440 次緊急應變處置。

近場管制架次 Approach Control Movements

架次
Movements

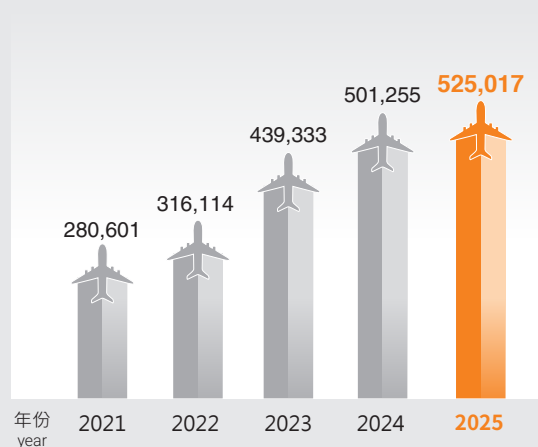


114 年近場管制架次為 635,750 架次，
較 113 年增加約 4.61%。

The number of approach control movements in 2025 was 635,750, a 4.61% increase compared with 2024.

機場管制架次 Aerodrome Control Movements

架次
Movements



114 年機場管制架次為 525,017 架次，
較 113 年增加約 4.74%。

The number of aerodrome control movements in 2025 was 525,017, a 4.74% increase compared with 2024.

- ◆ On August 12, 2025, we organized the Air Traffic Management Operations Exchange and Enhancement Seminar to share the unique experience in air traffic control operations, air traffic flow management, movements analysis, and international case studies of each control tower. The seminar sought to reduce operational risks and improve operational coordination and cooperation through exchange of ideas between participants.
- ◆ We conducted training sessions on topics such as visual air traffic control, runway safety and emergency response, RRSN, and special situation control operations to enhance employees' professional skills, ensure they mastered the latest regulations and operational standards, and meet the challenges of increasing traffic volume.
- ◆ We offered practical training/on-the-job training instructor programs for air traffic service personnel. These programs focused on the instructor's role and responsibilities, and emphasized understanding, learning, and communication skills. We also designed group courses for different disciplines to enhance the teaching skills of on-the-job training instructors for various types of air traffic service personnel.

6. Provided support for emergency response and medical rescue

In addition to providing air traffic control services, air traffic control units also offer emergency responses to ensure aircraft and passenger safety. These efforts included assisting pilots when encountering bird strikes, mechanical failures, and medically unwell passengers. In 2025, emergency response measures were provided 440 times.

二、飛航情報

(一) 完成新一代航空情報服務系統 (New Aeronautical Information Service System, N-AIS System) 轉移及啟用

為符合國際最新標準與規範，自 112-113 年推動建置新一代航空情報服務系統，經過 9 次研究小組會議、完成中長程個案計畫、25 次功能規格討論會議、完成 620 條需求規格、3 處陣地安裝、18 場次人員訓練、陣地驗收測試、系統安裝及整合測試、720 小時信心測試、作業測試與評估、系統驗收、安全風險評估、75 項轉移前準備工作、65 項轉移執行程序及兵棋推演等整備事項，順利於 114 年 10 月 16 日完成系統轉移及上線啟用，以持續提供優質飛航公告、飛航計畫、飛航前簡報等航空情報服務，確保航空情報服務之即時性、完整性、正確性，提升服務品質與水準。

(二) 實施飛航公告安全事件通報機制

當國際發布飛航公告、飛航指南修正、飛航指南補充通知書資料且涉及空域、航行警示、軍事演習、飛彈射擊等影響飛航安全時，均主動轉知航空公司注意，確保飛航安全。114 年總計通報 8,542 次。

II. Flight Information

1. Completed the transfer and inauguration of the New Aeronautical Information Service System (N-AIS System)

To comply with the latest international standards and specifications, we developed and implemented a New Aeronautical Information Service System (N-AIS System) from 2023 to 2024. After 9 research group meetings, completion of medium and long-term project plans, 25 functional specification discussion meetings, completion of 620 requirement specifications, installation at 3 sites, 18 personnel training sessions, site acceptance testing, system installation and integration testing, 720 hours of confidence testing, operational testing and evaluation, system acceptance, safety risk assessment, 75 pre-transfer preparations, 65 transfer execution procedures and tabletop drills, the system was successfully transferred and put into operation on October 16, 2025. This system will continue to provide high-quality aeronautical information services such as NOTAMs, flight plans, and pre-flight briefings, ensuring the timeliness, integrity, and accuracy of aeronautical information services, and improving service quality and standards.

2. NOTAMs and flight safety information distribution mechanism

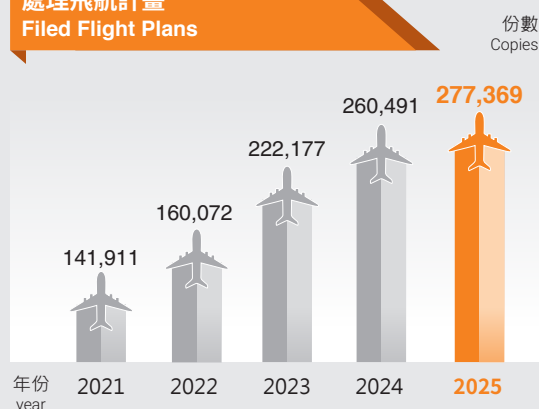
ANWS sent out 8,542 notices in 2025 to proactively inform airlines of NOTAMs, AIP amendments and supplements, and various international aeronautical information regarding airspace and navigation warnings, military exercises, missile warnings, etc., ensuring flight safety.



新一代航空情報服務系統轉移成功
Completed the transfer of the AIS System

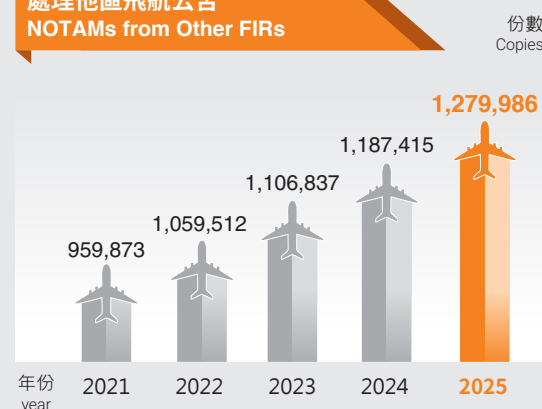
服務實績 Service Achievements

處理飛航計畫 Filed Flight Plans



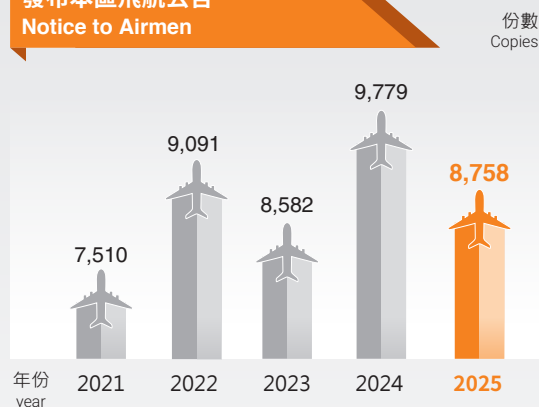
114 年處理飛航計畫 277,369 份，
較 113 年增加約 6.48%。
The number of flight plans processed in 2025 was
277,369, a 6.48% increase compared with 2024.

處理他區飛航公告 NOTAMs from Other FIRs



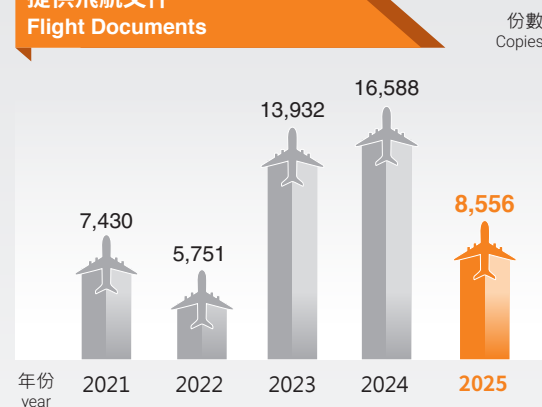
114 年處理他區飛航公告 1,279,986 份，
較 113 年增加約 7.80%。
The number of NOTAMs from other FIRs processed in 2025
was 1,279,986, a 7.80% increase compared with 2024.

發布本區飛航公告 Notice to Airmen



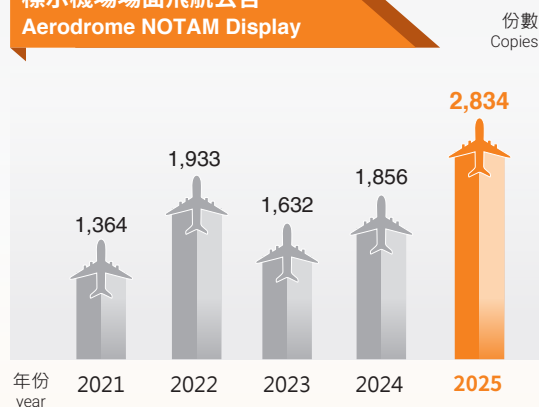
114 年發布本區飛航公告 8,758 份，
較 113 年減少約 10.44%。
The number of NOTAMs issued by Taipei FIR in 2025
was 8,758, a 10.44% decrease compared with 2024.

提供飛航文件 Flight Documents



114 年提供飛航文件 8,556 份，
較 113 年減少約 48.42%。
The number of flight documents provided in 2025 was
8,556, a 48.42% decrease compared with 2024.

標示機場場面飛航公告 Aerodrome NOTAM Display



114 年標示機場場面飛航公告 2,834 份，
較 113 年增加約 52.69%。
In total 2,834 NOTAMs were marked on aerodrome
charts in 2025, a 52.69% increase compared with 2024.

三、航空通信

(一) 辦理「飛航訊息處理系統 (Air Traffic Services Messages Handling System, AMHS)」持續運作演練

114 年 6 月 11 日辦理飛航訊息處理系統 (AMHS) 持續運作演練，驗證南部飛航服務園區 AMHS 系統轉報及用戶收發報功能、AMHS 系統用戶及 CADAS 用戶連線至南管 AMHS 收發電報之程序，強化同仁對異地備援演練及緊急應變作業熟悉度，確保航空通信服務不中斷。



AMHS 參數設定及監控作業

AMHS Parameter Setup and Operations Monitoring

(二) 完成過境航路服務費費率調整

自 114 年 3 月 1 日起由每架次新臺幣 10,000 元調整為 13,500 元，將為民航事業作業基金增加約 7-8 億元收入，持續投資飛航服務設施。

(三) 研析本區起降航機之飛航服務成本項目

為合理反映成本之增加，參考桃園國際機場公司調整降落費計費方式，並蒐集亞太地區 11 個國家之飛航服務費相關資料，研析本區起降航機之飛航服務成本項目，評估費率調整之可行性。

III. Aeronautical Telecommunication

1. Carried out the Air Traffic Services Messages Handling System (AMHS) contingency operation drill

The AMHS contingency operation drills were carried out on June 11, 2025 to verify the system's message forwarding and sending/receiving functions, the message sending/receiving procedures for AMHS users and CADAS users connecting to South ATS Park, as well as strengthen colleagues' familiarity with remote backup operations and emergency response, thereby ensuring aeronautical communication will remain uninterrupted.

2. Completed adjustments of overflight charges

Starting March 1, 2025, the overflight charge per flight was adjusted from 10,000 TWD to 13,500 TWD, which will increase the revenue of the CAA Operating Fund by approximately 700-800 million TWD and allow for sustained investment in flight service facilities.

3. Analyzed the air traffic service cost items for takeoffs and landings in the Taipei FIR

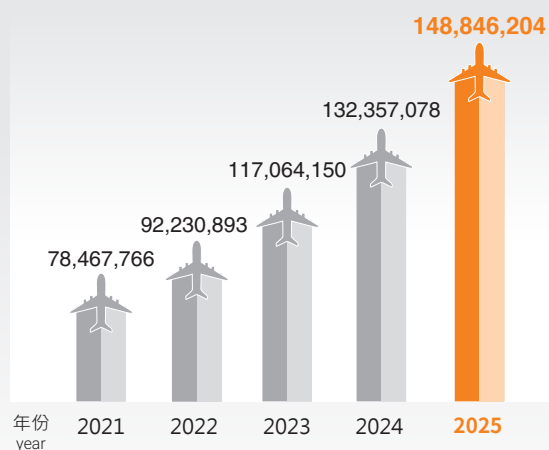
To reasonably reflect the increase in costs, we referred to the Taoyuan International Airport Corporation's adjustment of the landing charge calculation method, collected data on air traffic services charge from 11 countries in Asia Pacific and analyzed the air traffic service cost items for takeoffs and landings in the Taipei FIR to assess the feasibility of the rate adjustment.

服務實績 Service Achievements

航空固定通信報量

Aeronautical Fixed
Telecommunication Service messages

份數
Copies



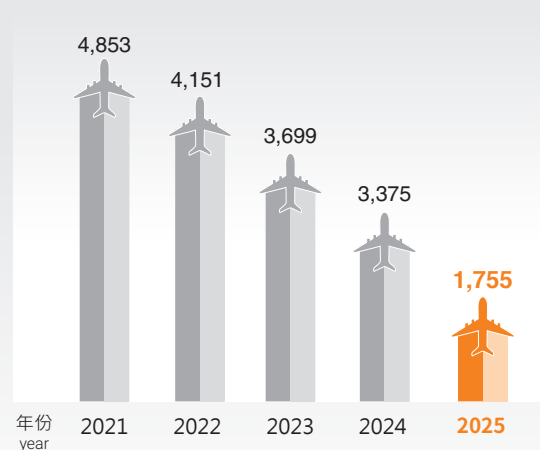
114 年航空固定通信報量為 148,846,204 份，較 113 年增加約 12.50%。

The total amount of aeronautical fixed telecommunication service messages handling in 2025 was 148,846,204 copies, a 12.50 % increase compared with 2024.

航空行動通信報量

Aeronautical Mobile
Telecommunication Service messages

份數
Copies



114 年航空行動通信報量為 1,755 份。

較 113 年減少約 48.00%。

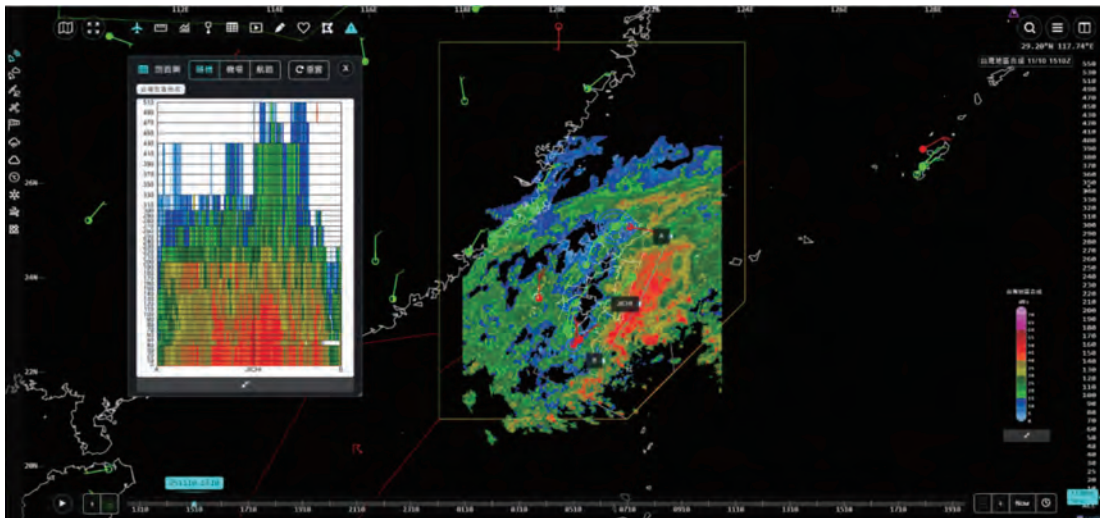
The total amount of aeronautical mobile telecommunication service messages handling in 2025 was 1,755 copies, a 48.00% decrease compared with 2024.



四、航空氣象

(一) 辦理「航空氣象現代化作業系統汰換及更新計畫」(Advanced Operational Aviation Weather System Renewal and Update, AOAWS-RU) 轉移作業

為持續提升航空氣象服務品質，自 110-113 年推動建置 AOAWS-RU，113 年完成系統功能及預報演算法產品，並成立轉移工作小組，114 年擬訂轉移計畫、辦理文件修編、改變管理等相關準備作業，預計於 115 年 3 月辦理系統轉移及上線啟用。



航空氣象預報系統

Aeronautical Meteorological forecasting system

(二) 推動臺灣桃園國際機場新一代低空風切警報系統建置計畫

為配合桃園機場第三跑道運作需要，規劃推動新一代低空風切警報系統建置計畫，114 年完成計畫書陳報，預計 115 年核定、116-119 年進行建置，以擴增低空風切警報作業涵蓋範圍，提升低空風切警報作業品質及偵測率，同時兼顧機場及航路天氣守視。

(三) 提供航空氣象簡訊服務

為利航機適航及連假疏運作業即時決策參考，提供民航局、機場等相關單位各民航（含軍民合用）機場不適航天氣、天氣預報、機場颱風警報單、顯著天氣簡訊及低溫簡訊通報等 6 種航空氣象通報簡訊，114 年發布簡訊次數計 2,547 次。

(四) 提供航空氣象資料服務

提供各單位相關民航機場航空氣象電話諮詢服務計 4,849 次；提供政府機關及民間機構申辦機場氣象資料計 150 次，做為學術研究、航空公司貨損調查、機場氣象特性瞭解、飛安事件調查、儀航程序規劃及場站施工參考之用。

(五) 編製航空氣候年報

114 年 4 月 1 日完成 113 年航空氣候年報，置於總臺官網 (<https://www.anws.gov.tw/>) 業務宣導 / 出版品項下，提供各單位下載使用民用機場之氣候統計資料。

IV. Aeronautical Meteorology

1. Implemented the Advanced Operational Aviation Weather System Renewal and Update (AOAWS-RU) operational transition and launch

The AOAWS-RU was built from 2021 to 2024 to continuously improve the quality of aeronautical meteorological services. In 2024, the system functions and forecasting algorithm products were completed, and a transfer working group was established. In 2025, we drafted a transfer plan, revised documents, and conducted change management as preparation measures. The system transfer and inauguration are expected to be completed in March 2026.

2. Implemented the Next-generation Low Level Windshear Alert System at Taiwan Taoyuan International Airport

To meet the operational needs of Taoyuan Airport's third runway, we planned and implemented a Next-generation Low Level Windshear Alert System (LLWAS). The project proposal was completed in 2025, and is expected to be approved in 2026 and implemented from 2027 to 2030. This will expand the coverage of low-level windshear warning operations, improve the quality and detection rate of low-level windshear warning operations, and support airport and air route weather watches.



新一代低空風切警報系統用地規劃

Land use planning for the Next-generation Low Level Windshear Alert System

3. Provided aeronautical meteorology text messaging services

Aeronautical meteorology text messages for 6 categories (unairworthy weather, weather forecast, airport typhoon warnings, significant weather, low temperature, etc.) were provided to the CAA, civil (including joint military and civil) airports, and other civil aviation organizations. This helps their immediate decision-making for weather below operation minima and peak-period traffic management during consecutive holidays. A total of 2,547 messages were delivered in 2025.

4. Provided aeronautical meteorology data and information services

ANWS handled 4,849 telephone inquiries regarding Aeronautical Meteorology in civil airports, along with 150 airport meteorology data requests from both government and civil organizations. These services were used for a variety of purposes, including academic research, airline investigations of damaged cargo, airport weather analysis, flight safety investigations, Instrument Flight Rules (IFR) procedure designs, airport construction, etc.

5. Publication of the 2024 Aerodrome Climatological Annual Summaries

On April 1, 2025, the 2024 Aerodrome Climatological Annual Summaries was published on ANWS's official website (<https://www.anws.gov.tw/PublicationListC002700.aspx?appname=PublicationListC002700>), where weather information and statistical data for civil airports are available for download.

服務實績 Service Achievements

業務類別 Category	工作項目 Items	工作成果 Results				
		110 年 2021	111 年 2022	112 年 2023	113 年 2024	114 年 2025
機場氣象測報 Airport Weather Observations	民航機場天氣觀測 Civil Airport Weather Observation (包括定時觀測及特別觀測等 二項) (including regular observation and special observation)	104,718	106,163	109,355	111,655	107,478
	局屬民航機場天氣報告 CAA Affiliated Civil Airport Weather Report	107,810	113,412	118,111	120,219	116,376
	民航機場趨勢預報 Civil Airport Trend Forecast	104,572	106,526	109,116	111,655	107,478
	民航機場天氣警報 Civil Airport Weather Warning	159	132	166	229	226
	民航機場低空風切警報 Civil Airport Low Level Wind Shear Warning	932	947	924	1,033	1,128
	桃園機場氣象雷達觀測 Taiwan Taoyuan International Airport Weather Radar Observation	71,568	81,282	69,204	75,690	70,854
	合計 Sub-total	390,532	411,622	408,628	422,927	405,485
航路預報 Route Forecasts	各種分析天氣圖表 Various Analytical Weather Charts	40,741	40,667	40,089	40,016	39,744
	高空風溫度預報圖 High Altitude Wind Temperature Forecast Chart	30,384	30,470	30,392	30,517	30,419
	顯著天氣預報圖 Significant Weather Forecast Chart	5,840	5,840	5,840	5,856	5,840
	合計 Sub-total	76,965	76,977	76,321	76,389	76,003

機場預報 Terminal Aerodrome Forecasts	編發機場預報 Issuing Terminal Aerodrome Forecast (TAF)	16,365	17,519	17,523	17,568	17,521
	機場預報修正 Amended Aerodrome Forecast(TAF AMD)	800	798	780	905	576
	合計 Sub-total	17,165	18,317	18,303	18,473	18,097
天氣守視 Weather Watches	顯著天氣資訊 Significant Weather Information	1,508	1,678	1,376	1,510	1,363
	飛機報告 Aircraft Report	472	520	553	563	629
	本區機場天氣報告 Regional Airport Weather Report	297,238	304,918	307,768	311,717	305,604
	AMHS 氣象電報 AMHS Weather Dispatch	7,892,843	8,227,233	8,720,118	8,867,190	11,588,870
	短時預報 Short-term Forecast	1,460	1,460	1,460	1,464	1,460
	天氣影像圖 Weather Graphics	1,292,105	1,294,379	1,291,689	1,282,542	1,266,683
	民航機場颱風警報 Civil Airport Typhoon Warning	206	175	351	352	225
	合計 Sub-total	9,485,832	9,830,363	10,323,315	10,465,338	13,164,834
總計 Total		9,970,494	10,337,279	10,826,567	10,983,127	13,664,419



五、航空電子

(一) 通信設備

- ◆ 完成松山、桃園、臺中及高雄機場之機航頻道設備架設，115 年 4 月辦理轉移，以提供航空公司地勤與航機駕駛優質通信服務。
- ◆ 汰新航管無線電及通訊設備，完成大屯山、後龍、高雄、清泉崗、金門、松山、恆春及馬公等陣地無線電機共 146 部之採購，確保航空通訊品質穩定可靠。
- ◆ 辦理業務網由骨幹網路轉移至專線案，進行嘉義機房、松山 / 豐年 / 金門 / 綠島 / 蘭嶼 / 恆春 / 南北竿 / 馬公等塔臺、大屯山 / 清泉崗 / 恆春 / 花蓮助航臺、三貂角雷達臺及南北部飛航服務園區等陣地轉移作業，115 年 2 月完成轉移，強化業務網路備援韌性。

(二) 助航設備

- ◆ 114 年 8 月 15 日汰新啟用後龍歸航臺 (NDB)，確保航機操作安全，提高設備妥善率與可靠性。
- ◆ 辦理「汰新臺北飛航情報區儀降系統案」，114 年完成決標並進行桃園機場 23R 跑道 ILS/DME 及訓練機架設作業，確保設備穩定可靠。



桃園機場 23R GP 新設機房

New GP equipment shelter for Runway 23R at Taoyuan Airport

(三) 監視設備

- ◆ 114 年 2 月 20 日啟用新花蓮航管終端雷達，具備 Mode S 功能，提升雷達詢問效率及航機定位精確度，確保飛航安全。
- ◆ 配合桃園機場第三跑道及衛星廊廳建置計畫，辦理「汰換桃園國際機場北場終端航管雷達案」，114 年 7 月 17 日完成雷達設備設計審查，115-117 年進行桃園北場終端航管雷達架設。

(四) 氣象設備

- ◆ 114 年 1 月 20 日汰新啟用「臺東、蘭嶼及綠島機場新自動氣象觀測系統 (AWOS)」，提供精準與穩定之機場氣象資訊。
- ◆ 114 年 4 月 17 日澎湖機場氣象報文納入區域航用氣象電報交換系統 (ROBEX) 進行國際資料交換。

高雄機場 09 跑道 ILS - 左右定位臺

Kaohsiung Airport's Runway 09 ILS - LOC



V. Aeronautical Electronics

1. Communication equipment

- ◆ We completed the installation of flight channel equipment at Songshan, Taoyuan, Taichung, and Kaohsiung airports, and carried out the transfer in April 2026 to provide high-quality communication services between airline ground staff and pilots.
- ◆ ANWS replaced radio and communication equipment, and completed the procurement of 146 radio sets for Datunshan, Houlong, Kaohsiung, Cingcyuangang, Kinmen, Songshan, Hengchun, and Magong sites to ensure the reliability of aeronautical communication quality.
- ◆ The operation network was transferred from the backbone network to the dedicated lines. This involves Chiayi site, Songshan/Fongnian/Kinmen/Ludao/Lanyu/Hengchun/Nangan/Beigan/Magong airport control towers, and Datunshan/Cingcyuangang/Hengchun/Hualien nav aids sites, Sandiaojiao radar site and South and North ATS Parks. The transfer was completed in February 2026, strengthening the resilience of the operation network.

2. Navigation equipment

- ◆ On August 15, 2025, the replacement of the NDB at Houlong was completed, ensuring aircraft operational safety and enhancing the availability and reliability of equipment.
- ◆ The tender for the "Replacement of Instrument Landing Systems in Taipei FIR" was awarded in 2025, and the ILS/DME installation work on Runway 23R at Taoyuan Airport and the installation of training simulator were completed, thereby ensuring the stability and reliability of equipment.

3. Surveillance equipment

- ◆ On February 20, 2025, the new Hualien radar was implemented. It is equipped with Mode S functionality, increasing its radar interrogation efficiency and flight positioning precision, thereby ensuring flight safety.
- ◆ To align with the Taiwan Taoyuan International Airport's third runway and satellite concourse development project, ANWS has planned to replace northern Taoyuan Terminal ATC Radar. The design review of the radar equipment was completed on July 17, 2025, and the installation will take place from 2026 to 2028.

4. Meteorological equipment

- ◆ On January 20, 2025, the AWOS replacement at Taitung, Lanyu and Ludao Airports was implemented, providing accurate and stable airport weather information.
- ◆ On April 17, 2025, the METAR and TAF reports of Penghu Airport were incorporated into the Regional OPMET Bulletin Exchange (ROBEX) for international data exchange.

新花蓮終端雷達
New Hualien Terminal Radar



(五) 助航燈光設備

114 年 2 月 17 日及 4 月 17 日分別啟用臺東機場 04/22 跑道及高雄機場 27 跑道之精確進場滑降指示燈 (PAPI)，確保航機操作安全，提升設備妥善率與可靠度。

(六) 機電設備

為提供北部飛航服務園區各系統及設備穩定供電需求，114 年辦理北部飛航服務園區不斷電系統 (UPS) 汰新轉移，114 年 2 月 25 日成立工作小組，以先建後拆、架設電源分配器以及分 2 階段逐一進行供電迴路轉移等方式推動，並訂定轉移程序檢核表、辦理多次高司演練，並選定夜間航情離峰時段執行，分別於 114 年 8 月 18 日及 9 月 25 日完成汰新轉移，確保不斷電系統設備運轉效能及可靠度，以穩定提供園區各設備和系統供電來源，增進飛航安全。



汰新啓用高雄機場 27 跑道 PAPI

Completed the replacement and installation of the PAPI of Runway 27 at Kaohsiung Airport

(七) 完成飛航訊息處理系統 (AMHS) 架構調整暨版本更新

為強化系統基礎設施之韌性，將原有的連動雙機組調整為「獨立運作」2 機組，114 年召開多次評估會議、擬定執行程序檢核表，並選定航情離峰時段執行，於 114 年 11 月 27 日完成 AMHS 架構調整及新版機組切換，提升系統維護的靈活度與安全性，並執行 AMHS 版本更新，提升資安韌性及服務品質。

(八) 強化資通安全業務及防護作為

- ◆ 114 年 12 月 8 日辦理「北部飛航服務園區資通安全事件通報及應變演練 (兵棋推演)」。
- ◆ 重新調整氣象相關系統網路架構及網段，並完成各氣象觀測臺設備資安防護軟體部署，提高資安監控及防護能力。
- ◆ 落實資通安全短中長程精進計畫 (中程)，推動新一代航空氣象現代化系統及新一代航空情報服務系統導入 ISO/IEC 27001：2022 資訊安全管理系統，並自行建置弱點掃描軟體平臺，俾利維護人員即早發現弱點及時修補。
- ◆ 各項核心資通訊系統均通過 ISO/IEC 27001：2022 新版驗證，並執行資訊系統滲透測試、弱點掃描、資安健診等措施，確保飛航服務系統資訊安全。

北管 UPS 轉移成功

The transition of UPS system in North ATS Park completed successfully

114年9月25日 北管不斷電系統UPS汰換轉移成功



5. Visual aids for navigation

The PAPI replacement of Runway 04/22 at Taitung Airport and Runway 27 at Kaohsiung Airport was inaugurated on February 17 and April 17, 2025, respectively, enhancing aircraft operational safety and improving stability and availability of equipment.

6. Electromechanics equipment

The replacement and transfer of the Uninterruptible Power Supply (UPS) system in the North ATS Park was carried out in 2025 to ensure a stable power supply for all systems and equipment. A work group was formed on February 25, 2025, and the project was implemented by means of construction before dismantling, installation of power distribution units (PDU), and transfer of power circuits one by one in two phases. A transfer procedure checklist was established, multiple tabletop drills were conducted, and the transfer was carried out during off-peak flight hours at night. The replacement and transfer were completed on August 18 and September 25, 2025, respectively, to ensure the operational efficiency and reliability of the UPS equipment, so as to provide a stable power source for all equipment and systems in North ATS Park and enhance flight safety.

7. Completed the architecture adjustment and update of the Air Traffic Services Message Handling System (AMHS)

To enhance the resilience of the system infrastructure, the original linked dual-node system was adjusted to two units that operate independently. ANWS held several assessment meetings in 2025, drafted an implementation procedure checklist, and activated the system during off-peak flight hours. The AMHS architecture adjustment and switchover to the new unit were completed on November 27, 2025, which improved the flexibility and security of system maintenance. We also updated the AMHS software version to enhance cybersecurity resilience and service quality.

8. Strengthening information security and protection

- ◆ The "Cybersecurity Incident Notification and Response Exercise (Tabletop Drill) at the North ATS Park" was conducted on December 8, 2025.
- ◆ The network architecture and network segments of the weather observation system were readjusted, and the cybersecurity protection software for the equipment of each weather observation station was deployed to improve cybersecurity monitoring and protection capabilities.
- ◆ ANWS continues to conduct various improvement measures in accordance with ANWS's short-, medium-, and long-term improvement plans (medium-), promoted the introduction of the ISO/IEC 27001:2022 information security management system into the AOAWS-RU and the N-AIS, and built a vulnerability scanning software platform to enable maintenance personnel to identify and fix vulnerabilities as early as possible.
- ◆ ANWS's core aeronautical services systems have all passed new ISO/IEC 27001:2022 certification. In addition, we also conducted cyber security penetration tests, vulnerability scans, and IT security diagnostic assessments to ensure the integrity of air traffic service IT systems.

服務實績 Service Achievements

各類系統妥善率 System Availability

年度 year	110 年 2021	111 年 2022	112 年 2023	113 年 2024	114 年 2025
系統名稱 System Name					
監視設備 Surveillance Equipment	99.9923%	99.9970%	99.9522%	99.9926%	99.9745%
助航設備 Navigation Equipment	99.9891%	99.9959%	99.9936%	99.8373%	99.9698%
飛航管理系統 Air Traffic Management System (ATMS)	100%	100%	100%	100%	100%
航空情報服務系統 Aeronautical Information Service System (AIS System)	99.9920%	99.9951%	99.9933%	99.9945%	99.9971%
飛航訊息處理系統 Air Traffic Services Messages Handling System (AMHS)	100%	100%	100%	100%	100%
航空氣象服務網 Aeronautical Meteorological Service Page (AMSP)	99.98%	99.97%	99.96%	100%	98.9700%
數位語音交換系統 Digital Voice Communication Switching System (DVCSS)	100%	100%	99.9991%	100%	99.9993%
飛航服務業務網路 ATS Service Network (ASN)	99.9996%	100%	99.9982%	99.9999%	99.9957%
行政網路 Office Administration Network (OAN)	100%	100%	100%	100%	100%

六、安全管理

(一) 落實三階層管控機制

透過三階層管理機制，每季召開安全委員會、每月召開安全工作會議、作業單位每週召開安全行動小組會議，全面推動安全管理四大面向相關工作、監控總臺安全管理系統、識別潛在危害與風險、追蹤安全相關議題及安全績效達成情形。

(二) 修訂安全管理指導文件

完成修訂並函頒「飛航服務安全管理系統手冊」、「飛航服務安全管理實施計畫」及「飛航服務安全查核手冊」等文件，據以辦理各項安全管理事務。

(三) 強化安全風險管理機制

- ◆ 以作業單位每日簡報 (Briefing)、安全行動小組會議、業務檢討會及臺務會報等機制辨識組織、系統及日常作業危害因子；列管並追蹤相關安全議題辦理情形，落實安全風險管理機制。
- ◆ 共辦理安全風險評估 2 案、改變管理評估 30 案及自願報告 11 案，系統性識別改變過程中可能的危害及提出風險緩解策略。

VI. Safety Management System (SMS)

1. Implemented a three-level management and control mechanism

With the three-level management and control mechanism, safety committee meetings are held quarterly, safety work meetings are held monthly, and safety action group meetings are held weekly for operation units. Work related to the four major aspects of safety management are comprehensively carried out, safety management systems at ANWS are monitored, potential hazards and risks are identified, and issues related to safety and safety performance are tracked.

2. Amendment of safety management guidance documents

Documents such as the "SMS Manual," the "Safety Management Implementation Plan," and the "SMS Audit Manual" were amended and issued, to serve as references for all types of safety management work.

3. Strengthened safety risk management mechanisms

- ◆ Mechanisms such as daily briefings, safety action group meetings, business review meetings by operation units, and monthly ANWS business review are implemented to identify risks on an organizational level, in systems, and in daily operations. The handling of safety issues is managed and tracked in order to implement strong safety risk management mechanisms.
- ◆ A total of 2 safety risk assessments, 30 change management evaluations, and 11 voluntary reports were conducted, which helped ANWS systematically identify potential operational hazards during the amendments and propose strategies to mitigate risk.

(四) 執行安全績效控管與查核

- ◆ 安全績效指標及作業效率指標達警示值或不符合目標值部分，均依規定進行原因分析、辦理檢討改善、研擬改善行動計畫或辦理專案查核，並納入下次安全查核重點項目，確保落實各項改善措施。
- ◆ 配合民航局實施 1 次系統性查核及 11 次符合性查核，另總臺依自主安全管理精神計執行 14 次飛航服務安全管理符合性查核，列管所有查核發現缺失及改善建議，透過每月及每季追蹤改善機制，以精進服務作業，確保飛航安全。

(五) 辦理安全推廣與訓練

- ◆ 編撰並發布 4 期安全布告欄、辦理 4 次專題演講及交流研討會，強化安全認知並宣導主動透過各種管道提報作業中所發現的危害與風險，落實正向安全文化。
- ◆ 參考 CANSO 及 FAA-MSCAIT 等相關國際文件規範，並依民航局 113 年執行總臺安全文化評估問卷結果建議，辦理安全文化問卷調查，填答率達 92.9%，填答結果正向總合約達 90%，持續精進安全作為，形塑正向文化。
- ◆ 辦理「飛航服務安全符合性查核員訓練」2 梯次 21 人次、「飛航服務安全符合性查核員複訓」2 梯次 24 人次及「飛航服務安全管理訓練」2 梯次 40 人次；另派員參加財團法人中華民國台灣飛行安全基金會辦理之「安全管理系統普通班」、「安全管理系統民航專班」及「人為因素與意外事件調查班」等訓練。
- ◆ 提供委外廠商線上安全管理訓練，並宣導重要安全資訊及安全風險提報管道，完善安全管理範疇。

(六) 研擬飛航服務 ROADMAP

為提升本區飛航服務與安全水準，確保符合國際規範，參考國際民航組織 (ICAO) 全球空中航行計畫 (GANP) 之航空系統區塊升級 (ASBU)、民用飛航服務組織 (CANSO)「亞太區飛航管理現代化白皮書」及國內其他交通範疇白皮書，撰擬飛航服務 ROADMAP，以擘劃總臺未來飛航服務發展藍圖，確立推動方向與策略。



民航局符合性查核
Compliance Audit conducted by CAA



飛航服務安全符合性查核員訓練
SMS Compliance Auditor Training

4. Implemented safety performance monitoring and safety audits

- For safety performance indicator values and operation performance indicator values that reached warning levels or did not meet target values, the cause analyses, reviews for improvements, and enhancement action plans or special audits were carried out according to the rules and regulations, as well as included in the key items for review in the next safety audit to ensure the improvement measures being implemented effectively.
- In 2025, ANWS was subject to audits under CAA's supervision, including 1 systematic audit and 11 external compliance audits. ANWS also conducted 14 internal audits based on the principle of autonomous safety management. Defects and suggestions for improvement found during the audits were listed for follow-up progress tracking, while monthly and quarterly follow-ups were further conducted to improve services and ensure flight safety.

5. Safety promotion and training

- 4 safety bulletins were compiled and issued, and 4 themed lectures and exchange seminars were held. These activities strengthened overall awareness toward safety and promoted the active reporting of hazards and risks discovered during work through a wide range of channels, thus creating positive safety culture.
- We referenced relevant international regulatory documents and standards such as CANSO and FAA-MSCAIT, and the recommendations of the CAA's 2024 Safety Culture Assessment Questionnaire for the Safety Culture Questionnaire Survey. The response rate was 92.9% and the total positive response rate was 90%. We continue to improve our safety practices and build a positive culture.
- We also held 2 sessions of "SMS Compliance Auditor Training" for a total of 21 participants, 2 sessions of "SMS Compliance Auditor Recurrent Training" for a total of 24 participants, and 2 sessions of "Safety Management Training" for a total of 40 participants. Furthermore, ANWS personnel attended "SMS General Course," "SMS for Civil Aviation Course," and "Human Factors and Accidents Investigation Class" organized by the Flight Safety Foundation-Taiwan.
- We provided online safety management training for providers of outsourced services, and communicated important safety information and safety risk reporting channels to improve the scope of safety management.



第 1~4 季安全布告欄
Safety bulletins : Quarter 1 - Quarter 4

6. Developed Air Traffic Service (ATS) Roadmap

To ensure that the air traffic services and safety level of the Taipei FIR comply with international standards, we referenced the International Civil Aviation Organization (ICAO) Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBU), the Civil Air Navigation Services Organization (CANSO) APAC ATM Modernization White Paper and other domestic white papers on transportation to draft the Air Traffic Service Roadmap to formulate the ANWS's future air traffic service development blueprint and establish the implementation direction and strategy.

七、傑出榮譽榜

- ◆ 參加 113 年行政院國家資通安全會報網路攻防演練計畫，114 年 7 月 15 日獲頒績優獎座，是部屬機關唯一、全國唯一四級機關獲此殊榮。
- ◆ 自行開發飛航流量管理系統，提升航管整體作業安全及機場效率，114 年 9 月 2 日獲頒交通部 114 年廉潔正直楷模獎座。
- ◆ 自行開發自動化障礙物與最低安全高度警示 (Automated Obstacle and Minimum Safe Altitude Warning, AOMSAW) 檢核工具，取代人工逐筆檢視更新飛航管理系統障礙物資料，節省大量人力及時間，於 114 年 11 月 13 日獲頒交通部 114 年創新提案甲等獎獎座。
- ◆ 新一代航空情報服務系統建置案榮獲 114 年交通部及所屬機關執行重大專案著有績效團體獎殊榮，於 114 年 12 月 18 日獲頒獎座。
- ◆ 以「天空的守護者 航管女力，領先全球」為主題，榮獲行政院「性別平等深耕獎」殊榮。
- ◆ 以人事業務第 1 名、為民服務第 1 名、公文檢核第 1 名及資本支出案件執行第 2 名等考評項目的優異成績，獲評民航局所屬各機關 114 年績效考評第 1 名。



榮獲重大專案著有績效團體獎殊榮

Received the Outstanding Team Award for Major Projects

八、交流合作與人才培訓

(一) 汲取國際新知

- ◆ 114 年 4 月 26 日至 5 月 4 日赴阿布達比參加國際飛航管制員協會聯盟 (IFATCA) 年會，藉由與各國代表交流，除掌握國際航管發展趨勢及參與會務運作外，更能強化雙邊關係，做為我國航管政策研訂之參考。
- ◆ 114 年 6 月 22-28 日赴義大利進行飛航服務技術交流，瞭解義大利推動數位塔臺歷程並持續掌握國際發展趨勢，做為評估我國建置數位塔臺之規劃參考。
- ◆ 114 年 9 月 8-11 日赴日本執行航空通信技術發展研討會，瞭解日本全系統資訊管理 (SWIM) 運作方式及協作環境下飛行與流量資訊 (FF-ICE) 治理架構，做為我國未來推動 SWIM 建置模式之參考。



赴義大利進行飛航服務技術交流

Visited Italy for technical exchanges on flight services

VII. Honors for outstanding achievements

- ◆ ANWS participated in the 2024 Cyber Offensive and Defensive Exercise of the National Information and Communication Security Task Force of the Executive Yuan, and received an Outstanding Performance Award on July 15, 2025. It is the only agency under the ministry and the only fourth-level agency in the country to receive this honor.
- ◆ We have developed our own Air Traffic Flow Management (ATFM) system to improve overall air traffic control operational safety and airport efficiency. On September 2, 2025. Our staff member received the 2025 MOTC Model of Integrity and Honesty Award.
- ◆ We have developed an in-house Automated Obstacle and Minimum Safe Altitude Warning (AOMSAW) verification tool, which replaced manual review and updating of obstacle data in the ATMS and saved a lot of manpower and time. On November 13, 2025, our staff member received the MOTC's 2025 First-Class for Innovative Proposal.
- ◆ The New Aeronautical Information Service System Project was awarded the 2025 Outstanding Team Award for Major Projects by the MOTC on December 18, 2025.
- ◆ Our campaign based on the theme of "Guardians of the Sky: Female Air Traffic Controllers Leading the World" received the Gender Equality Cultivation Award from the Executive Yuan.
- ◆ ANWS was ranked first among all agencies under the CAA in the 2025 performance evaluation, coming in first place for Personnel Operations, Public Services Performance Evaluation and Document Performance Evaluation, and second place for capital expenditure case execution.



性別平等深耕獎報告書封面
Report on the Gender Equality
Cultivation Award

VIII. Collaboration and Personnel Training

1. Internalizing international knowledge

- ◆ From April 26 to May 4, 2025, representatives from ANWS visited Abu Dhabi to attend the IFATCA Asia Pacific Regional Meeting. Through exchanges with representatives from different countries, ANWS delegation learned about the development trends in international air traffic control and participated in the operation of the conference. They also strengthened bilateral relations and used the information acquired as the basis for the formulation of Taiwan's air traffic control policies.
- ◆ From June 22 to 28, 2025, representatives from ANWS visited Italy for technical exchanges on flight services. They learned about Italy's development of digital control towers and kept up with international development trends. The information will be used as the basis for the construction of digital control towers in Taiwan.
- ◆ From September 8 to 11, 2025, representatives from ANWS visited Japan to attend the seminar on the development of aeronautical telecommunication technology in Japan to learn about the operations of Japan's System-wide Information Management (SWIM) and the governance architecture of the ICAO Flight and Flow Information for a Collaborative Environment (FF-ICE), which will serve as a reference for the implementation of the SWIM model in Taiwan in the future.



赴奧地利執行研習航空氣象天氣預報及劇烈天氣守視技術

Visited Austria to attend the study aviation weather forecasting and severe weather watch techniques

- ◆ 114 年 9 月 23-26 日赴日本執行「亞洲地區航管作業與席位空域規劃交流」，參訪福岡區域管制中心與日本流量管理中心，瞭解其自主開發的軌跡式航路交通數據處理系統、航機即時資訊整合介面，以及氣象即時預報結合容量分析、航班計畫，量化空域容量及工作負荷對作業安全的影響。
- ◆ 114 年 10 月 4-12 日赴奧地利執行「研習航空氣象天氣預報及劇烈天氣守視技術」，透過參與歐洲劇烈風暴實驗室辦理之劇烈對流天氣訓練課程，精進強對流預報技巧，提升本區航空氣象預報品質。
- ◆ 114 年 10 月 20-24 日赴澳門及香港參加 IFATCA 亞太年會、能力導向訓練與評估 (CBTA) 工作坊，會議主軸為「全天候運作 (All-Weather Operations)」，強調各國應制度化推動飛航管制與航空氣象整合，以強化全天候運作之系統韌性，並強調以實際作業能力與可觀察行為為核心，有助於強化訓練成效與提升訓練品質。
- ◆ 114 年 10 月 28-31 日赴日本執行「先進國家航管系統規劃建置參訪交流」，瞭解「Collaborative Actions for Renovation of Air Traffic Systems (CARATS)」航管現代化藍圖的願景、策略及推動進度，並汲取「基於軌跡的作業 (Trajectory-Based Operations, TBO)」及「管制員 - 駕駛員資料鏈路通信 (Controller-Pilot Data Link Communications, CPDLC)」之相關技術發展與經驗。
- ◆ 114 年 11 月 3-7 日赴韓國執行「亞太飛航服務單位作業研討交流」，透過考察仁川國際機場先進的航管設施、機場地面燈光及航空氣象服務體系，就其運行經驗、威脅應對、飛航安全、人員訓練與技術前瞻應用等議題進行經驗交流。
- ◆ 114 年 11 月 3-7 日赴泰國執行「亞太地區飛航流量管理會議」，瞭解泰國飛航流量管理組織架構、系統運作與空域容量評估方法與應用，並參訪相關航管作業單位，做為本區飛航流量管理系統發展之參考，並有助於推廣區域協作相關業務。
- ◆ 114 年 11 月 10-13 日赴日本執行「航空氣象資料技術協調會議」，與日本氣象協會討論氣象資料交換及服務，並參訪日方航空氣象作業單位，進行業務交流，促進臺日雙邊合作關係。
- ◆ 114 年 11 月 22 日至 12 月 3 日赴義大利執行「汰換臺北飛航情報區儀降系統案」，透過工廠測試、操作與說明，增進對桃園機場 23R 跑道 ILS/DME 及訓練模擬機等設備架構與性能之瞭解。



赴日本執行航空氣象資料技術協調會議

The Aeronautical Meteorological Data Technical Coordination Meeting in Japan

- ◆ From September 23 to 26, 2025, representatives from ANWS visited Japan to implement the "Exchange on Air Traffic Control Operations and Sector/Airspace Planning in Asia". They visited the Fukuoka Area Control Center and Japan's Air Traffic Management Center to learn about their independently developed trajectory-based airway traffic data processing system, aircraft real-time information integration interface, and how real-time weather forecasts are combined with capacity analysis and flight planning to quantify the impact of airspace capacity and workload on operational safety.
- ◆ From October 4 to 12, 2025, representatives from ANWS visited Austria to implement the "Study of aviation weather forecasting and severe weather watch techniques." Through participating in the severe convective weather training courses organized by the European Severe Storms Laboratory, they improved their forecasting skills for severe convective weather and enhanced the quality of aviation meteorological forecasts in the Taipei FIR.
- ◆ From October 20 to 24, 2025, representatives from ANWS attended the annual IFATCA Asia Pacific Regional Meeting and the Competency-Based Training and Assessment Workshop in Macau and Hong Kong. The main theme of the meeting was "All-Weather Operations." It emphasized that countries should institutionalize the integration of air traffic control and aviation weather observation to enhance the system resilience of all-weather operations. It also emphasized that focusing on actual operational capabilities and observable behaviors can improve the effectiveness and quality of training programs.
- ◆ From October 28 to 31, 2025, representatives from ANWS visited Japan to implement the "Visits and Exchanges on the Planning and Construction of Air Traffic Control Systems in Advanced Countries." The visit helped participants understand the vision, strategies, and progress of the air traffic control modernization roadmap "Collaborative Actions for Renovation of Air Traffic Systems (CARATS)", and learn about the related technological developments and experiences of "Trajectory-Based Operations (TBO)" and "Controller-Pilot Data Link Communications (CPDLC)."
- ◆ From November 3 to 7, 2025, representatives from ANWS visited South Korea to implement the "Asia-Pacific Air Navigation Service Unit Operations Seminar and Exchange program." They visited Incheon International Airport to observe its advanced air traffic control facilities, airport ground lighting, and aviation weather observation service system, and exchanged ideas on topics such as operational experience, threat response, flight safety, personnel training, and forward-looking applications of technologies.
- ◆ From November 3 to 7, 2025, representatives from ANWS visited Thailand to attend the "Asia-Pacific Air Traffic Flow Management Conference" to learn about Thailand's air traffic management organizational structure, system operation, and airspace capacity assessment methods and applications. The delegation also visited air traffic control units and used the experience as a reference for the development of Air Traffic Flow Management systems in Taipei FIR and promotion of regional cooperation.
- ◆ From November 10 to 13, 2025, representatives from ANWS visited Japan to attend the "Aeronautical Meteorological Data Technical Coordination Meeting," conducting discussions with the Japan Weather Association on meteorological data exchanges and services, and visiting aeronautical meteorology units in Japan to conduct work exchanges and enhance bilateral cooperation between Taiwan and Japan.
- ◆ From November 22 to December 3, 2025, representatives from ANWS visited Italy to implement the "Replacement Program of Instrument Landing Systems in Taipei FIR," which included factory tests, operation, and explanation. The program enhanced our understanding of the architecture and performance of equipment of Taoyuan Airport Runway 23R ILS/DME and training simulators.



赴泰國執行亞太地區飛航流量管理會議

Visited Thailand to attend the Asia-Pacific Air Traffic Flow Management Conference

- ◆ 114 年 11 月 24-28 日參加日本主辦之「第 17 屆非正式東亞飛航管制協調小組會議」，會中聚焦區域航行間效率的提升，以及飛航流量管理作業的優化與協商，以促進區域內飛航管制的資訊分享、技術交流與飛航流量管理整合。
- ◆ 114 年 12 月 7-12 日赴香港參加「民用飛航服務組織 (CANSO) 亞太區年會、工作小組會議、亞太區航空博覽會及亞太區飛航服務提供者委員會第五次會議」，瞭解他國航空氣象作業實務與新興技術應用經驗，做為我國推動航管與航空氣象整合之參考，並提升因應極端天氣風險能力。
- ◆ 114 年 12 月 17-20 日赴日本參訪成田機場航電設備發展、建置規劃及維護作業，瞭解鄰近先進國家對於航電相關面向之作法，做為精進我國航電作業之參考。



赴日本參加 EATMCG 17 會議

Visited Japan to attend the EATMCG 17 meeting



赴香港參加 CANSO 亞太區年會

Visited Hong Kong to attend the CANSO Asia Pacific Conference

(二) 強化業務交流

- ◆ 因應軍方演訓及研商軍民航機管制作業，與軍方共召開 46 次會議，研討雙方協調機制，並完成雙方 8 份協議書修訂，增進軍民航作業安全。
- ◆ 114 年 4 月 30 日辦理颱風作業業務交流會議，邀請中華、長榮、星宇、立榮、華信及台灣虎航等航空公司代表與會，會中針對歷年颱風之資訊整理分析進行說明及分享歷年特殊個案的應變經驗，並進行實務作業上的意見交流。
- ◆ 114 年 5 月 14 日於桃園機場辦理「總臺機航頻道新系統轉移說明會」，邀請 14 家航空公司代表與會，會中說明辦理機航頻道系統汰換，並討論相關配合事項。
- ◆ 114 年 6 月 27 日與中華航空氣象協會共同舉辦航空氣象專題研討，邀請國家災害科技中心于宜強博士講授「氣象災害預警研發與智慧化轉型」，於演講中說明如何運用大數據、人工智慧與數位孿生等先進技術，強化氣象預警能力，提升災害應變效率。
- ◆ 114 年 7 月 8 日辦理「全系統資訊管理 (SWIM) 工作交流會議」，會中介紹 SWIM 核心理念、系統架構、平臺、實作經驗與區域合作策略，做為我國後續推動 SWIM 相關工作之參考。
- ◆ 114 年 7 月 29 日辦理「軍民合用機場航空氣象作業交流會議」，強化軍民氣象單位與航空業者之作業協調與合作基礎，提升極端天氣下的應變效率。

辦理颱風作業業務交流會議

Held the Typhoon Operations and Service Coordination Conference

- ◆ From November 24 to 28, 2025, representatives from ANWS participated in the "17th East Asia Air Traffic Management Coordination Group (EATMCG) Meeting" hosted by Japan. The meeting focused on improving inter-regional air navigation efficiency and on optimizing and coordinating air traffic flow management (ATFM) operations, with the aim of promoting information sharing and technical exchange in air traffic control, as well as the integration of ATFM within the region.
- ◆ From December 7 to 12, 2025, representatives from ANWS visited Hong Kong to attend the "CANSO Asia Pacific Conference 2025, Working Group Meetings, Airspace Asia Pacific, and the fifth meeting of the Asia Pacific Air Navigation Service Provider Committee." They learned about the practical experience of aviation weather observation operations and the application of emerging technologies in other countries, which served as a reference for the integration of air traffic control and aviation meteorology in Taiwan, and enhanced our ability to respond to extreme weather risks.
- ◆ From December 17 to 20, 2025, representatives from ANWS went to Japan visiting the Narita Airport to learn about its navigation aids development, construction planning, and maintenance operations, and to learn about the navigation aids operation of neighboring advanced countries. The experience was served as a reference for improving navigation aids operation in Taiwan.

2. Strengthened cooperation and exchanges

- ◆ In order to discuss coordination mechanisms regarding military training and drill activities and to improve military-civilian aircraft management, 46 meetings were held and 8 letters of agreement were revised, further strengthening operational safety for both military and civilian aircraft.
- ◆ On April 30, 2025, ANWS held the "Typhoon Operations and Service Coordination Conference," inviting representatives from China Airlines, EVA Air, Starlux Airlines, Uni Air, Mandarin Airlines, and Tigerair Taiwan. During the meeting, experts compiled and analyzed information on typhoons in past years, and shared experience in responding to special cases over the years. They also exchanged ideas on practical operations.
- ◆ On May 14, 2025, ANWS held the "Transition to the New Radio Ground Link System" at Taoyuan International Airport, inviting representatives from 14 airlines to discuss the system replacement schedule and related coordination matters.
- ◆ On June 27, 2025, ANWS co-hosted an aviation meteorology seminar with the Chinese Aeronautical Meteorological Association. Dr. Yu, I-Chiang from National Science and Technology Center for Disaster Reduction gave a lecture titled "Meteorological Disaster Warning and Smart Transformation." In his talk, he explained how to use advanced technologies such as big data, artificial intelligence, and digital twin technology to strengthen meteorological early warning capabilities and improve disaster response efficiency.
- ◆ On July 8, 2025, ANWS held the "System Wide Information Management (SWIM) Working Exchange Meeting." The meeting introduced the core concepts, system architecture, platform, practical experience, and regional cooperation strategies of SWIM, which were used as references for the subsequent implementation of SWIM-related work in Taiwan.
- ◆ On July 29, 2025, ANWS held the "Exchange Conference on Aviation Weather Observation Operations at Joint Military and Civilian Airports" to strengthen the foundations for operational coordination and cooperation between military and civilian weather observation units and aviation operators, and to improve the efficiency of response to extreme weather conditions.



「氣象災害預警研發與智慧化轉型」專題研討
"Meteorological Disaster Warning and Smart
Transformation" seminar

- ◆ 114 年 8 月 1 日與中華航空氣象協會共同舉辦航空氣象專題研討，邀請中央氣象署張組長保亮講授「氣象雷達新視界」，深入說明「臺灣氣象雷達網現況」、「雷達系統之技術應用」及「金門、馬祖地區觀雨與觀霧雷達建置計畫」，並介紹「人工智慧技術之成果應用」。
- ◆ 114 年 9 月 3 日辦理「新一代航管系統工作交流會議」，會中就總臺新一代航管系統規劃進行技術交流與討論，增進對飛航管理技術發展趨勢之瞭解。
- ◆ 114 年 9 月 10-11 日辦理「飛航管理系統相關工作交流會議」，會中就總臺新一代航管系統計畫與未來飛航管理重點技術、語音通訊及統計分析等議題進行技術交流與討論。
- ◆ 114 年 11 月 20 日辦理「新一代塔臺系統工作交流會議」，會中就總臺「桃園國際機場第二塔臺建設計畫」及「臺北飛航情報區新一代航管系統建置計畫」進行初步交流與討論。
- ◆ 114 年 12 月 10 日辦理「航空氣象技術交流研討會」，計有國家運輸安全調查委員會、民航局、空軍氣象聯隊、中華航空氣象協會、多家航空公司及總臺等單位共 100 人參加，會中就桃園機場新一代低空風切監測規劃、亂流觀測與預報技術及下一代航空氣象系統發展等議題進行全方位深入之研討。
- ◆ 114 年 12 月 15-16 日辦理「國際飛航管制員與駕駛員作業研討會」，計有國內外飛航管制員、航空公司駕駛員及航空專家計百餘人共同參與，會中就經由標準儀器離場 / 到場程序爬高或下降及目視進場等實務操作議題進行探討，透過經驗分享與實地參訪，深化駕駛員與管制員對作業情境與限制之理解，持續提升安全與效率。
- ◆ 114 年 11-12 月於北部、中部及南部地區辦理 5 梯次之年度戰航管巡迴研習暨機場管制作業軍民座談，提升軍民雙方合作能力。

協辦航空氣象技術交流研討會

Co-hosted an aviation meteorology technical exchange seminar





協辦國際飛航管制員與航空器駕駛員作業研討會

Held the International Air Traffic Controllers and Pilots Symposium

- ◆ On August 1, 2025, ANWS co-hosted an aviation meteorology seminar with the Chinese Aeronautical Meteorological Association. We invited Director Chang Pao-Liang of Central Weather Administration to give a lecture titled "New Vision of Meteorology and Radar." He explained in detail the current status of weather radar networks in Taiwan, technical applications of radar systems, and rain and fog observation radar construction plans in Kinmen and Matsu, and introduced the applications of AI technologies.
- ◆ On September 3, 2025, ANWS held the "Next-Generation ATMS Working Exchange Meeting" to exchange ideas and discuss technical aspects of the ANWS' Next-Generation ATMS Implementation Plan and enhance understanding of the development trends of air traffic management technologies.
- ◆ From September 10 to 11, 2025, ANWS organized the "ATMS Related Working Exchange Meeting," during which technical exchanges and discussions were conducted on topics such as the ANWS' Next-Generation ATMS, key technologies for future flight management, voice communication, and statistical analysis.
- ◆ On November 20, 2025, ANWS held the "Next-Generation Tower System Working Exchange Meeting," during which preliminary exchanges and discussions were held on the "Taoyuan International Airport Second Air Traffic Control Tower Construction Plan" and "Taipei FIR Next-Generation ATMS Implementation Plan."
- ◆ On December 10, 2025, ANWS held an "Aeronautical Meteorological Technology Exchange Seminar" with approximately 100 participants from the Taiwan Transportation Safety Board, CAA, Air Force Weather Wing, Chinese Aeronautical Meteorological Association, airlines and ANWS. The seminar included comprehensive and in-depth discussions on topics such as the planning of the next-generation low-level wind shear monitoring at Taoyuan Airport, turbulence observation, forecasting technologies, and the development of next-generation aviation weather systems.
- ◆ On December 15 to 16, 2025, ANWS held the "International Air Traffic Controllers and Pilots Symposium" with approximately 100 participants from domestic and foreign flight controllers, airline pilots, and aviation experts. During the Symposium, attendees discussed practical operational issues such as CLIMB/DESCEND VIA SID/STAR and visual approach. Through experience sharing and site visits, the symposium enhanced pilots' and controllers' understanding of operational scenarios and limitations, and continuously improved safety and efficiency.
- ◆ During November and December, 2025, 5 workshops between military and civil ATCs were held in northern, central, and southern areas, thereby strengthening the cooperative capabilities for both sides.

(三) 厚植專業實力

◆ 訓練培育

- ◆ 專業訓練：飛航管制類 27 項，合計 167 梯次，共 1,586 人次；飛航情報類 8 項，合計 30 梯次，共 409 人次；航空氣象類 10 項，合計 36 梯次，共 599 人次；航空通信類 4 項，合計 6 梯次，共 25 人次；航空電子類(含資訊管理) 5 項，合計 41 梯次，共 264 人次。
- ◆ 行政知能訓練：簡報設計表達術課程、人權兩公約講座、職場霸凌防治宣導專題講座、失智與年長者醫療照護議題等 15 項課程，合計 16 梯次，共 1,229 人次。

◆ 席位查核

為使飛航服務更臻完善，確保同仁適職性，提高飛航管制、飛航情報、航空氣象、航空通信及航空電子等各類人員技術水準，共完成飛航管制(含航管模擬機) 959 人次、飛航情報 37 人次、航空氣象 76 人次、航空通信 18 人次、航空電子(含資訊管理) 236 人次席位查核。

◆ 航電專案查核

為提高設備妥善率，發掘潛在系統性風險並進行監督，完成 3 次航電專案查核並進行改善。

◆ 強化關鍵基礎設施安全防護量能與韌性

- ◆ 114 年 7 月 17 日北部飛航服務園區配合桃園市政府參與 2025 城鎮韌性(防空)演習之「戰災搶救」演練，驗證防護團自救能力。
- ◆ 114 年 7 月 18 日辦理北部飛航服務園區國家關鍵基礎設施安全防護自主檢視，並邀請外部協力單位一同陪檢。



善用 AI 工具訓練
Leveraging AI tools



以聲療心 - 頌鉢體驗工作坊
Singing bowl workshop



清泉崗助航臺 ILS 查核
Audit of the ILS at Cingcyuangang NavAids Site

3. Cultivating proficiency and skill

◆ Training

- ◆ Professional training: 27 categories of ATC training with a total of 167 sessions and 1,586 participants; 8 categories of Flight Information training with a total of 30 sessions and 409 participants; 10 categories of Aeronautical Meteorological training with a total of 36 sessions and 599 participants; 4 categories of Aeronautical Telecommunication training with a total of 6 sessions and 25 participants; 5 categories of Aeronautical Electronics training (including Information Management) with a total of 41 sessions and 264 participants.
- ◆ Administrative competency training: a total of 15 courses with 16 sessions and 1,229 participants were conducted focusing on various topics, including presentation design skills, ICCPR and ICESCR of Human Rights, workplace bullying prevention, dementia and elderly care, etc.

◆ On-the-job competency assessment

To ensure operational proficiency in providing high-quality air traffic services and to cultivate professional skills for all staff members (Air Traffic Control, Flight Information, Aeronautical Meteorology, Aeronautical Telecommunication, and Aeronautical Electronics), ANWS completed on-the-job competency assessments (including simulator evaluation) for 959 ATCs, 37 Flight Information personnel, 76 Aeronautical Meteorology personnel, 18 Aeronautical Telecommunication personnel, and 236 Aeronautical Electronics personnel (including Information Management personnel).

◆ Aeronautical electronics personnel proficiency assessment

To improve the availability of equipment, identify potential systemic risks, and implement supervision, 3 assessments were carried out and follow-up supervision was implemented to verify improvements.

◆ Strengthened the security and resilience of critical infrastructure

- ◆ On July 17, 2025, the North ATS Park partnered with the Taoyuan City Government in the disaster relief exercise of the 2025 Urban Resilience (Air Defense) Exercise to test the self-rescue capabilities of the protection teams.
- ◆ On July 18, 2025, ANWS conducted a self-inspection of the Critical Infrastructure Protection Inspection in the North ATS Park, and invited external cooperative units to accompany the inspection.

◆ 緊急應變演練

- ◆ 114 年 6 月 18 日辦理「航空器失事或重大意外事件通報及資料整備演練」，共 32 人次參與。
- ◆ 114 年 9 月 17 日辦理 114 年度飛航管理自動化系統持續運作演練，以兵棋推演方式進行，共 34 人次參與。
- ◆ 114 年 12 月 23 日辦理 114 年度助航設備災害防救演習計畫，共 19 人次參與。
- ◆ 114 年 12 月 24 日辦理 114 年度重大人為危安事件或恐怖攻擊演習，共 33 人次參與。
- ◆ 飛航管制人員於各機場塔臺進行航管業務持續運作演練共 6 梯次，65 人次參與。
- ◆ 飛航情報人員每人每月以備援系統作業 1 次，確保裝備故障緊急應變能力。
- ◆ 航空氣象人員辦理各類緊急應變演練（異地備援、航機意外事件發生之緊急應變處理、天然災害及電力中斷、代發報演練、各類氣象裝備故障演練及氣象人員支援航管作業演練）共 30 梯次，306 人次參與。
- ◆ 航空通信人員辦理各類緊急應變演練（飛航管理自動化系統持續運作、飛航資料處理緊急應變及飛航訊息處理系統持續運作）共 10 梯次，23 人次參與。
- ◆ 航空電子人員辦理各類裝備故障及非法干擾緊急應變演練共 34 梯次，254 人次參與。

(四) 推廣飛航服務

◆ 至各地分享

- ◆ 114 年 3 月 4 日及 11 月 25 日黃總臺長麗君分別赴朝陽科技大學及高雄餐旅大學演講，分享民航職涯發展及介紹臺北飛航情報區飛航服務。
- ◆ 114 年 4 月 25 日黃總臺長麗君接受空軍航空技術學院邀請參加「2025 第 15 屆航空科技與飛航安全暨第 13 屆航空與社會聯合學術研討會」，介紹臺北飛航情報區飛航服務。
- ◆ 114 年 7 月 9 日協助財團法人中華航空事業發展基金會辦理「我的青航時代 - 2025 航發會 × 暑期航空營」，介紹飛航管制及航空氣象業務，並鼓勵青年學子投入飛航服務工作。
- ◆ 114 年 11 月 9、15、22 日協助財團法人中華航空事業發展基金會辦理「2025 飛航解密 暢遊天際」活動，介紹飛航管制業務。



總臺長赴高雄餐旅大學推廣飛航服務

Director of ANWS promoted Air Traffic Services at NKUHT



參與「我的青航時代」介紹飛航服務業務

Participated in the theme "My Aviation Youth" to introduce Air Traffic Services

◆ Emergency response drills

- ◆ On June 18, 2025, the "Notification and Data Preparation Drill for Aircraft Crashes or Major Accidents" was held, with a total of 32 participants.
- ◆ On September 17, 2025, the 2025 ATMAS Contingency Operations Exercise (COOP Exercise) was held in the form of a contingency scenario wargaming exercise, with a total of 34 participants.
- ◆ On December 23, 2025, the Drill for Navigation Aids Facility Disaster Prevention and Response was held, with a total of 19 participants.
- ◆ On December 24, 2025, the 2025 Practical Drill for Significant Man-made Disaster and Terrorist Attack was held, with a total of 33 participants.
- ◆ 6 drills for air traffic control contingency operations were held for towers in various airports, with a total of 65 participants.
- ◆ Flight information personnel operated backup systems for daily operation once a month to ensure operational integrity in case of equipment failure.
- ◆ Various types of emergency response drills for aeronautical meteorology personnel were held over 30 sessions with a total of 306 participants. These included: remote backup operation exercises, aircraft accident response, natural disasters, power outages, processing weather reports on behalf of other units, various types of meteorological equipment failures, supporting ATC operations, etc.
- ◆ 10 emergency response drills were held for aeronautical telecommunication personnel (ATMAS COOP Exercise, flight data operation emergency response and AMHS contingency), with a total of 23 participants.
- ◆ 34 drills for the emergency response of navigational aids failures and unlawful interference were held for aeronautical electronics personnel, with a total of 254 participants.

4. Promoting air traffic services

◆ Share aviation knowledge at various places

- ◆ On March 4 and November 25, 2025, Director of ANWS, Huang Li-Chun delivered speeches at Chaoyang University of Technology and National Kaohsiung University of Hospitality and Tourism to discuss career development in civil aviation and air traffic services in Taipei FIR.
- ◆ On April 25, 2025, Director of ANWS, Huang Li-Chun accepted the invitation from the Air Force Institute of Technology to participate in the "15th Aviation Technology and Flight Safety and 13th Aviation and Society Joint Academic Symposium" to introduce air traffic services in Taipei FIR.
- ◆ On July 9, 2025, ANWS assisted in organizing lectures with the theme "My Aviation Youth" for the 2025 Aviation Summer Camp held by China Aviation Development Foundation, at which the speakers introduced air traffic control and aeronautical meteorology operations and encouraged young students to join the ranks of air traffic controllers.
- ◆ On November 9, 15, and 22, 2025, ANWS assisted China Aviation Development Foundation with their "2025 Mysteries of Flight lecture series," and introduced air traffic control operations.



參與「2025 飛航解密 暢遊天際」活動推廣飛航管制業務
Participated in the "2025 Mysteries of Flight lecture series" to
introduce air traffic control operations

◆ 國內媒體採訪

114 年 6 月 16 日接受臺北廣播電臺專訪《深夜裡守護天空的無名英雄》，介紹深夜裡仍默默守護天空的飛航管制員，增進大眾對飛航管制工作之瞭解，並於 11 月 2 日播出。

◆ 提供參訪服務

114 年提供參訪服務共計 83 梯次，1,131 人次參與。



臺北電臺深夜工作特輯採訪管制同仁

TBS Late-night interview air traffic controllers

九、辦理飛航服務先期規劃

(一) 推動「臺北飛航情報區新一代航管系統建置計畫」

為滿足本區現役飛航管理系統屆期後接續支援航管服務之需，規劃建置因應未來航行量成長與新興作業型態之航管系統，導入新技術以接軌國際，同時兼顧韌性以確保航管作業之持續運作能力，將分 8 年進行新一代航管系統之建置。



◆ Media interviews

On June 16, 2025, ANWS was interviewed by Taipei Broadcasting Station for "The Unsung Guardian Heroes of the Night Sky," during which ANWS introduced air traffic controllers who silently guard the sky in the night, thereby increasing public understanding of air traffic control work. The interview was broadcast on November 2.

◆ Facility visits

In 2025, in-person visits were conducted for a total of 1,131 people visiting ANWS facilities over the course of 83 sessions.

IX. Preliminary Planning for air traffic services

1. Promotion for "Taipei FIR Next-Generation ATMS Implementation Plan"

To address the Taipei FIR's need for continued air traffic management services after the current ATMS reaches the end of its service life, the ANWS planned to implement a new generation air traffic management system over a period of eight years to accommodate future growth in air traffic volume while incorporating emerging operational methods and new technologies, thereby aligning with international standards and ensuring resilience in order to maintain continuous operations.





(二) 推動「臺灣桃園國際機場第二塔臺建設計畫」

為配合桃園國際機場第三跑道建設期程，規劃建置桃園國際機場第二塔臺，以因應未來 3 條跑道作業及航行量成長所需，並規劃 2 座塔臺相互備援，提升航管作業韌性，將分 7 年進行第二塔臺之建置。

(三) 推動「松山機場塔臺暨整體園區新建工程計畫」

配合松山機場整體規劃、中長程發展及各類業務需求，啟動先期規劃作業，規劃松山機場塔臺及相關基礎設施之新建，以形塑飛航服務新意象，提供優質飛航服務。

(四) 推動「馬公機場及高雄機場終端航管雷達汰換案」

為確保澎湖及高雄機場周邊空域涵蓋完整性，將馬公雷達提升具備初、次級雷達功能，強化澎湖空域軍機雷達識別能力，規劃汰新馬公及高雄機場雷達，114 年完成計畫書陳報，預計 115 年核定、116-121 年執行。

(五) 推動「馬公、花蓮、大屯山及松山 VOR/DME 設備汰換案」

為確保導航設備品質，並於 GPS 失效或干擾情況下仍能提供安全導航，規劃汰新馬公、花蓮、大屯山及松山 VOR/DME 設備，114 年完成計畫書陳報，預計 115 年核定、116-117 年執行。

2. Promotion for "Taoyuan International Airport Second Air Traffic Control Tower Construction Plan"

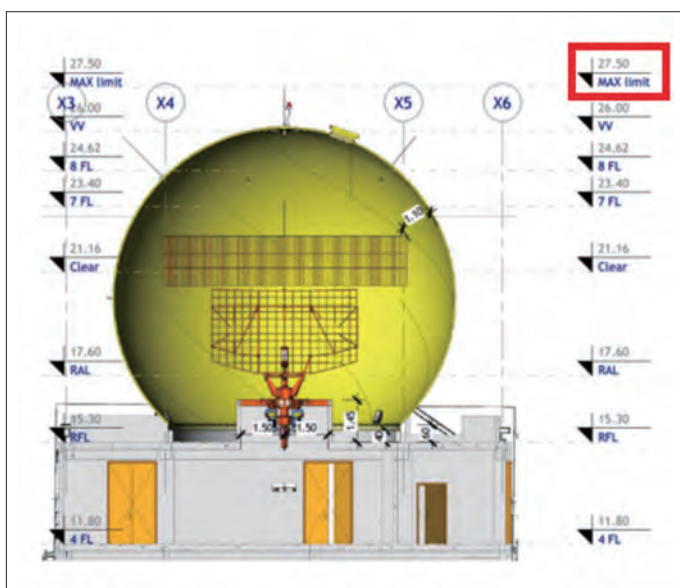
In alignment with Taoyuan International Airport's third runway construction timeline, the ANWS planned the construction of the second air traffic control tower at Taiwan Taoyuan International Airport over a period of seven years. This initiative aims to accommodate future operations with three runways and the anticipated growth in air traffic volume. Additionally, the plan includes provisions for mutual backup between the two control towers to enhance air traffic management resilience.

3. Promotion for "New Air Traffic Control Tower Complex Construction at Songshan Airport Project"

In accordance with Songshan Airport's integral planning, its mid-to-long term development, and its business requirements, the preliminary planning for the new air traffic control tower and related fundamental facilities for Songshan Airport has been activated to shape new image for air traffic services and provide outstanding air traffic services.

4. Promotion for the "Replacement of ATC radars at Magong Airport and Kaohsiung Airport"

To ensure the integrity of airspace coverage around Penghu and Kaohsiung airports, upgrade the Magong radar to provide with both primary radar and secondary radar functions, enhancing the radar identification capabilities of military aircraft in Penghu airspace, ANWS has planned to replace the radars at Magong and Kaohsiung Airports. The project proposal was submitted in 2025, and is expected to get administrative approval in 2026 and be implemented from 2027 to 2032.



新馬公雷達設計圖
New Magong radar design diagram

5. Promotion for the "Replacement of VOR/DME equipment in Magong, Hualien, Datunshan and Songshan"

To ensure the quality of air traffic navigation equipment and provide safe navigation even in the event of GPS failure or interference, ANWS has planned to replace the VOR/DME equipment in Magong, Hualien, Datunshan and Songshan. The project proposal was submitted in 2025, and is expected to get administrative approval in 2026 and be implemented from 2027 to 2028.



收入支出 Finances

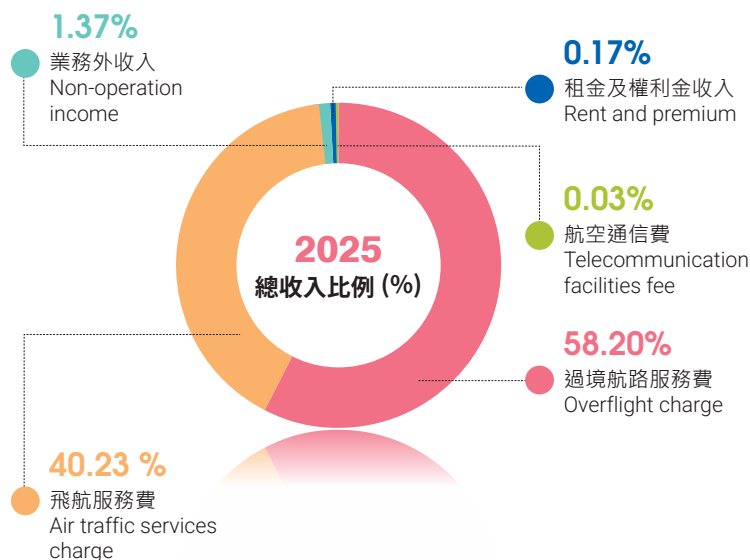
一、收入 Revenue

元 / TWD

年份 / year	收入 / Revenue
110 年 / 2021	1,848,621,119
111 年 / 2022	2,133,157,063
112 年 / 2023	3,583,281,771
113 年 / 2024	4,108,071,393
114 年 / 2025	4,911,026,185

註：114 年度總收入 4,911,026,185 元，較 113 年度增加約 19.55%。

Note: 2025 total revenue: 4,911,026,185 TWD, a 19.55% increase compared with 2024.



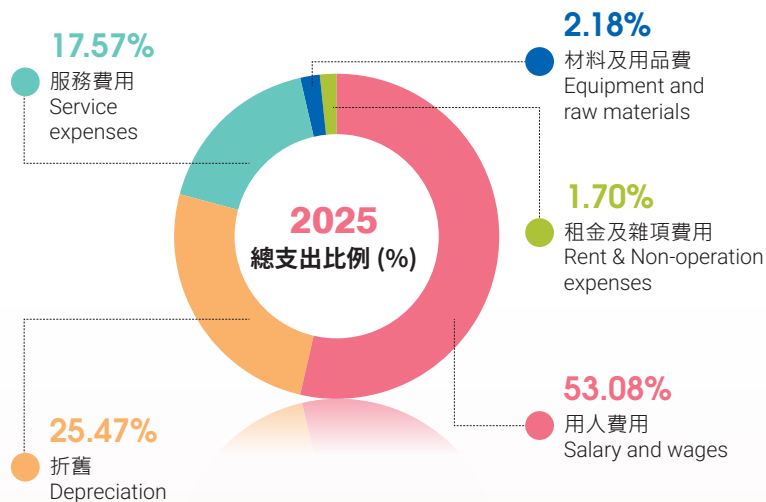
二、支出 Expenditure

元 / TWD

年份 / year	支出 / Expenditure
110 年 / 2021	2,493,213,126
111 年 / 2022	2,812,816,960
112 年 / 2023	2,910,144,692
113 年 / 2024	2,927,466,133
114 年 / 2025	3,084,245,536

註：114 年度總支出為 3,084,245,536 元，較 113 年度增加約 5.4%。

Note: 2025 total expenditure 3,084,245,536 TWD, a 5.4% increase compared with 2024.



三、收支餘絀 Balance

單位：新臺幣元 / Currency:TWD

114 年度作業科目 Current expenditures details for 2025	收入 Revenue	支出 Expenditure
過境航路服務費 Overflight charge	2,858,382,000	
飛航服務費 Air traffic services charge	1,975,746,705	
業務外收入 Non-operation income	67,061,659	
租金及權利金收入 Rent and premium	8,181,321	
航空通信費 Telecommunication facilities fee	1,570,500	
停車費 Parking fee	84,000	
用人費用 Salary and wages		1,637,145,302
折舊 Depreciation		785,681,825
服務費用 Service expenses		541,976,548
材料及用品費 Equipment and raw materials		67,102,722
業務外費用 Non-operation expenses		30,944,169
租金與利息 Rent and interest expenses		11,230,992
稅捐與規費 Tax and charges		8,460,532
會費、捐助、補助、分攤、救助（濟）與交流活動費 Membership fees, donations, reimbursements, shared costs, relief funds and public relation expenses		1,671,380
短絀、賠償與保險給付 Budget shortages, compensation and insurance payments		32,066
合計 / Total	4,911,026,185	3,084,245,536

盈餘 Surplus 1,826,780,649 元/TWD

5

未來展望
Aspirations

一、提升飛航安全水準，落實正向安全文化

- ◆ 廣續推動飛航服務安全管理系統並提升安全管理成熟度，檢視安全政策與目標，落實危害識別與風險管理、監控各項關鍵績效指標，辦理符合性安全查核並追蹤改善措施，精進安全控管作為，型塑組織正向安全文化。
- ◆ 落實飛航服務安全管理資訊系統及總臺設備與建物管理系統各項資料彙整、統計及分析功能，協助危害識別及風險管控作業，提升維管工作效率及縮短設備故障停機時間。
- ◆ 持續辦理安全文化宣導與推廣，透過邀請業界專家或學者，分享風險控管之機制及公正文化之推動方式，以持續提升安全管理效能。

二、推動設備系統汰新，優化飛航服務能量

- ◆ 持續辦理「114-118 年汰換臺北飛航情報區儀降系統案」，並規劃推動「馬公、花蓮、大屯山及松山 VOR/DME 設備汰換案」，提升設備之可靠度與穩定性。
- ◆ 持續辦理「汰換桃園國際機場北場終端航管雷達案」，並規劃推動「馬公機場及高雄機場終端航管雷達汰換案」，確保監視設備妥善率及穩定度。
- ◆ 持續辦理新一代航空氣象服務系統轉移啟用，提升本區航空氣象服務品質與水準。
- ◆ 持續辦理各機場無線電、燈光、電力及氣象設備之汰新，確保裝備穩定可靠。

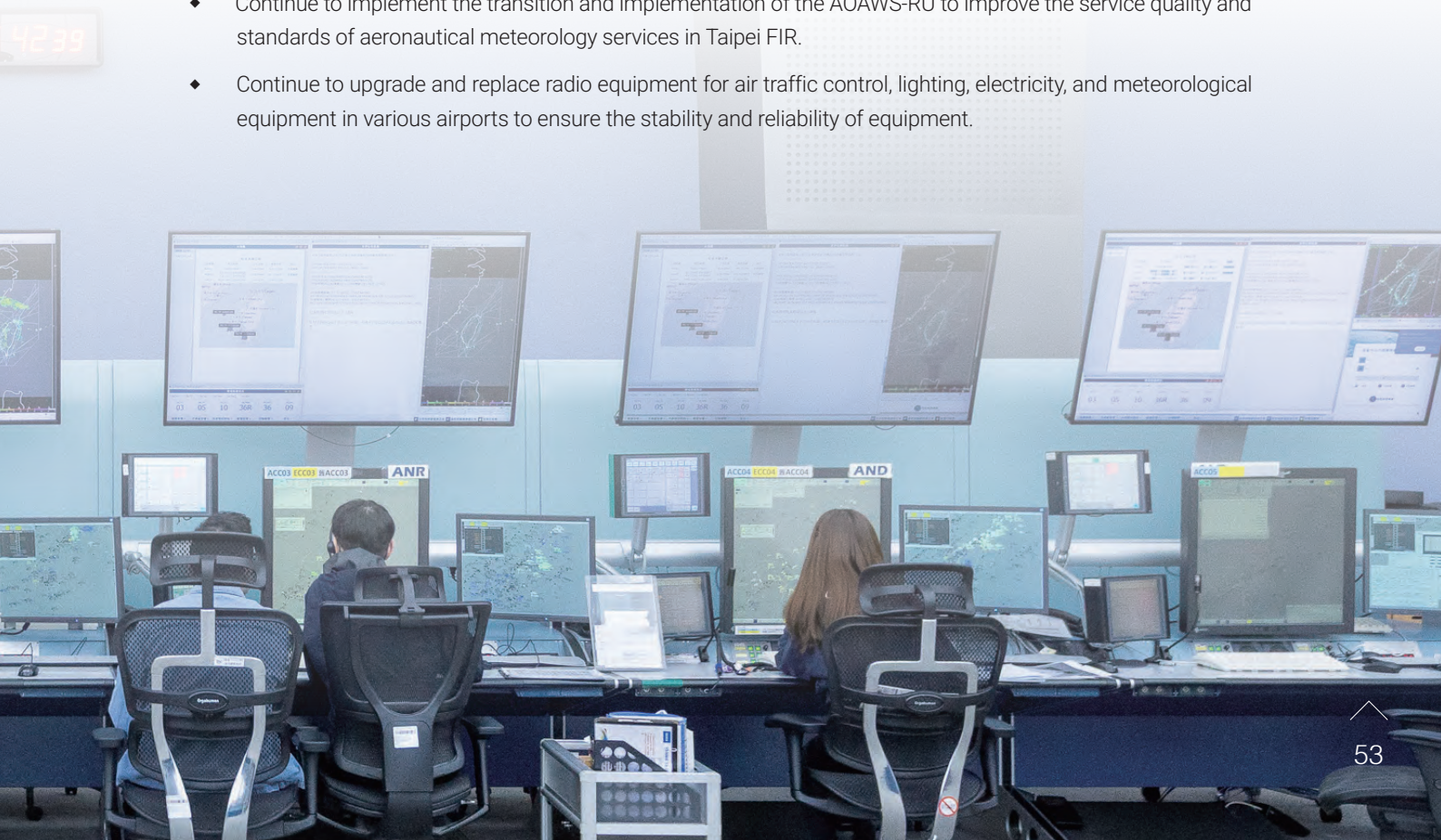


I. Improving flight safety standards and implementing a positive culture of safety

- ◆ ANWS will continually promote the air traffic service safety management system and increase the maturity of safety management measures, and will examine safety policies and goals. ANWS will also implement hazard identification and risk management, monitor key performance indicators, conduct internal safety audits for compliance, track corrective measures, and improve safety control operations. Through these efforts, ANWS will create a positive safety culture throughout the organization.
- ◆ ANWS will implement data collection and statistical analysis features of the ANWS Safety Management Information System (ASMIS) and ANWS Equipment & Building Management System (EBMS) in order to assist in the identification of hazards and risk management operations, thereby improving maintenance and management efficiency and shortening the downtime in the event of equipment malfunction.
- ◆ ANWS will continue to spread and promote safety culture, and will continue to improve the effectiveness of safety management by inviting industry experts or scholars to share their experiences in risk control mechanisms and promotion methods for the just culture.

II. Replacing CNS/ATM-related equipment and systems to optimize air traffic service capacity

- ◆ Continue to conduct the "Replacement of Instrument Landing Systems in Taipei FIR from 2025 to 2029" and plan the "Replacement of VOR/DME Equipment in Magong, Hualien, Datunshan, and Songshan" to enhance the reliability and stability of equipment.
- ◆ Continue to conduct the "Replacement of Taoyuan International Airport Northern Terminal Radar" and plan the "Replacement of Kaohsiung and Penghu Terminal Radars" to ensure the availability and stability of surveillance equipment.
- ◆ Continue to implement the transition and implementation of the AOAWS-RU to improve the service quality and standards of aeronautical meteorology services in Taipei FIR.
- ◆ Continue to upgrade and replace radio equipment for air traffic control, lighting, electricity, and meteorological equipment in various airports to ensure the stability and reliability of equipment.



三、重視回應用戶需求，精進飛航服務作為

- ◆ 加強與民航業者及軍方等單位溝通互動，並強化航空情報服務系統與航空氣象服務網功能，透過辦理使用者訓練及會議，提供符合需求、精緻化且客製化之服務。
- ◆ 持續辦理內、外部顧客滿意度調查及各項交流研討活動，精進各項飛航服務措施。
- ◆ 持續配合各機場場面各項工程，調整航管及航電相關作業，確保機場正常運作。

四、瞭解關注國際趨勢，確保符合國際規範

- ◆ 持續參與民用飛航服務組織 (CANSO) 與東亞飛航管理協調小組 (EATMCG) 等相關會議與技術合作，瞭解國際民航組織 (ICAO) 及區域發展最新現況，同時積極透過參與國際飛航管制員協會聯盟 (IFATCA) 之會務，爭取擔任國際組織要角、在臺舉辦或協辦航管相關國際會議與交流座談會，建立且維持國際人脈，提升本區能見度。
- ◆ 持續關注 ICAO 全球空中航行計畫 (Global Air Navigation Plan, GANP)、航空系統區塊升級 (Aviation System Block Upgrades, ASBU) 之進程與亞太區相關計畫，及國際間飛航服務相關技術之發展，做為建置本區新一代航管系統、桃園機場第二塔臺、新一代低空風切警報系統以及推動 SWIM 與編撰飛航服務 ROADMAP 之參考。
- ◆ 依循最新國際民航組織規範及建議作法，推動通訊、導航、監視及飛航管理 (CNS/ATM) 等功能及設備汰新，確保本區飛航服務作業符合國際發展趨勢。



III. Focusing on user feedback to improve air traffic services

- ◆ Strengthen communication and interactions with civil aviation operators and military authorities while enhancing AIS System and AMSP functions. Meanwhile, ANWS will continue to conduct user training and meetings to ensure the provision of sophisticated and customized services to better meet user needs.
- ◆ Continue to carry out internal and external satisfaction surveys and organize seminars for the exchange of ideas to improve air traffic services.
- ◆ Continue to adjust air traffic control and engineering operations in accordance with various airports' surface constructions, ensuring smooth and normal operations.

IV. Monitoring and analyzing global trends to stay aligned with international standards

- ◆ Continue to attend CANSO and EATMCG meetings and implement technical cooperation to stay on top of ICAO's global and regional developments. At the same time, ANWS will also actively participate in IFATCA events, strive to pursue key roles within international communities, host international conferences and workshops related to air traffic control in Taiwan, and establish and maintain international connections to enhance the Taipei FIR's international presence.
- ◆ Continue to stay updated with the progress of ICAO's Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBU), and related planning in Asia Pacific region, and the international development of air traffic services technology to serve as references for Taipei FIR's Next-Generation ATMS, the second air traffic control tower at Taiwan Taoyuan International Airport, Next-generation Low Level Windshear Alert System, implementation of SWIM, and development of air traffic service roadmap.
- ◆ Continue to endeavor to upgrade and replace Communication, Navigation, Surveillance, and Air Traffic Management (CNS/ATM) functions and equipment based on the latest ICAO regulations and recommendations, ensuring Taipei FIR's air traffic services are in line with international development trends.



6

大事紀要
2025 in Review

1月/Jan.

01/09-11

銓敘部施部長能傑、交通部林常務次長國顯、民航局何局長淑萍及各級長官視察高雄、恆春及臺東地區，慰勉駐守同仁辛勞，並發放春節慰問金。

The Minister of MOCS, Jay N. Shih, Administrative Deputy Minister of MOTC, Lin Kuo-shian, and Director General of CAA, Ho Shu-ping, accompanied by staff from CAA and ANWS, visited Kaohsiung, Hengchun and Taitung areas, gave thanks to and encouraged the colleagues on duty for their hard work, and distributed Chinese New Year subsidies.

01/09、15、
16、22

民航局林副局長俊良視察澎湖、大屯山、金門及三貂角地區，慰勉駐守同仁辛勞，並發放春節慰問金。

Deputy Director General of CAA, Lin Jiunn-liang, visited Penghu, Datunshan, Kinmen and Sandiaojiao areas, gave thanks to and encouraged the colleagues on duty for their hard work, and distributed Chinese New Year subsidies.

01/13、
23、24

民航局何局長淑萍視察清泉崗、北部飛航服務園區、桃園塔臺園區及總臺濱江地區，慰勉同仁辛勞，並發放春節慰問金。

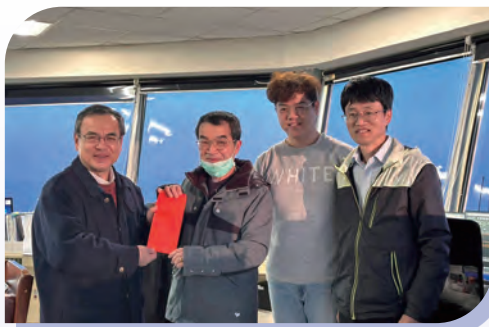
Director General of CAA, Ho Shu-ping, visited Cingcyuangang, North ATS Park, Tower Park of Taiwan Taoyuan International Airport and Binjiang areas, gave thanks to and encouraged the colleagues on duty for their hard work, and distributed Chinese New Year subsidies.



01/14-15

民航局方副局長志文視察馬祖地區，慰勉駐守同仁辛勞，並發放春節慰問金。

Deputy Director General of CAA, Fang Chih-wen, visited Matsu area, gave thanks to and encouraged the colleagues on duty for their hard work, and distributed Chinese New Year subsidies.



01/17

交通部陳部長世凱及民航局何局長淑萍視察臺東地區，慰勉駐守同仁辛勞，並發放春節慰問金。
Minister of MOTC, Chen Shih-kai, and Director General of CAA, Ho Shu-ping, visited Taitung area, gave thanks to and encouraged the colleagues on duty for their hard work, and distributed Chinese New Year subsidies.

01/20

汰新啟用臺東機場 04/22 跑道、綠島機場 17/35 跑道及蘭嶼機場 13/31 跑道自動氣象觀測系統 (AWOS)，提供精準與穩定之機場氣象資訊，提升航空氣象服務品質。
The AWOS replacements of Runway 04/22 at Taitung Airport and Runway 17/35 at Ludo Airport and Runway 13/31 at Lanyu Airport have been completed, providing accurate and stable airport weather information, further improving aeronautical meteorological service quality.

01/28

黃總臺長麗君視察桃園塔臺園區及北部飛航服務園區，慰勉駐守同仁辛勞，並發放春節慰問金。
Director of ANWS, Huang Li-chun, visited Tower Park of Taiwan Taoyuan International Airport and North ATS Park, gave thanks to and encouraged the colleagues on duty for their hard work, and distributed Chinese New Year subsidies.

2月 / Feb.

02/03

舉辦 114 年新春團拜暨年度慶生會。
The 2025 Lunar New Year Greetings and Birthday Celebration were held in ANWS Binjiang area.

02/05

民航局何局長淑萍及林副局長俊良在黃總臺長麗君陪同下，視察北部飛航服務園區，聽取近期重要飛航服務業務推動情形。
Director General of CAA, Ho Shu-ping, and Deputy Director General of CAA, Lin Jiunn-liang, accompanied by Director of ANWS, Huang Li-chun, visited North ATS Park and listened to the recent important business presentation.

02/17

汰新啟用臺東機場 04/22 跑道精確進場滑降指示燈 (PAPI)，確保航機操作安全，提升設備妥善率與可靠度。
The PAPI replacements of Runway 04/22 at Taitung Airport have been completed, ensuring the operational safety of aircraft, further enhancing the availability and reliability of equipment.



01/17



01/20



02/03



02/05

3月/Mar.

03/07

於北部飛航服務園區舉辦飛航流量管理 (ATFM) 說明會，邀請臺北、臺中、高雄航空站、桃園國際機場公司、航空公司及總臺相關單位，共 50 人參加，會中報告本區 ATFM 發展現況及展示自行研發的 ATFM 系統。

An Air Traffic Flow Management (ATFM) briefing session was held at the North ATS Park, inviting approximately 50 representatives from Taipei Songshan, Taichung and Kaohsiung Airports, Taoyuan International Airport Corporation Ltd., airlines and relevant units of ANWS to participate. The meeting reported on the current development of ATFM in Taipei FIR and demonstrated the self-developed ATFM system.

03/12

辦理第 1 季安全文化推廣活動，主題為「航管單位飛航公告作業及精進作為分享」，共計 48 人參加。

ANWS held the 1st quarter Safety Culture Promotion Activity-"Sharing of Air Traffic Control Unit's NOTAM Procedures and Improvement Actions," with a total of 48 participants.

03/14

舉辦 114 年北部退休人員聯誼餐會，共計 129 人參加。

The 2025 northern area annual retiree banquet was held, there were total 129 retirees attending.

03/19

行政院人事行政總處蘇人事長俊榮在民航局何局長淑萍及黃總臺長麗君陪同下，視察南部飛航服務園區，聽取飛航服務業務及作業人力情形說明。

Minister of Directorate-General of Personnel Administration, Executive Yuan, Su Chun-jung, accompanied by Director General of CAA, Ho Shu-ping, and Director of ANWS, Huang Li-chun, visited South ATS Park and listened to business presentation and manpower condition.

03/21

舉辦 114 年南部退休人員聯誼餐會，共計 31 人參加。

The 2025 southern area annual retiree banquet was held, there were total 31 retirees attending.



03/14



03/07



03/21



04/25



04/26

4月 / Apr.

04/01-22

於北部飛航服務園區、臺北國際航空站及高雄國際航空站，辦理 10 場次新一代航空情報服務系統 (N-AIS) 使用者教育訓練，計 194 人參加，會中宣導 N-AIS 各項功能，並進行飛航諮詢服務意見交流。

10 sessions of "N-AIS User Training" were held at North ATS Park, Taipei Songshan Airport and Kaohsiung International Airport, with a total of 194 participants. During the training sessions, participants were provided with functions of the N-AIS, and underwent opinion exchange on flight information services from April 1st to 22nd, 2025.

04/02

國泰航空香港總公司一行 5 人參訪北部飛航服務園區，瞭解臺北飛航情報區飛航管制作業，並進行業務交流。

A group of 5 members from Cathay Pacific Hong Kong Head Office visited North ATS Park to gain more understanding of the air traffic control in Taipei FIR and to exchange operational experiences.

04/17

汰新啟用高雄機場 27 跑道精確進場滑降指示燈 (PAPI)，確保航機操作安全，提升設備妥善率與可靠度。

The PAPI replacement of Runway 27 at Kaohsiung Airport has been completed, ensuring operational safety of aircraft, further enhancing availability and reliability of the equipment.

04/17

澎湖機場氣象報文納入區域航用氣象電報交換系統 (Regional OPMET Bulletin Exchange, ROBEX) 進行國際資料交換。

The METAR and TAF reports of Penghu Airport had been incorporated into the Regional OPMET Bulletin Exchange (ROBEX) for international data exchange.

04/25

空軍航空技術學院邀請黃總臺長麗君參加 2025 第 15 屆航空科技與飛航安全暨第 13 屆航空與社會聯合學術研討會並擔任大會講座。

The Air Force Institute of Technology invited Director of ANWS, Huang Li-chun to attend the 15th Aviation Technology and Flight Safety Conference and 13th Aviation and Society Joint Academic Symposium and to give a keynote speech.

04/26

舉辦總臺 114 年度桌球聯誼賽，共 100 人參加。

ANWS hosted the 2025 Table Tennis contest, with a total of 100 participants.

04/30

辦理颱風作業業務交流會議，邀請中華、長榮、星宇、立榮、華信及台灣虎航等航空公司代表與會，共計 29 人參加。

ANWS held the "Typhoon Operations and Service Coordination Conference," inviting representatives from China Airlines, EVA Air, Starlux Airlines, Uni Air, Mandarin Airlines and Tigerair Taiwan, with a total of 29 participants.

5月/May

05/02

交通部公路局北區公路新建工程分局政風室主任林峻頡調任本總臺政風室主任。

Chief of Civil Service Ethics Office Northern Region New Construction Branch Office, Highway Bureau, MOTC, Lin Chun-chieh was promoted to the Chief of Civil Service Ethics Office of ANWS.

05/05

辦理 114 年飛航管制員飛行專業知能訓練第 1 梯次開訓典禮，分 2 梯次辦理，共 20 人參加。

Hosted the opening ceremony of the 2025 ATC Flight Expertise Training Program, with a total of 2 sessions and 20 trainees.



05/08、22

至宜蘭【蘭陽博物館 + 龜山島】辦理 2 梯次「北部地區環境教育戶外學習活動」，共計 79 人參加。

Hosted the 2025 "Northern Area Environmental Education Outdoor Learning Activity" in Lanyang Museum and Guishan Island, with a total of 2 sessions and 79 participants on May 8th and 22nd, 2025.

05/14

於桃園國際機場舉辦「總臺機航頻道新系統轉移說明會」，邀請 14 家航空公司代表與會，會中說明辦理機航頻道系統汰換，並討論相關配合事項。

A briefing session of "The Transition to the New Radio Ground Link System" was held at Taoyuan International Airport, inviting representatives from 14 airlines to discuss the system replacement schedule and related coordination matters.



6月/Jun.

06/06

至茂林國家風景區及勝利星村創意生活園區辦理「南部地區環境教育戶外學習活動」，共計 30 人參加。

Hosted the 2025 "Southern Area Environmental Education Outdoor Learning Activity" in Maolin National Scenic Area and Victorystar in Pingtung Zone, with a total of 30 participants.

06/16

黃總臺長麗君視察金門地區，慰勉駐守同仁辛勞。

Director of ANWS, Huang Li-chun, visited Kinmen area, gave thanks to and encouraged the colleagues on duty for their hard work.

06/18

舉辦「航空器失事或重大意外事件通報及資料整備演練」，邀請高雄國際航空站代表與會，共計 32 人參與。

ANWS held the "Notification and Data Preparation Drill for Aircraft Crashes or Major Accidents," inviting representatives from Kaohsiung International Airport, with a total of 32 participants.

06/19

辦理第 2 季安全文化推廣活動，邀請國家運輸安全委員會鍾志成兼任委員至本總臺講授「鐵道運輸事故的人因分析與安全管理」，共計 83 人參加。

ANWS invited Adjunct Board Member of Taiwan Transportation Safety Board, Chung Chih-cheng, to give a lecture with the title "Human Factors Analysis and Safety Management in Railway Transportation Incidents," with a total of 83 participants.

06/25 民航局秘書室高主任炳雄率訪視委員一行 6 人至本總臺進行 114 年度勞務承攬情形訪視暨出納事務查核作業。

Director of Secretariat of CAA, Kao Ping-hsiung, led 6 members of evaluation committee to visit ANWS for the 2025 service outsourcing contract and cash general affairs handling operations.

06/27 本總臺與中華航空氣象協會共同舉辦航空氣象專題研討，邀請國家災害科技中心于宜強博士講授「氣象災害預警研發與智慧化轉型」，共計 93 人與會。

A specialized seminar on aviation meteorology was jointly held by ANWS and the Chinese Aeronautical Meteorological Association (CAMA). Dr. Yu I-Chiang of the National Science and Technology Center for Disaster Reduction, gave a lecture titled "Meteorological Disaster Warning and Smart Transformation," with a total of 93 participants.

7月/Jul.

07/07 本總臺林工務員炳松獲選交通部 114 年廉潔正直楷模人員。

Our staff member, Lin Ping-sung, has been selected as a Model of Integrity and Honesty by MOTC for the year 2025.

07/08 民航局楊主任秘書國峯率稽核委員一行 8 人至本總臺進行 114 年度採購稽核作業。

Chief Secretary of CAA, Yang Gwo-feng, led a team of 8 audit committee members to ANWS for the 2025 annual procurement audit.

07/09 協助財團法人中華航空事業發展基金會辦理「我的青航時代 - 2025 航發會 × 暑期航空營」，介紹飛航管制及航空氣象業務，並鼓勵青年學子投入飛航服務工作。

ANWS assisted with the China Aviation Development Foundation "My Aviation Youth-2025 Aviation Summer Camp" to introduce air traffic control and aeronautical meteorology, while encouraging youth to explore careers in flight services.

07/15 本總臺獲頒 113 年行政院網路攻防演練績優機關獎座。

ANWS received the 2024 Executive Yuan Cybersecurity Drill Outstanding Performance Award.

07/18 於北部飛航服務園區辦理 114 年國家關鍵基礎設施安全防護自主檢視。

Hosted 2025 Critical Infrastructure Protection Inspection in North ATS Park.



06/25



06/27



07/08



07/18



08/05

8月/Aug.

08/01

本總臺與中華航空氣象協會共同舉辦航空氣象專題研討，邀請中央氣象署張組長保亮講授「氣象雷達新視界」，共計 94 人與會。

A specialized seminar on aviation meteorology was jointly held by ANWS and the Chinese Aeronautical Meteorological Association (CAMA). The Director of Central Weather Administration, Chang Pao-liang, gave a lecture titled "New vision of Meteorology and Radar," with a total of 94 participants.

08/05

舉辦飛航管制員飛行專業知能訓練聯合心得分享，由參訓同仁發表飛航操作的學習成果。

ANWS held a post-training joint experience sharing seminar for the Air Traffic Controller flight expertise training program. The trainees shared the learning results of flight operations.

08/12

於南部飛航服務園區辦理 114 年飛航服務總臺航管作業交流精進研討會，共計 43 人參與。

Hosted the 2025 ANWS Air Traffic Management Operations Exchange and Enhancement Seminar in South ATS Park, with a total of 43 participants.

08/14

秘書室主任羅肇欣調陞簡任技正。

Chief of Secretariat, Lo Chao-hsin was promoted to the Senior Technical Specialist.

08/15

人事室秘書陳慧敏調陞該室主任。

Secretary of Personnel Office, Chen Hui-min was promoted to the Chief of Office.

08/15

汰新啟用後龍歸航臺 (NDB)，確保航機操作安全，提高設備妥善率與可靠性。

The NDB replacement at Houlong has been completed, ensuring the operational safety of aircraft, further enhancing availability and reliability of the equipment.

08/20

辦理第 3 季安全文化推廣活動，總臺同仁分享先進國家機場雙管制塔臺作業觀摩、IFATCA 2025 全球年會及 ICAO 亞太區機場及空域容量評估等議題，共計 83 人參加。

ANWS held the 3rd quarter Safety Culture Promotion Activity, our colleagues delivered presentations including observations of dual control tower operations, the IFATCA 2025 Global Annual Conference, and ICAO's Asia-Pacific airport and airspace capacity assessments, with a total of 83 participants.

08/30-31

於南北部地區舉辦 3 場次 56 週年臺慶活動「影·享」你我歡樂時光電影欣賞，共計 210 人參加。

Three sessions of movie appreciation were held in northern and southern areas to celebrate the 56th anniversary of ANWS, with a total of 210 participants.



08/20



08/30~31

9月/Sep.

09/02

本總臺林工務員炳松獲頒交通部 114 年廉潔正直楷模獎座。

Our staff member, Lin Ping-sung, received the 2025 MOTC Model of Integrity and Honesty Award.

09/12

總臺飛航流量管理工作小組赴高雄國際航空站辦理 2 場計算後起飛時間 (CTOT) 作業說明會，強化利害關係人對相關作業之熟悉度。

The Air Traffic Flow Management team conducted 2 sessions of the Calculated Take-Off Time (CTOT) briefing sessions at Kaohsiung International Airport, aiming to enhance stakeholders' familiarity with these operations.

09/17

辦理 114 年度飛航管理自動化系統 (ATMAS) 持續運作演練，邀請桃園國際機場公司共同參演，強化同仁熟悉飛航服務作業及陣地轉移之流程。

ANWS held the 2025 ATMAS COOP Exercise, inviting Taoyuan International Airport Corporation Ltd. to participate, in order to enhance all units' familiarity with flight service operations and the process of shifting operational sites.

09/17

辦理「人為因素與團隊資源管理 (TRM) 的對話 - 在職訓練教官 (OJTI) 的教學力與同理心講座」，並邀請專業諮商心理師介紹職場不法侵害與防治技巧，共 47 名實務訓練教官參加。

A seminar titled "Dialogue on Human Factors and TRM—OJTI's Teaching Skills and Empathy" was held, including a session by a licensed counseling psychologist on workplace misconduct and prevention strategies. A total of 47 on-the-job training instructors participated in this seminar.



09/02



09/17



09/12

10月/Oct.

10/02

總臺飛航流量管理工作小組赴桃園國際機場辦理計算後起飛時間 (CTOT) 作業說明會，與桃園機場公司、航空公司及代理航務公司等 33 位利害關係人意見交流，強化對相關作業之理解。

The Air Traffic Flow Management team conducted the Calculated Take-Off Time (CTOT) briefing sessions at Taoyuan International Airport, to exchange views with 33 stakeholders including Taoyuan International Airport Corporation Ltd., airlines, and airline agent companies to strengthen their understanding of related operations.

10/16

新一代航空情報服務系統 (New Aeronautical Information Service System, N-AIS System) 上線啟用。

The New Aeronautical Information Service System (N-AIS System) was launched and put into operation.

11 月 / Nov.

11/08

舉辦總臺 114 年度羽球聯誼賽，共計 124 人參加。

ANWS held 2025 Badminton Friendship Tournament, attended by a total of 124 participants.



11/09、15、22

協助財團法人中華航空事業發展基金會辦理「2025 飛航解密 暢遊天際」活動，介紹飛航管制業務。

ANWS assisted the China Aviation Development Foundation in their "2025 Mysteries of Flight lecture series", featuring air traffic controllers presenting air traffic control operations from multiple perspectives.

11/12、19、26

參與 114 年戰航管巡迴研習，與北、中、南各區軍種進行研討交流，精進軍民管制單位管制協調順暢。

Representatives from ANWS participated in the 2025 Military-Civil Air Traffic Control Workshop, engaging in discussions and exchanges with military units in the Northern, Central, and Southern regions. The workshop aimed to further enhance and streamline the coordination between military and civil air traffic control units.

11/13

本總臺陳管制員政偉獲頒交通部 114 年創新提案甲等獎殊榮。

Our staff member, Chen Cheng-wei, received the MOTC's 2025 First-Class Award for Innovative Proposals.

11/14

辦理第 4 季安全文化推廣活動，邀請國家運輸安全調查委員會王興中首席調查官及黃睦涵前檢察官（現任律師）至本總臺講授「飛安事故之安全調查與司法偵查」，共計 80 人參加。

ANWS held the 4th quarter Safety Culture Promotion Activity, featuring Chief Investigator Wang Hsing-chung of the Taiwan Transportation Safety Board, and former prosecutor (now attorney), Huang Mu-han, who delivered a lecture on "Aviation Accident Safety Investigation and Judicial Investigation," with a total of 80 participants.

11/19

民航局林副局長俊良一行 8 人至北部飛航服務園區進行 114 年度為民服務績效實地評鑑。

Deputy Director General of CAA, Lin Jiunn-liang, led 7 members of staff to visit North ATS Park for 2025 Citizen-Service Assessment.

11/24

榮獲民航局 114 年公文績效檢核第 1 名。

ANWS received first place honor of "Evaluation of Document Performance" from CAA.



11/14



11/19



11/27



12/23

11/25

黃總臺長麗君至高雄餐旅大學演講，分享「空中的守護者 - 淺談臺北飛航情報區飛航服務」講題，並推廣民航特考考試資訊。

Director of ANWS, Huang Li-chun, gave a speech at National Kaohsiung University of Hospitality and Tourism, sharing the topic "Guardians of the Sky : An Introduction to Air Traffic Services in the Taipei FIR" and promoting information about the civil aviation examination.

11/27

辦理飛航訊息處理系統 (AMHS) 雙機組架構調整暨系統升級，提升系統韌性，任務圓滿達成。

ANWS successfully completed the ATS Message Handling System (AMHS) dual-node architecture adjustment and system upgrade, significantly enhancing system resilience.

12月/Dec.

12/10

協助中華航空氣象協會辦理「航空氣象技術交流研討會」，計有國家運輸安全調查委員會、民航局、空軍氣象聯隊、中華航空氣象協會、多家航空公司及總臺等共 100 人參加。

ANWS assisted the Chinese Aeronautical Meteorological Association to hold the "Aviation Meteorology Technology Exchange Seminar," and attended by approximately 100 participants from the Taiwan Transportation Safety Board, CAA, Air Force Weather Wing, the Chinese Aeronautical Meteorological Association, airlines and ANWS.

12/12

資訊管理中心副主任陳俊源調陞該中心主任。

Deputy Chief of Information Management Center, Chen Chun-yuan was promoted to the Chief of Center.

12/15-16

協助中華民國飛航管制員協會辦理「國際飛航管制員與航空器駕駛員作業研討會」，計有國內外飛航管制員、航空公司駕駛員及航空專家計百餘人共同參與。

ANWS assisted the Republic of China Air Traffic Controllers' Association to hold the "2025 ROCATCA International ATCs-Pilots Symposium," and attended by approximately 100 participants from the air traffic controllers, airline pilots, and aviation professionals from home and abroad.

12/18

新一代航空情報服務系統建置案榮獲 114 年交通部及所屬機關執行重大專案著有績效團體獎殊榮，並由黃總臺長麗君至交通部領獎。

The New Aeronautical Information Service System (N-AIS System) project was awarded the 2025 Outstanding Major Project Group Award by the Ministry of Transportation and Communications, with Director of ANWS, Huang Li-chun, accepting the honor.

12/23

參與行政院「性別平等深耕獎」獲獎，獲行政院來函獎勵。

ANWS participated in the Executive Yuan's Gender Equality Cultivation Award and received an Excellence Performance Award from the Executive Yuan.

12/23

民航局飛航管制組蔡組長宗穎一行 2 人至南部飛航服務園區進行 114 年度助航設施災害防救演習。

Director of Air Traffic Services Division of CAA, Tsai Tsung-ying, and his companion visited South ATS Park for the 2025 "Navigation Aids Facility Disaster Prevention and Response Drill".

12/24

民航局空運管理組葉科長佳魁至北部飛航服務園區進行 114 年度重大人為危安事件或恐怖攻擊演習。

Section Chief of Air Transport Division of CAA, Yeh Chia-kuei, visited North ATS Park for the 2025 "Major Man-made Disaster and Terrorist Attack Prevention and Response Drill".

12/31

高雄近場管制塔臺副塔臺長陳永森調陞該塔臺長。

Deputy Chief of Kaohsiung Approach Control Tower, Chen Yung-sen was promoted to the Chief of Tower.



附錄 Appendix

一、助航裝備 Navigation Equipment

名稱 Name	數量 Number	設置地點 Location
歸航臺 (NDB) Non-Directional Beacon (NDB)	7 套 7 sets	大屯山、金門、南竿、後龍、花蓮、綠島及蘭嶼等處 Datunshan, Kinmen, Nangan, Houlong, Hualien, Ludo and Lanyu
定位臺 (LOCATOR) LOCATOR	9 套 9 sets	高雄 (1 套)、臺北 (1 套)、花蓮 (1 套)、臺東知本 (2 套)、臺中清泉崗 (1 套)、恆春 (1 套)、北竿 (1 套) 及嘉義 (1 套) 等處 Kaohsiung (1 set), Taipei (1 set), Hualien (1 set), Taitung Zhiben (2 sets), Taichung Cingcyuangang (1 set), Hengchun (1 set), Beigan (1 set) and Chiayi (1 set)
特高頻多向導航臺 (VOR) VHF Omni-directional Range (VOR)	8 套 8 sets	臺北松山機場、大屯山、臺南西港、恆春、花蓮、馬公、後龍及綠島等處 Taipei Songshan Airport, Datunshan, Tainan Xigang, Hengchun, Hualien, Magong, Houlong and Ludo
測距儀 (DME) Distance Measuring Equipment (DME)	38 套 38 sets	臺灣桃園國際機場 (4 套)、高雄國際機場 (2 套)、臺北松山機場 (3 套)、臺中清泉崗機場 (3 套)、臺南機場 (2 套)、澎湖機場 (3 套)、嘉義機場 (2 套)、花蓮機場 (3 套)、臺東豐年機場 (1 套)、金門機場 (3 套)、馬祖北竿機場 (2 套)、馬祖南竿機場 (2 套)、恆春機場 (1 套) 及大屯山 (1 套)、後龍 (1 套)、臺南西港 (1 套)、恆春 (1 套)、知本 (1 套)、綠島 (1 套)、蘭嶼 (1 套) 等處 Taiwan Taoyuan Int'l Airport (4 sets), Kaohsiung Int'l Airport (2 sets), Taipei Songshan Airport (3 sets), Taichung Cingcyuangang Airport (3 sets), Tainan Airport (2 sets), Penghu Airport (3 sets), Chiayi Airport (2 sets), Hualien Airport (3 sets), Taitung Fongnian Airport (1 set), Kinmen Airport (3 sets), Matsu Beigan Airport (2 sets), Matsu Nangan Airport (2 sets), Hengchun Airport (1 set) and Datunshan (1 set), Houlong (1 set), Tainan Xigang (1 set), Hengchun (1 set), Taitung Zhiben (1 set), Ludo (1 set), Lanyu (1 set)
儀器降落系統 (ILS)(含 GP 及 LOC) Instrument Landing System (ILS) (including GP and LOC)	18 套 18 sets	臺灣桃園國際機場 (4 套)、高雄國際機場 (2 套)、臺北松山機場 (1 套)、臺中清泉崗機場 (2 套)、臺南機場 (2 套)、澎湖機場 (2 套)、嘉義機場 (2 套)、金門機場 (2 套) 及花蓮機場 (1 套) Taiwan Taoyuan Int'l Airport (4 sets), Kaohsiung Int'l Airport (2 sets), Taipei Songshan Airport (1 set), Taichung Cingcyuangang Airport (2 sets), Tainan Airport (2 sets), Penghu Airport (2 sets), Chiayi Airport (2 sets), Kinmen Airport (2 sets) and Hualien Airport (1 set)
左右定位輔助臺 (LDA) Localizer-type Directional Aid (LDA)	6 套 6 sets	臺北松山機場 (1 套)、花蓮機場 (1 套)、臺東豐年機場 (1 套)、馬祖北竿機場 (2 套) 及馬祖南竿機場 (1 套) Taipei Songshan Airport (1 set), Hualien Airport (1 set), Taitung Fongnian Airport (1 set), Matsu Beigan Airport (2 sets) and Matsu Nangan Airport (1 set)

二、助航燈光裝備 Visual Aids for Navigation

種類 Facilities	設置地點 Location
跑道邊燈、跑道頭 / 末端燈、跑道中心線燈、滑行道中心線燈、滑行道邊燈、進場燈 (SSALR-10)、跑道頭識別燈 (RTIL-28)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Runway center line lights, Taxiway center line lights, Taxiway edge lights, Approach lighting systems (SSALR-10), Runway threshold identification lights (RTIL-28), Precision approach path indicator (PAPI), Runway guard lights, Signs, Runway distance remaining sign	臺北松山機場 Taipei Songshan Airport
跑道邊燈、跑道頭 / 末端燈、跑道中心線燈、著陸區燈、滑行道邊燈、滑行道中心線燈、進場燈 (CAT II APCH)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、停止線燈、指示牌、千呎牌 (全部由桃園國際機場公司維護) Runway edge lights, Runway threshold/end lights, Runway center line lights, Runway touchdown zone lights, Taxiway edge lights, Taxiway center line lights, Approach lighting systems (CAT II APCH), Precision approach path indicator (PAPI), Runway guard lights, Stop bars, Signs, Runway distance remaining sign (all maintained by Taoyuan International Airport Corporation Ltd.)	臺灣桃園國際機場 Taiwan Taoyuan International Airport
跑道邊燈、跑道頭 / 末端燈、跑道中心線燈、滑行道邊燈、滑行道中心線燈 (A、G 滑行道)、進場燈 (MALSR-09、CAT I APCH-27)、著陸區燈 (09)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Runway center line lights, Taxiway edge lights, Taxiway center line lights (A、G Taxiway), Approach lighting systems (MALSR 09、CAT I APCH-27), Runway touchdown zone lights (09), Precision approach path indicator (PAPI), Runway guard lights, Signs, Runway distance remaining sign	高雄國際機場 Kaohsiung International Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (MALSF-21、ALS-03)、跑道頭識別燈 (RTIL-03)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、指示牌、千呎牌 (部分由軍方維護) Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (MALSF-21、ALS-03), Runway threshold identification lights (RTIL-03), Precision approach path indicator (PAPI), Runway guard lights, Signs, Runway distance remaining sign (partially maintained by the Military)	花蓮機場 Hualien Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (MALSR-02、CAT I APCH-20)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (MALSR-02、CAT I APCH-20), Precision approach path indicator (PAPI), Runway guard lights, Signs, Runway distance remaining sign	澎湖機場 Penghu Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (MALSR-36R、MALSF-18L)、精確進場滑降指示燈 (PAPI-18L/36R)、跑道警戒燈、指示牌、千呎牌 (全部由軍方維護) Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (MALSR-36R, MALSF-18L), Precision approach path indicator (PAPI-18L/36R), Runway guard lights, Signs, Runway distance remaining sign (all maintained by the Military)	臺南機場 Tainan Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (MALSR-04、ALS-22)、跑道頭識別燈 (RTIL-22)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (MALSR-04、ALS-22), Runway threshold identification lights (RTIL-22), Precision approach path indicator (PAPI), Runway guard lights, Signs, Runway distance remaining sign	臺東豐年機場 Taitung Fongnian Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (RAI-18、ALS-36)、精確進場滑降指示燈 (PAPI)、跑道警戒燈、指示牌、千呎牌 (部分由軍方維護) Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (RAI-18、ALS-36), Precision approach path indicator (PAPI), Runway guard lights, Signs, Runway distance remaining sign (partially maintained by the Military)	臺中清泉崗機場 Taichung Cingcyuangang Airport

種類 Facilities	設置地點 Location
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (SSALR-06、MALSF-24)、精確進場滑降指示燈 (PAPI-06)、跑道警戒燈、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (SSALR-06、MALSF-24), Precision approach path indicator (PAPI-06), Runway guard lights, Signs, Runway distance remaining sign	金門機場 Kinmen Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、進場燈 (MALSR-36、ALS-18)、精確進場滑降指示燈 (PAPI)、指示牌、千呎牌 (全部由軍方維護) Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Approach lighting systems (MALSR-36、ALS-18), Precision approach path indicator (PAPI), Signs, Runway distance remaining sign (all maintained by the Military)	嘉義機場 Chiayi Airport
跑道邊燈、跑道頭 / 末端燈、跑道頭識別燈 (RTIL)、簡式精確進場滑降指示燈 (APAPI)、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Runway threshold identification lights (RTIL), Abbreviated precision approach path indicator (APAPI), Signs, Runway distance remaining sign	七美機場 Qimei Airport
跑道邊燈、跑道頭 / 末端燈、跑道頭識別燈 (RTIL)、簡式精確進場滑降指示燈 (APAPI)、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Runway threshold identification lights (RTIL), Abbreviated precision approach path indicator (APAPI), Signs, Runway distance remaining sign	望安機場 Wangan Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、跑道頭識別燈 (RTIL)、簡式精確進場滑降指示燈 (APAPI-03)、精確進場滑降指示燈 (PAPI-21)、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Runway threshold identification lights (RTIL), Abbreviated precision approach path indicator (APAPI-03), precision approach path indicator (PAPI-21), Signs, Runway distance remaining sign	馬祖北竿機場 Matsu Beigan Airport
跑道邊燈、跑道頭 / 末端燈、滑行道邊燈、簡式著陸區燈、跑道頭識別燈 (RTIL)、精確進場滑降指示燈 (PAPI)、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Taxiway edge lights, Simple touchdown zone lights, Runway threshold identification lights (RTIL), precision approach path indicator (PAPI), Signs, Runway distance remaining sign	馬祖南竿機場 Matsu Nangan Airport
跑道頭 / 末端燈、滑行道邊燈、跑道頭識別燈 (RTIL)、精確進場滑降指示燈 (PAPI)、指示牌、千呎牌 Runway threshold/end lights, Taxiway edge lights, Runway threshold identification lights (RTIL), Precision approach path indicator (PAPI), Signs, Runway distance remaining sign	恆春機場 Hengchun Airport
跑道邊燈、跑道頭 / 末端燈、跑道頭識別燈 (RTIL)、簡式精確進場滑降指示燈 (APAPI-17)、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Runway threshold identification lights (RTIL), Abbreviated precision approach path indicator (APAPI-17), Signs, Runway distance remaining sign	綠島機場 Ludao Airport
跑道邊燈、跑道頭 / 末端燈、跑道頭識別燈 (RTIL)、簡式精確進場滑降指示燈 (APAPI)、指示牌、千呎牌 Runway edge lights, Runway threshold/end lights, Runway threshold identification lights (RTIL), Abbreviated precision approach path indicator (APAPI), Signs, Runway distance remaining sign	蘭嶼機場 Lanyu Airport

三、雷達及監視裝備 Radar and Surveillance Equipment

名稱 Name	數量 Number	設置地點 Location
航路雷達 En-route Radar	2 座 2 sets	三貂角與鵝鑾鼻 Sandiaojiao and Eluanbi Radar Sites
終端雷達 Terminal Radar	9 座 9 sets	臺灣桃園國際機場 (2 座)、高雄國際機場 (1 座)、臺北松山機場 (1 座)、臺中清泉崗機場 (1 座)、臺東豐年機場 (1 座)、澎湖機場 (1 座)、花蓮機場 (1 座) 及金門機場 (1 座) Taiwan Taoyuan Int'l Airport (2 sets), Kaohsiung Int'l Airport (1 set), Taipei Songshan Airport (1 set), Taichung Cingcyuangang Airport (1 set), Taitung Fongnian Airport (1 set), Penghu Airport (1 set), Hualien Airport (1 set) and Kinmen Airport (1 set)
都卜勒氣象雷達 Doppler Weather Radar	1 套 1 set	臺灣桃園國際機場 Taiwan Taoyuan Int'l Airport
場面搜索雷達 (SMR) Surface Movement Radar (SMR)	2 套 2 sets	臺灣桃園國際機場 (2 套) Taiwan Taoyuan Int'l Airport (2 sets)
多點定位系統 (MLAT) Multilateration (MLAT)	1 套 1 set	臺灣桃園國際機場 Taiwan Taoyuan Int'l Airport
廣播式自動回報監視 (ADS-B) 裝備 Automatic Dependent Surveillance-Broadcast (ADS-B)	1 套 1 set	共有 15 個陣地： 臺中清泉崗機場、金門機場、臺東豐年機場、花蓮機場、馬祖南竿機場、澎湖機場及大屯山、高雄壽山、三貂角、金門北側 (太武山和金沙)、舞鶴、池上、綠島、高雄國際機場 Taichung Cingcyuangang Airport, Kinmen Airport, Taitung Fongnian Airport, Hualien Airport, Matsu Nangan Airport, Penghu Airport and Datunshan, Kaohsiung Shoushan, Sandiaojiao, Northern Kinmen (Mt. Taiwu and Jinsha), Wuhe, Chishang, Ludao, Kaohsiung Int'l Airport

四、通信裝備 Communication Equipment

名稱 Name	數量 Number	設置地點 Location
高頻 (HF) 陸空通信收發訊臺 High Frequency(HF) Air-Ground Communication receiving/transmitting station	7 組 7 sets	北部飛航服務園區 (2 組)、臺灣桃園國際機場 (5 組) North ATS Park (2 sets), Taiwan Taoyuan Int'l Airport (5 sets)
特高頻 / 超高頻 (VHF/UHF) 陸空通信收發訊機 Very and Ultra High Frequency (VHF/UHF) Air-Ground Communication receiver/transmitter	623 組 623 sets	臺灣桃園國際機場 (62 組)、高雄國際機場 (65 組)、臺北松山機場 (25 組)、金門機場 (20 組)、馬祖北竿機場 (12 組)、馬祖南竿機場 (15 組)、臺中清泉崗機場 (50 組)、澎湖機場 (65 組)、望安機場 (3 組)、七美機場 (3 組)、嘉義機場 (24 組)、臺南機場 (10 組)、臺東豐年機場 (49 組)、花蓮機場 (36 組)、綠島機場 (25 組)、蘭嶼機場 (7 組) 及大屯山 (71 組)、三貂角 (22 組)、恆春 (40 組)、北部飛航服務園區 (19 組) 等處 Taiwan Taoyuan Int'l Airport (62 sets), Kaohsiung Int'l Airport (65 sets), Taipei Songshan Airport (25 sets), Kinmen Airport (20 sets), Matsu Beigan Airport (12 sets), Matsu Nangan Airport (15 sets), Taichung Cingcyuangang Airport (50 sets), Penghu Airport (65 sets), Wangan Airport (3 sets), Qimei Airport (3 sets), Chiayi Airport (24 sets), Tainan Airport (10 sets), Taitung Fongnian Airport (49 sets), Hualien Airport (36 sets), Ludao Airport (25 sets), Lanyu Airport (7 sets) and Datunshan (71 sets), Sandiaojiao (22 sets), Hengchun (40 sets) and North ATS Park (19 sets)

名稱 Name	數量 Number	設置地點 Location
數位語音交換系統 (DVCSS) Digital Voice Communication Switching System (DVCSS)	11 套 11 sets	北部與南部飛航服務園區、臺灣桃園國際機場、臺北松山機場、馬祖北竿機場、馬祖南竿機場、金門機場、高雄國際機場、澎湖機場、恆春機場、臺東豐年機場 North and South ATS Parks, Taiwan Taoyuan Int'l Airport, Taipei Songshan Airport, Matsu Beigan Airport, Matsu Nangan Airport, Kinmen Airport, Kaohsiung Int'l Airport, Penghu Airport, Hengchun Airport, Taitung Fongnian Airport
微波系統 Microwave System	10 套 10 sets	臺灣桃園國際機場 (1 套)、高雄國際機場 (1 套)、臺北松山機場 (1 套)、澎湖機場 (2 套)、大屯山 (2 套)、高雄壽山 (2 套)、南部飛航服務園區 (1 套) Taiwan Taoyuan Int'l Airport (1 set), Kaohsiung Int'l Airport (1 set), Taipei Songshan Airport (1 set), Penghu Airport (2 sets), Datunshan (2 sets), Kaohsiung Shoushan (2 sets), South ATS Park (1 set)
錄音系統 Recording System	15 組 15 sets	北部與南部飛航服務園區、臺灣桃園國際機場、臺北松山機場、馬祖北竿機場、馬祖南竿機場、金門機場、澎湖機場、七美機場、望安機場、臺東豐年機場、高雄國際機場、恆春機場、綠島機場、蘭嶼機場 North and South ATS Parks, Taiwan Taoyuan Int'l Airport, Taipei Songshan Airport, Matsu Beigan Airport, Matsu Nangan Airport, Kinmen Airport, Penghu Airport, Qimei Airport, Wangan Airport, Taitung Fongnian Airport, Kaohsiung Int'l Airport, Hengchun Airport, Ludao Airport, Lanyu Airport

五、氣象裝備 Meteorological Equipment

名稱 Name	數量 Number	設置地點 Location
自動氣象觀測系統 (AWOS) Automatic Weather Observation System (AWOS)	28 套 28 sets	臺灣桃園國際機場 (6 套)、高雄國際機場 (2 套)、臺北松山機場 (2 套)、馬祖北竿機場 (2 套)、馬祖南竿機場 (2 套)、金門機場 (2 套)、恆春機場 (2 套)、七美機場 (2 套)、望安機場 (2 套)、臺東豐年機場 (2 套)、綠島機場 (2 套) 及蘭嶼機場 (2 套) Taiwan Taoyuan Int'l Airport (6 sets), Kaohsiung Int'l Airport (2 sets), Taipei Songshan Airport (2 sets), Matsu Beigan Airport (2 sets), Matsu Nangan Airport (2 sets), Kinmen Airport (2 sets), Hengchun Airport (2 sets), Qimei Airport (2 sets), Wangan Airport (2 sets), Taitung Fongnian Airport (2 sets), Ludao Airport (2 sets) and Lanyu Airport (2 sets)
低空風切警報系統 (LLWAS) Low Level Wind Shear Alert System (LLWAS)	2 套 2 sets	臺灣桃園國際機場、臺北松山機場 Taiwan Taoyuan Int'l Airport, Taipei Songshan Airport
航空氣象現代化作業系統 (AOAWS) Advanced Operational Aviation Weather System (AOAWS)	2 套 2 sets	北部飛航服務園區 1 套與桃園塔臺園區 1 套 North ATS Park (1 set) and Tower Park of Taiwan Taoyuan International Airport (1 set)

六、航管自動化系統 Air Traffic Control Automation System

名稱 Name	數量 Number	設置地點 Location
飛航管理系統 (ATMS) Air Traffic Management System (ATMS)	2 套 2 sets	北部與南部飛航服務園區 11 個塔臺管制席位：臺北、高雄、松山、豐年、恆春、馬公、金門、北竿、南竿、綠島及蘭嶼等機場管制臺 North and South ATS Parks Controller Working Position in 11 airport control towers: Taipei, Kaohsiung, Songshan, Fongnian, Hengchun, Magong, Kinmen, Beigan, Nangan, Ludao and Lanyu
飛航管理系統擴充備援系統 (EBAS) ATMS-Extended Backup ATC System (EBAS)	2 套 2 sets	北部與南部飛航服務園區 6 個塔臺管制席位：臺北、高雄、松山、豐年、馬公及金門等機場管制臺 North and South ATS Parks Controller Working Position in 6 airport control towers: Taipei, Kaohsiung, Songshan, Fongnian, Magong and Kinmen
塔臺自動化系統 (TAS) Tower Automation System (TAS)	1 套 1 set	桃園國際機場塔臺園區 Tower Park of Taiwan Taoyuan International Airport
360 度塔臺模擬機系統 360-Degree Tower Simulator	1 套 1 set	桃園國際機場塔臺園區 Tower Park of Taiwan Taoyuan International Airport

七、其他飛航服務系統 Other Aviation Service Systems

名稱 Name	數量 Number	設置地點 Location
飛航訊息處理系統 (AMHS) Air Traffic Services (ATS) Message Handling System (AMHS)	3 套 3 sets	北部飛航服務園區 2 套與南部飛航服務園區 1 套 North ATS Park (2 sets) and South ATS Park (1 set)
航空情報服務系統 (AIS) Aeronautical Information Service System (AIS)	3 套 3 sets	北部飛航服務園區 2 套與桃園塔臺園區 1 套 North ATS Park (2 sets) and Tower Park of Taiwan Taoyuan International Airport (1 set)
語音 / 資料鏈路航空氣象資料廣播服務系統 (V/D-VOLMET) Voice/Datalink METeorological information for aircraft in flight System (V/D-VOLMET)	1 套 1 set	北部飛航服務園區 North ATS Park
語音 / 資料鏈路終端資料自動廣播服務系統 (V/D-ATIS) Voice/Datalink Automatic Terminal Information Service System (V/D-ATIS)	4 套 4 sets	臺北、松山、臺中清泉崗及高雄機場管制臺 Taipei, Songshan, Taichung Cingcyuangang and Kaohsiung Airport Control Tower
語音終端資料自動廣播服務系統 (ATIS) Voice Automatic Terminal Information Service System (ATIS)	5 套 5 sets	豐年、馬公、金門、南竿及北竿機場管制臺 Fongnian, Magong, Kinmen, Nangan and Beigan Airport Control Tower



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