

桃園國際機場

飛·行季刊

TAOYUAN Airport Review

共寫新頁

第三航廈北廊廳試營運

Writing a New Chapter Together

North Concourse of Terminal 3 Begins Trial Operations

No. 18

2025.11



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To make an effort to environmental protection, this newsletter uses FSC™ certified paper and was printed with soy ink.

以科技寫下傳奇 Creating a Legend with Technology

桃園國際機場歡喜迎接第三航廈北廊廳正式啟用，以候機通廊、Halo 燈具與智慧型航機對接系統等新設計，搭配在桃機塔臺內全臺唯一的「360 度塔臺模擬機」與各項智慧化天氣預測系統，逐步落實未來機場願景。

桃園機場前三季客運量達 3,522 萬人次，恢復至 2019 年同期 96.5% 水準。透過與美國底特律機場、華盛頓機場簽署姊妹機場協定，強化國際航空產業連結及桃園機場樞紐點的地位。年底舉辦的「桃園機場論壇」中，更邀請兩百多位來自全球航空業的貴賓，探討如何透過智慧科技、旅客服務「重振機場經濟」。

我們的驕傲還來自一群守護機場的幕後英雄！本期特別介紹機場消防大隊同仁，為了維持消防工作的優異體能，努力鍛鍊在 2025 雙北世界壯年運動會中獲得佳績。最萌夥伴紅火蟻防治犬則與防治團隊共同把關，維護機場紅火蟻解除列管的記錄。

本期精彩內容還重溫了年年秒殺的航空體驗營的熱鬧場面，和機場管制區精選販售的十大博物館文創商品，在在顯示機場公司努力將桃園機場打造成一座橋樑，以創新商品服務與世界、與旅客、與航迷們溝通，用心創造美好的國門體驗。✈

Taiwan Taoyuan International Airport (TPE) is pleased to welcome the official opening of the Terminal 3 North Concourse. Featuring new designs such as an open boarding corridor, Halo lighting, and an intelligent aircraft docking system—alongside Taiwan's only 360-degree tower simulator and a range of smart weather forecasting systems housed in the airport control tower—TPE continues to steadily realize its vision for the airport of the future.

In the first three quarters of the year, TPE handled 35.22 million passengers, reaching 96.5% of 2019 levels. Furthermore, the signing of sister-airport agreements with Detroit Metropolitan Airport and Washington Dulles International Airport enhances global industry connections and solidifies TPE's role as a leading regional hub. This momentum continued at the year-end Taoyuan Airport Forum, which welcomed more than 200 aviation professionals from around the world to discuss how smart technologies and enhanced passenger services can help revitalize airport economies.

Our pride also comes from the unsung heroes who protect the airport every day. In this issue, we highlight the airport fire brigade, which has undergone rigorous training for emergency response and achieved outstanding performance at the 2025 World Masters Games in Taipei and New Taipei City. Additionally, our beloved partner—the red imported fire ant detection dog—works alongside the prevention team to help maintain the airport's hard-earned status as a fire-ant-free facility.

This issue also revisits the excitement of the highly sought-after Aviation Experience Camp and introduces ten specially curated museum cultural-creative products now available for purchase inside the airport. Together, these stories reflect Taoyuan International Airport Corporation's commitment to making TPE a bridge to the world—connecting with travelers and aviation enthusiasts through innovative products, attentive services, and memorable gateway experiences. ✈

董事長

楊偉甫

Yang Wei-Fuu
Chairman

共寫新頁

第三航廈北廊廳試營運

Writing a New Chapter Together

North Concourse of Terminal 3 Begins Trial Operations



桃園國際機場第三航廈北廊廳啟動試營運後已經呈現在國人眼前，色調明快具現代感的設計、與先前航廈截然不同的通透候機通廊、Halo 燈具及智慧型航機對接系統 IDS 等，符合現今國際航空產業脈動趨勢，也能帶給旅客全新的感受。

With trial operations now underway, the North Concourse of Terminal 3 at Taiwan Taoyuan International Airport has finally been unveiled to the public. Its bright, modern design—featuring open concourse spaces, distinctive Halo lighting, and the Intelligent Docking System (IDS)—marks a sharp contrast to existing terminals and aligns with current trends in the global aviation industry, offering travelers a fresh, elevated experience.

一圈一圈大大小小的簡潔光環，星羅棋布地裝設在高達 12 公尺的北廊廳天花板，塑造出重複卻不單調、規律卻有變化的視覺景觀。這 1,488 組造型時尚的 Halo 燈具，內建了自動調節系統，可以依據自然光的強度調節光照，減少耗能，也是第三航廈取得綠建築黃金級認證，呼應綠色機場趨勢的利器。

兼具時尚與實用的五合一節能燈具

在挑高天花板安裝燈具並非易事，施工團隊靠著專用施工架搭配吊車與人工搬運，分段將燈具運至 12 公尺高的鷹架，還得逐一測量各柱位與燈具間的距離之後，方能逐一安裝這些整合照明、空調、廣播、消防撒水和 WIFI 基地台等功能於一「燈」的設計。

開放式候機通廊方便資源共享

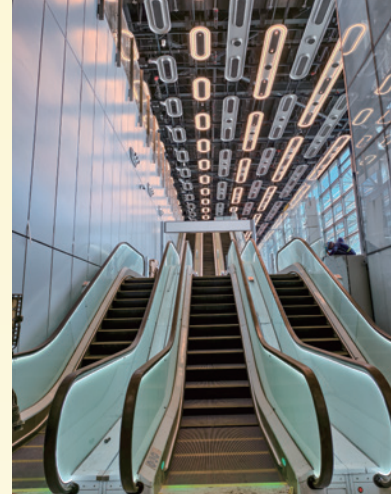
第三航廈從規劃之初即決定採用集中式安檢，所以也以異於現有兩座航廈獨立候機室的設計，透過通透候機通廊連接每一個登機門。

當旅客在機場內移動時，挑高的天花板也創造了開放和寬敞的視覺體驗，幫助旅客舒緩旅行焦慮帶來的緊張情緒，包含座椅、洗手間等候機室內的資源也得以共享，方便旅客使用之餘，對於視線、廣播都不再有阻隔，地勤人員和跑錯候機區的旅客都更容易找到正確的登機門，加速登機作業。

智慧型航機對接系統助攻減碳

另一項率國內機場之先，可以大幅提升旅客的機場體驗，同時可望每年為機場減少超過 24,138 噸二氧化碳排放，降低 74% 碳足跡的智慧型航機對接系統（Intelligent Docking System, IDS），也隨著北廊廳啟用而亮相。

這套大規模應用 AI 人工智慧與辨識技術的智慧型航機對接系統，只要 2、3 分鐘即可自動、精準對接航機艙門，大幅縮短靠橋作業時間，並將傳統兩人兩橋的作業模式升級至 1 人兩橋，讓旅客早點下機並提升營運效率，因此獲得包括新加坡樟宜機場等新建航廈青睞。



Suspended across the 12-meter-high ceiling of the North Concourse, rings of light in varying sizes create a visually captivating landscape that is repetitive yet dynamic. A total of 1,488 stylish Halo fixtures, equipped with an automatic adjustment system, modulate brightness based on the intensity of natural daylight. This feature reduces energy consumption and plays a crucial role in Terminal 3's goal of achieving LEED Gold-level green building certification, reflecting the trend toward sustainable airport design.

Five-in-One Energy-Saving Fixtures Combining Style and Function

Installing lighting at such a height is no simple task. Construction teams relied on specialized platforms, cranes, and manual transport to move the fixtures in stages onto 12-meter scaffolding. Then, the distance between columns and adjacent fixtures had to be measured precisely before installing each unit, which integrates five functions into a single fixture: lighting, air conditioning outlets, public address speakers, fire sprinkler components, and Wi-Fi access points.

Open Concourse Enables Resource Sharing

From the earliest planning stages, Terminal 3 adopted a centralized security screening concept. As a result, its design differs from the independent waiting rooms found in the existing two terminals, with a transparent concourse connecting every boarding gate.



The high ceilings create a sense of openness that helps reduce travel stress. Additionally, shared amenities, including seating and restrooms, are accessible from across the concourse. With clear sightlines and good acoustics, ground staff and passengers who have gone to the wrong waiting area can more easily locate the correct boarding gate, thereby speeding up the boarding process.

Intelligent Docking System Supports Carbon Reduction

Another first for Taiwan's airports—the Intelligent Docking System (IDS)—made its debut alongside the opening of the North Concourse. This system not only improves the passenger experience but is also projected to reduce annual CO₂ emissions by 24,138 tons, thereby decreasing the airport's carbon footprint by 74% compared to conventional operations.

Powered by advanced applications of AI and recognition technology, IDS can automatically and accurately dock aircraft within two to three minutes, significantly reducing the time required for bridge docking and enabling a single operator, rather than two operators, to manage two bridges simultaneously. As a result, passengers can disembark more quickly, enhancing operational efficiency. The technology has been favored by newly constructed terminals, including those at Singapore Changi Airport. ✈️



仁川機場氫迎空巴 Pangiam 系統讓違禁品無所遁形

Incheon Airport to Welcome Hydrogen-Powered Airbus
Pangiam System Leaves No Room for Prohibited Items



照片提供：中央通訊社
Provided by Central News Agency

韓國仁川機場第四期工程已於 2024 年底完工啟用，客運容量大幅提升，預計將成為年服務超過 1 億人次的巨型機場，透過智慧與綠能科技，成為機場永續與安全的新標竿。

- The Phase 4 Construction Project of Korea's Incheon International Airport was completed and operational by the end of 2024, resulting in a dramatic increase in passenger capacity. The airport is poised to serve over 100 million passengers annually, emerging as a new benchmark for airport sustainability and safety through the integration of intelligent and green technologies.

作為亞洲首座加入「RE100」（百分之百使用再生能源）的機場，韓國仁川機場第四期擴建工程於 2024 年底啟用後，為了逐步邁向零碳機場，來自太陽能、風力等再生能源的動力占比已經超過 18%。

加速打造氫能支持環境

仁川機場於 2022 年攜手空中巴士、大韓航空與韓國液空，以備忘錄的形式，宣示合作推動氫能飛機示範運行環境，除了正在追加建設的加氫站之外，也希望在 2035 年前完成氫能飛機商用化基礎設施建設。

Pangiam 技術擴大運用

另一方面，運用人工智慧加速行李掃描速度的 Pangiam 技術，過去幾年在荷蘭阿姆斯特丹史基浦機場、英國 AGS 集團旗下三座機場（阿伯丁、格拉斯哥、南安普頓）試辦成效頗佳，2025 年也與 Smiths Detection CT 掃描機整合，並於多個國際機場試行，令人期待未來成果。

As the first airport in Asia to join RE100—committing to 100% renewable energy—Incheon Airport has taken gradual steps toward becoming a zero-carbon airport. Following the completion of Phase 4, more than 18% of the airport's power now comes from renewable sources such as solar and wind energy.

Accelerating Hydrogen-Ready Infrastructure

In 2022, Incheon Airport partnered with Airbus, Korean Air, and Air Liquide Korea through an MOU to facilitate demonstration environments for hydrogen-powered aircraft. Beyond constructing additional hydrogen refueling stations, the airport aims to complete the commercial infrastructure for hydrogen aircraft by 2035.

Expanding the Reach of Pangiam's Technology

Pangiam's AI-enabled technology, which aims to expedite baggage scanning, has shown promising results during trials at Amsterdam Schiphol Airport and the three AGS Group airports in the United Kingdom: Aberdeen, Glasgow, and Southampton. In 2025, the system was integrated with Smiths Detection's CT scanners and has since been piloted at multiple international airports, with further results anticipated in the future.

提升旅客體驗、推動機場經濟

桃園機場論壇聚焦 航廈設施舒適度與航網連結

Elevating Passenger Experience and Revitalizing Airport Economy

Taoyuan Airport Forum Highlights Terminal Ambience and Route Connectivity

「2025 桃園機場論壇」由交通部次長林國顯和機場公司董事長楊偉甫共同主持開幕，以「重振機場經濟：為全球旅客設計航廈舒適度與航網連結」為主題，邀請包括國際機場協會、泰國機場集團、日本三菱地所集團、全球航班系統資料庫及統計分析業者、國際航空運輸協會、環亞貴賓室集團及日本航空等等二百多位來自全球的航空與機場產官學研代表，共同交流機場服務創新、機場經濟發展趨勢與實踐經驗分享。

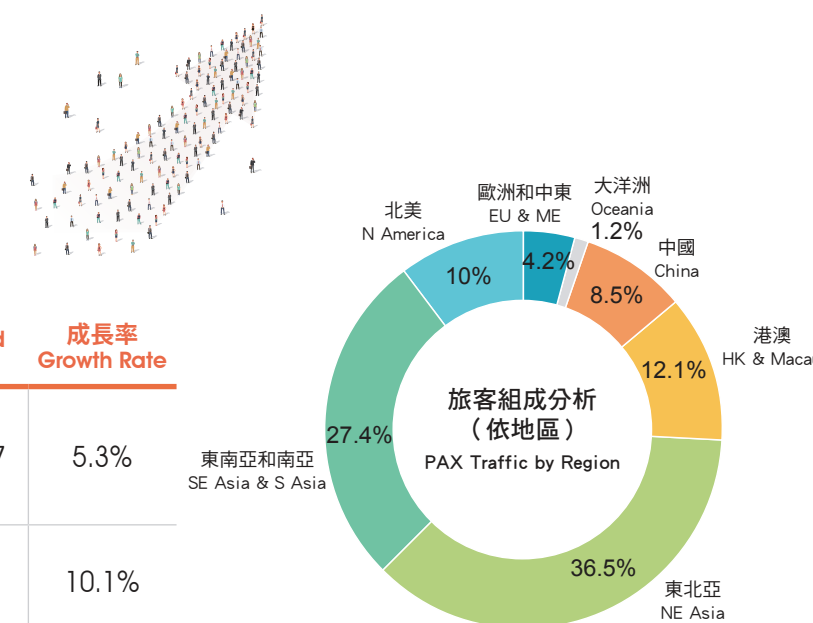
The 2025 Taoyuan Airport Forum, co-hosted by Administrative Deputy Minister Lin Kuo-Shian of the Ministry of Transportation and Communications and Yang Wei-Fuu, Chairman of Taoyuan International Airport Corporation, opened under the theme "Revitalizing Airport Economy: How to Design Terminal Ambience and Route Connectivity for Global Travelers." The forum brought together over 200 participants from the government, industry, academia, and research sectors worldwide, including representatives from Airports Council International, Airports of Thailand, Mitsubishi Estate Group, global flight data and analytics providers, the International Air Transport Association, Plaza Premium Group, and Japan Airlines. Participants exchanged insights on service innovation and trends in airport economics, as well as sharing practical experience.



營運線上 Operational Statistics

桃園國際機場 2025 年 Q1-Q3
Taiwan Taoyuan International Airport 2025 Q1-Q3

	2025.1-2025.9	去年同期 Same Period Last Year	成長率 Growth Rate
客運量 (人) Passenger Volume (person)	35,224,499	33,468,567	5.3%
貨運量 (公噸) Air Cargo Volume (metric ton)	1,830,922	1,662,982	10.1%



精實訓練積累實力 打火英雄世壯運奪牌

Building Strength Through Rigorous Training
Airport Firefighters Win Medals at the World Masters Games

桃園機場消防大隊常年專注於體能與消防專業訓練，不僅有助於精進本業技能，在各項賽事上也屢傳佳績，更在「2025 世界壯年運動會」勇奪 2 金、1 銀、1 銅，為國增光、成績斐然。

The Taoyuan Airport Fire Brigade has always placed great emphasis on physical fitness and professional firefighting training, which not only enhances their core job skills but has also resulted in impressive achievements in athletic competitions. At the 2025 World Masters Games, the team performed exceptionally, winning two gold medals, one silver medal, and one bronze medal.

「就是想把獎牌留在臺灣啊！」說起參加「2025 世界壯年運動會」的起心動念，體格壯碩、肌肉線條明顯的桃園機場消防員周森吉和黃雲智拿起獎牌脫口而出。

體能好更要懂救護

運動科班出身的黃雲智，大學畢業之後想要轉換跑道，自評為「熱血、樂於助人、喜歡做事的實踐派，擔任消防員完全適才適所。」

從上尉退役、曾在立法院擔任國會助理的周森吉，則是為了追求穩定、能夠鍛鍊體能的工作環境，衡量生涯規劃之下投入打火英雄的行列。

早期要考進桃園機場消防大隊可不簡單！周森吉輕鬆地推著、翻著跟人一樣高的機場主力消防車大輪胎，一圈又一圈，藉此鍛鍊全身的核心肌群，「我們當時對於體能的要求的確很高，測試滿分的標準在 90 秒內完成徒手爬杆三趟、單槓也要拉滿 11 下，更別說三千公尺跑步必須在 13 分 40 秒內完成，當年大家的實力都很好，其中一項沒有拿到滿分就很難錄取。」

不僅體能要好，每位消防員都必須通過 56 小

時的初級救護技術員（EMT-1）訓練和考試，拿到證照後才能正式上線出動。

堅持鍛鍊的責任與自覺

「消防的專業領域相當大，我只要有課就去上，到現在都還學不完，」具備中級救護技術員（EMT-2）證照的黃雲智救護經驗豐富，曾趕赴機上，從空服員手中接續執行 CPR 不斷按壓，旅客雖呈現「到院前心肺功能停止（OHCA）」狀態，仍不放棄使用 AED 挽回，最終在醫師施打強心針後，成功從死神手中救回心肌梗塞的旅客。

「在退休之前，我們都有維持體能和各種專業技能的責任與自覺，」周森吉和黃雲智參加包括世壯運的各類運動賽事，不只要證明自己的體能仍在巔峰，更要將這樣的成果展現在消防本業，持續精進各項能力。✈



"We wanted to keep the medals in Taiwan!" said the airport firefighters Chou Sen-Chi and Huang Yun-Chih, both built with well-defined muscles, as they held up their medals and recalled what first motivated them to compete in the 2025 World Masters Games.

Strong Fitness, Stronger Emergency Skills

With a background in competitive sports, Huang Yun-Chih decided to change career paths after graduating from university. Describing himself as "passionate, eager to help others, and someone who likes to get things done," he found that becoming a firefighter was a perfect fit.

Chou Sen-Chi, a former army captain who once served as a legislative assistant at Taiwan's Legislative Yuan, chose a different path in pursuit of a stable career that would also allow him to stay physically active. After careful consideration, he joined the ranks of airport firefighters.

Getting into the Taoyuan Airport Fire Brigade was no easy task in the early days. Effortlessly pushing and flipping the brigade's massive main fire engine tires—each nearly as tall as a person—over and over to build full-body core strength, Chou recalled: "The physical standards back then were extremely demanding. To achieve a perfect score, you needed to complete three pole climbs without using your legs within 90 seconds, perform at least 11 pull-ups, and finish a 3,000-meter run in under 13 minutes and 40 seconds. Everyone was incredibly fit, and missing a perfect score in any one of these tests made getting selected difficult."

Physical strength alone is not enough. Every firefighter must also complete 56 hours of Emergency Medical Technician 1 (EMT-1) training and pass the certification exam before officially going on duty.

A Commitment to Training: Responsibility and Self-Awareness

"The field of firefighting is vast. Whenever there's a course available, I sign up—and even now, there's still so much to learn," said Huang, who holds an Emergency Medical Technician 2 (EMT-2) certification and has extensive experience in emergency medical response. On one occasion, he rushed onboard an aircraft to take over CPR from the cabin crew, continuing chest compressions without pause. Although the passenger was in out-of-hospital cardiac arrest (OHCA), Huang persisted in administering defibrillation with an AED. After eventually receiving a cardiac stimulant from physicians, the passenger, who had suffered a myocardial infarction, was successfully pulled back from the brink.

"Until the day we retire, we carry a responsibility—and an awareness—to maintain our physical fitness and professional skills," said Chou and Huang. By participating in competitions such as the World Masters Games and other athletic events, they not only demonstrate that their physical condition remains at its peak but also bring these results back into their firefighting duties, continually strengthening their capabilities. ✈



黃雲智

年齡：48
擔任消防員的年資：18 年
平日熱愛的運動項目：柔道、體能訓練、漁獵活動
「2025 世界壯年運動會」奪牌項目：男子柔道 60 公斤級銅牌

Huang Yun-Chih

Age : 48
Years of Service as a Firefighter : 18 years
Favorite Sports and Activities : Judo, strength and conditioning training, spearfishing
Awarded Medal(s) at the 2025 World Masters Games :
Bronze Medal – Men's Judo (60 kg category)



周森吉

年齡：51
擔任消防員的年資：15 年
平日熱愛的運動項目：壘球、田徑運動
「2025 世界壯年運動會」奪牌項目：鐵餅金牌、鉛球金牌、十項全能銀牌

Chou Sen-Chi

Age : 51
Years of Service as a Firefighter : 15 years
Favorite Sports and Activities : Softball, track and field
Awarded Medal(s) at the 2025 World Masters Games :
Gold Medal – Discus Throw
Gold Medal – Shot Put
Silver Medal – Decathlon



臺美每日 50 架次以上往來

桃園機場與底特律及華盛頓結盟友好機場

Daily Flights Between Taiwan and the U.S. Exceed 50

TPE Establishes Airport Partnerships with Detroit and Washington

桃園機場今 (2025) 年持續深化與美國各大機場的夥伴關係，分別於 7 月與底特律機場結為姊妹機場，9 月也於美國在台協會商務組長歐潔的見證之下，與華盛頓機場簽訂友好機場備忘錄。

In 2025, Taiwan Taoyuan International Airport (TPE) continued to deepen its partnerships with major airports across the United States. In July, TPE formally established a sister airport relationship with Detroit Metropolitan Airport, followed by the signing of an MOU with the Metropolitan Washington Airports Authority (MWAA), witnessed by Janée Pierre-Louis, Commercial Section Chief of the American Institute in Taiwan (AIT).

近年來，隨著航空業者積極增班、拓點，臺美之間的天空相當熱鬧、繽紛，每週有高達 362 班次往返北美各大城市，且仍持續增加中，正如機場公司董事長楊偉甫於備忘錄簽署儀式中所言，與北美機場間的姊妹情誼，象徵臺美航空業界的友好合作關係，更為未來開通桃園直飛航線奠定良好基礎。

相似起點，共譜國門航運發展新頁

桃園與華盛頓杜勒斯（IAD）兩座機場興建背景也十分相似，皆做為首都圈對外中、長程與國際航線的主力機場，且因為皆屬首都中心地帶的機場，囿於都會區開發因素，機場擴建不易，難以符合中長程航線大型化需求，方於首都外圍新建機場。

因此，於美國建國 250 周年（2026 年）前夕，機場公司總經理范孝倫與華盛頓機場管理局執行副總暨財務長 Chryssa Westerlund 簽署的備忘錄別具意義，代表臺美首都圈機場將就「航線發展」、「觀光商業推廣」、「行銷公關」及「技術營運交流」四大面向深入合作，邁入全新里程碑。

攜手北美五大姊妹機場深化航運連結

同樣位於美東的底特律大都會韋恩郡機場（DTW），也在醞釀兩年之後，於今年年中與桃園機場結下好情誼。此次代表機場公司前往美國簽署合作備忘錄的副總經理李俊德，兩年前即因參與 APEC 部長級會議，開啓與底特律機場合作的契機。隔年 DTW 亦率團來臺參訪物流園區，希望與桃園機場在顧客服務、科技、安全和空側管理等各方面展開進一步的交流，因而促成此次合作。

桃園國際機場目前在北美共有五座姊妹機場，包括葛蘭郡機場（1997）、達拉斯福沃斯機場（2011）、安大略機場（2017）、底特律大都會韋恩郡機場及華盛頓機場（2025），期待在機場的深化交流之下，更能帶動臺灣與全球航空網路連結的發展。✈



In recent years, airlines have expanded their routes and increased the frequency of flights, making air travel between Taiwan and the United States busier than ever. Currently, there are as many as 362 weekly flights connecting Taiwan with major cities across North America, and the number continues to increase. As Chairman Yang Wei-Fuu noted at the MOU signing ceremony, these sister-airport partnerships symbolize the friendly cooperation between the aviation communities of Taiwan and the U.S., laying a solid foundation for future direct routes linking Taoyuan with additional destinations in the United States.

Shared Origins: A New Chapter in Gateway Development

TPE and Washington Dulles International Airport (IAD) share remarkably similar development backgrounds. Both were purpose-built to serve as primary hubs for medium- and long-haul international routes for their respective capital regions. Urban development constraints prevented the expansion of original city airports, which were unable to accommodate the increasing need for larger aircraft on longer routes. As a result, new airports were constructed on the outskirts of the capital regions.

Against this backdrop, the MOU signed ahead of the 250th anniversary of U.S. independence in 2026 by Fan Hsiao-Lun, President & CEO of Taoyuan International Airport Corporation (TIAC), and Chryssa Westerlund, Executive Vice President and Chief Revenue Officer of the MWAA, carries special significance. The MOU formalized cooperation

across four key areas: route development, tourism and commercial promotion, marketing and public relations, and technical and operational exchanges, reaching a new milestone for bilateral collaboration.

Strengthening Airlinks with North America's Five Sister Airports

Detroit Metropolitan Wayne County Airport (DTW), also located in the eastern United States, became TPE's sister airport in mid-2025 after two years of discussions, following the signing of an MOU by TIAC Vice President Lee Chun-Te. This collaboration began with an opportunity Vice President Lee initiated during an APEC ministerial meeting two years ago. In the following year, a DTW delegation visited Taiwan to tour TPE's logistics park and explore potential collaborations in passenger services, technology, safety, and airside management—ultimately leading to the formal partnership.

TPE currently maintains sister-airport partnerships with five airports in North America, including Grand County Airport (1997), Dallas Fort Worth International Airport (2011), Ontario International Airport (2017), Detroit Metropolitan Wayne County Airport, and Washington Dulles International Airport (2025). Through deeper exchanges and collaboration with these airports, TIAC looks forward to further strengthening Taiwan's connections with the global aviation network.✈



桃園機場天空近期熱鬧非凡 國籍航空直飛北美新航點

Taoyuan Skies Come Alive with New Flights

Taiwanese Airline Opens New Nonstop Route to North America



- 2025 年臺灣的天空更加繽紛多彩，除了年中迎接阿提哈德航空開航之外，讓星戰迷引頸期盼的星際大戰彩繪機也降落在桃園機場。加上國籍航空增開直飛達拉斯新航點，吸引許多航迷前來欣賞，紛紛架起攝影機，捕捉這歷史性的時刻。

- In 2025, the skies over Taiwan were vibrant and filled with excitement. In addition to welcoming Etihad Airways' new service in mid-year, Taiwan Taoyuan International Airport (TPE) also saw the arrival of a Star Wars-themed aircraft that thrilled fans of the franchise. To add to the excitement, a new direct route to Dallas, launched by a Taiwanese airline, attracted many aviation enthusiasts who set up cameras to capture this historic moment.

2025 8.8

「黑武士」迎接星際大戰彩繪機

「黑武士」現身機場！桃園國際機場精心迎接機號 JA873A 全日空星際大戰 R2-D2 彩繪機，卸除塗裝前在臺灣留下最後風采。

"Darth Vader" Welcomes the Star Wars-Themed Aircraft

"Darth Vader" made an appearance at the airport to greet All Nippon Airways' Star Wars R2-D2-themed aircraft (registration JA873A), which made its final appearance in Taiwan before the removal of the livery.



2025 9.8

阿提哈德降落桃機

中東三雄之一的「阿提哈德航空」，以波音 787-9 夢幻客機執飛班號 EY898「阿布達比 - 臺北」首航班機，成為繼杜拜之後，臺灣往來中東的第二個直航點。

Etihad Airways Touches Down at TPE

One of the Middle East's "Big Three" airlines, Etihad Airways, operated its inaugural EY898 flight from Abu Dhabi to Taipei using a Boeing 787-9 Dreamliner, making Abu Dhabi the second direct air link between Taiwan and the Middle East after Dubai.



2025 10.3

長榮航空首航達拉斯儀式

長榮航空開闢「臺北 - 達拉斯」新航線，代表著旅客得以透過德州航運重心、全球第三大客運旅運量的達拉斯·沃斯堡國際機場，快速、方便地轉機至美國國內和中南美洲各大城市。

EVA Air's Inaugural Dallas Flight Ceremony

EVA Air launched its new service between Taipei and Dallas, enabling travelers to connect efficiently via Dallas-Fort Worth International Airport—Texas's primary aviation hub and the world's third-busiest airport by passenger volume—to destinations across the United States as well as Central and South America.



VOTE & SHAPE THE FUTURE: HELP US BECOME THE WORLD'S BEST AIRPORT.



Scan & Vote



廣告



Taoyuan
International Airport
桃園國際機場

感謝您與桃機迎接航空新篇章

請即為「全球最佳機場」投下一票

珍藏美好臺灣

十大博物館文創商品聚桃機

Collecting the Best of Taiwan

Top 10 Museum Cultural Products Gather at Taoyuan Airport



推薦商品：史前館水壺杯袋—陶陶不絕
Recommended Item: Prehistory Museum
Water Bottle Sleeve—Endless Pottery
NT\$ 190

臺灣史前文化博物館

坐落於臺東市，以臺灣史前文化與南島文化為主題的國家級博物館 2002 年開館。展示臺灣從 3 萬年前舊石器時代迄今人類文化發展的軌跡，透過提出「島是船海是路」的概念，以海洋連結更廣泛、更多元南島族群的社會與文化。

National Museum of Prehistory

Located in Taitung City, this national museum opened in 2002 and focuses on Taiwan's prehistoric and Austronesian cultures. Its exhibitions trace human cultural development in Taiwan from the Paleolithic era 30,000 years ago to the present day. Guided by the concept "Islands as boats, seas as pathways," the museum highlights the ocean as a vital link connecting diverse Austronesian societies and cultures.

想要帶外國朋友充分體驗臺灣豐富的人文風貌，卻又沒有足夠的時間環島跑透透嗎？現在只要在離開臺灣之前，走一趟桃園機場第二航廈出發區、C10 候機室旁的博物館商店，在這個富含文化底蘊的藝術空間中，可以欣賞及購買臺灣文學館、臺灣史前文化博物館、歷史博物館、臺灣美術館、傳統藝術中心、臺灣工藝研究發展中心、中正紀念堂和國父紀念館等場館等著名國立十大博物館陳列的文創商品與出版品，讓滿溢的文學與歷史氣息隨著旅客登機，飄散至世界各地。

Looking for a way to share Taiwan's rich cultural heritage to international friends—without having time to travel around the island? Before leaving Taiwan, stop by the museum shop near Gate C10 in the departure area of Terminal 2 at Taiwan Taoyuan International Airport. This thoughtfully curated cultural space brings together cultural products and publications from ten of Taiwan's most renowned national museums, allowing travelers to browse, appreciate, and purchase items infused with literary and historical significance. As passengers board their flights, these echoes of Taiwan's stories and creativity travel with them to destinations around the world.

Participating institutions include the National Museum of Taiwan Literature, National Museum of Prehistory, National Museum of Taiwan History, National Museum of History, National Taiwan Museum of Fine Arts, National Center for Traditional Arts, National Taiwan Craft Research and Development Institute, Chiang Kai-shek Memorial Hall, and Sun Yat-sen Memorial Hall, among others.

臺灣歷史博物館 (臺史博)

這座位於臺南市安南區，以「臺灣歷史」為主題的國家級博物館，園區設計結合臺江內海地景，象徵臺灣自然與人文發展的歷程。館內最具代表性的常設展為「斯土斯民—臺灣的故事」，以時間軸搭配模型、影音與互動科技，訴說著臺灣從史前時代、原住民族文化、外來政權統治到現代社會的多元發展過程。

National Museum of Taiwan History

Situated in Tainan's Annan District, the National Museum of Taiwan History is dedicated to telling the story of Taiwan's past. Its design draws inspiration from the Taijiang Inland Sea landscape, symbolizing Taiwan's natural and cultural development. The museum's signature permanent exhibition, "Our Land, Our People: The Story of Taiwan," uses timelines, models, multimedia, and interactive technology to present Taiwan's diverse journey—from prehistoric times and Indigenous cultures, through periods of foreign rule, to modern society.



推薦商品：飛行飄帶鑰匙圈—蔣渭水手書刺繡款
Recommended Item: Flying Ribbon Keychain—
Chiang Wei-Shui Handwriting Embroidery
Edition
NT\$ 266

國立歷史博物館 (史博館)

史博館位於臺北植物園旁，成立於 1955 年，為政府遷臺後創立的第一座公立博物館，其前身為「國立歷史文物美術館」。外觀以宮殿式建築為特色，館藏逾 5 萬件歷史文物與美術作品，充分呈現臺灣近現代社會發展的脈絡和軌跡，是一座別具歷史意義與文化價值的博物館。

National Museum of History

Established in 1955 and located next to the Taipei Botanical Garden, the National Museum of History was the first public museum founded in Taiwan after the government relocated to the island. Formerly known as the National Museum of Historical Artifacts and Fine Arts, it features a palace-style architectural design and houses a collection of over 50,000 historical artifacts and artworks. The museum vividly reflects the development and evolution of Taiwan's modern society and holds significant historical and cultural value.

國立臺灣文學館

設立於 2003 年，座落於 1916 年建造的古蹟「臺南州廳」，是國家級的文學專業博物館。館內典藏臺灣多元族群的文學文物，並發揮研究、展示的能量，傳遞豐饒的文學史，並串聯當代繽紛創作能量，該館也是臺灣最重要的文學政策推動機構，擔負臺灣文學外譯、國內館舍結盟、專業紙類修復、跨域媒體改編等任務。

National Museum of Taiwan Literatures

Founded in 2003 and housed in the historic Tainan State Hall built in 1916, the National Museum of Taiwan Literature is the country's premier institution dedicated to literary studies. Its collections reflect the diverse literary heritage of Taiwan's many ethnic communities. Through research and exhibitions, the museum presents the richness of Taiwan's literary history while connecting it with contemporary creative energy. It also plays a key role in promoting literary policy, including literary translation, inter-museum collaboration, professional paper conservation, and cross-media adaptations.



推薦商品：臺灣文藝聯盟本部木匾名片夾
Recommended Item: Wooden Business
Card Holder inspired by the Headquarter
of Taiwan Alliance for Literature and Arts
NT\$ 741



推薦商品：常玉吸水杯墊 - 萬物靜觀皆自得
Recommended Item: Sanyu Absorbent
Coaster—A Calm Contemplation of Everything
NT\$ 190

達人解惑

桃機小學堂，開課啦！

Expert Q&A:

Taoyuan Airport 101 is in Session!



機場公司航務處
鄭羽哲 科長

Cheng Yu-Che, Section Manager, Airside Operations & Management Department, Taoyuan International Airport Corporation

Q

請問機場是依據哪些標準判定「天候不佳」？
是不是有些看不見的氣流或能見度問題會影響判斷？— 桃園市 Yun

How does an airport determine when weather conditions are considered "unfavorable"? Are there invisible factors—such as airflow or visibility—that affect these decisions? — Yun from Taoyuan

A

事關能否將班機上的旅客安全地送達目的地，現代機場大多由科技助攻，巧妙地將天有「不測」風雲轉化為「可測」風雲，藉以作為飛機起降依據。至於何謂「天候不佳」？必須從機場所在地和航路上的天氣情況來判斷。

以桃園機場為例，影響飛機起降或場站開關的天候因素主要為「風向」或「能見度」。必須逆風起飛的航機，起降作業易受從跑道兩側吹來的「側風」所影響；雨、霧或低雲都會導致能見度降低、視線條件變差，必須擴大航機之間的起降間隔，以策安全。

另一方面，飛機如果在空中遇上大逆風，或是慣用的航路將通過颱風、火山、熱帶雷雨雲或劇烈亂流等可能影響飛安的自然因素，必須繞行其他航路，就可能發生機場一帶天氣良好，卻因「天候不佳」導致航班延誤的情形。

因此，飛行員起飛之前，就必須參考出發 / 抵達各機場和航路上的天氣預報，研擬飛行計畫，而塔臺管制人員也會根據雷暴雨警報系統、風速儀和跑道視程儀等設備提供的資訊，決定是否放行，以確保飛航安全。✈

When it comes to safely delivering passengers to their destinations, modern airports rely heavily on technology to convert unpredictable weather into measurable data that guides aircraft operations. So, what qualifies as "unfavorable weather"? The answer depends on weather conditions both at the airport and along the flight route.

At Taiwan Taoyuan International Airport, the primary weather factors affecting aircraft takeoff, landing, or airport operations are wind direction and visibility. Aircraft must take off into the wind, and operations can be significantly affected by crosswinds blowing from the sides of the runway. Rain, fog, or low cloud cover can also reduce visibility and worsen visual conditions, requiring greater spacing between aircraft movements for safety concerns.

Additionally, if an aircraft encounters strong headwinds en route or if its usual flight path passes through typhoons, volcanic activity, tropical thunderstorms, or severe turbulence, it may need to divert to an alternative route. In such cases, flights may be delayed due to "unfavorable weather" even when conditions at the airport itself appear perfectly fine.

Therefore, pilots must review weather forecasts for both their departure and destination airports, as well as along the planned route, when preparing their flight plans before departure. Meanwhile, air traffic controllers rely on information from systems such as thunderstorm warning systems, anemometers, and runway visual range instruments to decide whether to clear aircraft for takeoff or landing, ensuring flight safety. ✈

偵測犬出動

拒絕紅火蟻入侵

Detection Dogs on Duty

Keeping Red Imported Fire Ants at Bay



- 臺灣在 2003 年間首度發現破壞王—紅火蟻入侵，鄰近桃園機場的大園區就是重點熱區之一，為了防制紅火蟻破壞機場助導航燈光設備或各項設施電纜，機場公司與彰化師範大學團隊聯手在隔年展開滅蟻行動，經過長達 14 年的時間投入防治，2018 年成功讓機場全區解除列管。
- The highly destructive red imported fire ants were first detected in Taiwan in 2003, with Dayuan District—located right next to Taiwan Taoyuan International Airport (TPE)—identified as one of the major infestation hotspots.
- To prevent these invasive ants from damaging airfield navigational lighting or other facility cables, Taoyuan International Airport Corporation teamed up with a research team from National Changhua University of Education (NCUE) the following year to launch an eradication initiative. After 14 years of continuous effort, the airport successfully lifted its entire controlled-area designation in 2018.

「就是要原味的才夠油、夠香，吸引紅火蟻出現。」彰化師範大學生物學系教授林宗岐擔任「桃園機場入侵紅火蟻防治辦公室」計畫主持人，他拿起一片新鮮洋芋片，示範如何偵測花園內是否有紅火蟻蹤跡。

"A plain potato chip works best—it's oily, fragrant, and irresistible to red fire ants," said Professor Lin Chung-Chi of the Department of Biology at NCUE, who also leads the Taoyuan Airport Red Imported Fire Ant Control Office. He held up a fresh chip as he demonstrated how to check planter beds for signs of ant activity.

天羅地網絕蟻蹤

大雨過後，計畫經理陳琬婷帶著工作人員和標準配備「偵測犬」，巡查機場內多處工程施作區域、排水溝渠和易積水區域，「配合機場管制時間，晚上帶領 Lulu 和 Volt 這兩隻偵測犬出動，進入跑滑道管制區與機坪管制區，以防紅火蟻在助航燈光、設施電纜孔蓋區等共計 8,811 個設施附近出沒，甚至破壞設備。」

桃園機場目前以外圍定期佈餌、每年兩次投藥、不定期巡視與偵測等多重保障下，嚴密阻隔紅火蟻再度入侵，保障機場設施與人員安全。✈

A Total Defense Network Against Ants

After heavy rain, project manager Chen Wan-Ting heads out with her team and their crucial partners—detection dogs—to inspect various construction areas, drainage ditches, and spots where water tends to pool.

"Working around the airport's operational schedule, we take the two detection dogs, Lulu and Volt, on nighttime patrols into the restricted runway, taxiway, and apron areas," she explains. "Their task is to ensure red fire ants don't appear near any of the 8,811 airfield facilities such as navigational lights and cable access covers, where they could potentially cause severe damage."

Through a combination of regular baiting along the airport perimeter, biannual pesticide applications, and ongoing inspection and detection operations, TPE maintains a multilayered defense system to effectively prevent the red imported fire ants from returning, safeguarding both airport facilities and personnel. ✈





夜宿航站

體驗營探索航空業核心地帶

Sleepover at the Terminal

An Immersive Camp Exploring the Heart of the Aviation Industry

連續三年舉辦的桃園機場體驗營，承襲著過去清晨躺在跑道上的巨大魅力，今 (2025) 年吸引近 3,300 人報名，中籤率僅 2.4%，抽出 84 名幸運兒獲得深入機場探索的珍貴體驗。

Now in its third consecutive year, the Taoyuan Airport Experience Camp carries forward the unforgettable appeal of past programs, most memorably, the chance to lie on a runway at dawn. In 2025, the program attracted nearly 3,300 applicants, with a selection rate of just 2.4%, resulting in 84 lucky participants who had the rare opportunity to explore the airport up close.

今年首度以水門禮歡迎學員的機場體驗營，除了往年備受好評的躺跑道、機場消防登高救援體驗之外，精心規劃了許多創新行程，邀請學員深入航空公司空廚，一探飛機餐製作的全流程；體驗空服員培訓中的緊急逃生訓練艙，實際體會飛安重要性；一窺飛行模擬器真實面貌，由學員擔任機長、看著前方跑道，操控航機順利升空；夜晚則安排入住機場內的膠囊旅館，在廣受旅客喜愛、一位難求的「町·草休行館」進入夢鄉。

經過兩天一夜新奇、緊湊的機場體驗後，有學員因此希望未來能進入航空業服務，更多人許願之後能增加塔臺管制、安檢、海關及行李處理場等單位參訪，深入了解機場的各項日常作業。

This year's camp began with a special highlight: welcoming participants with a ceremonial water salute for the first time. Alongside long-time favorites such as the runway experience and high-angle rescue drills with airport firefighters, the program introduced a range of newly designed activities. Participants were invited into airline catering facilities to observe the process of preparing in-flight meals and stepped inside cabin crew emergency evacuation training simulators to gain firsthand insight into the importance of aviation safety. They also explored a flight simulator, taking turns as pilots to watch the runway ahead and guide the aircraft smoothly into takeoff. At night, the experience continued with an overnight stay inside CHO Stay, the airport's ever-popular and highly sought-after capsule hotel.

After two days and one night packed with novel and intensive experiences, some participants found themselves inspired to pursue careers in the aviation industry. Many others expressed hopes that future editions of the camp might include visits to additional units such as air traffic control, security screening, customs, and baggage handling areas, allowing for a deeper understanding of the airport's daily operations.

機場體驗營之最 Highlights of the Airport Experience Camp

最年輕的學員—王予安 / 19 歲
The youngest participant: Wang Yu-An, 19

最資深的學員—林怡瑄 / 54 歲
The most senior participant: Lin Yi-Hsuan, 54

最遠道而來的學員—鄭裕霖 / 花蓮
The participant who traveled the farthest: Cheng Yu-Lin, from Hualien



時空迴廊 Corridor of History

2011

11月1

創新禮賓服務

「一關四檢」只要五分鐘

Innovative Concierge Services

“One Stop, Four Checks” in Five Minutes

隨著旅客對於個人化飛行體驗的要求日增，各國機場也紛紛推出商務通關服務，以滿足旅客需求。位於桃園機場第一、二航廈之間的「環宇商務中心」，整合相關政府單位，由專人在商務中心內協助旅客辦理一關四檢（海關、證照查驗、檢疫、安全檢查），與航空公司報到及行李託運等手續，完成後派專車接送旅客至登機門或機坪，透過強調禮遇與高隱密性的創新禮賓服務，提升桃園機場的整體服務品質。

As travelers increasingly seek personalized flying experiences, airports globally have introduced premium fast-track services to meet this demand. Located between Terminals 1 and 2 at Taiwan Taoyuan International Airport, the Huan Yu VIP Terminal integrates the services of multiple government agencies into a single, seamless process.

With dedicated staff assisting passengers on-site, travelers can complete the full "one stop, four checks" process—customs, immigration, quarantine, and security screening—along with airline check-in and baggage handling, all in one place. Once procedures are complete, passengers are chauffeured directly to their boarding gate or aircraft stand. By emphasizing exclusivity, efficiency, and privacy, this innovative concierge service has significantly elevated the overall service quality at the airport.



國門新地標

打造智慧先進新塔臺及全國唯一 360 度模擬機

A New Landmark for the National Gateway

Building a Smart Control Tower with Taiwan's Only 360° Simulator

隨著「臺灣桃園國際機場塔臺暨整體園區新建工程」完工啟用，臺灣航空產業也踏入新的里程碑。由法國建築師參考野柳女王頭造型設計的新塔臺，引進智慧先進的塔臺自動化系統，全面整合航管、航電、氣象等共計 15 類飛航相關介面，並建置全臺唯一的「360 度塔臺模擬機」，可模擬國內各機場發生如動物闖入跑道、暴雨、低能見度等特殊案例等場景，強化飛航管制員面對特殊情境發生時的應變能力。

With the completion and inauguration of the Taiwan Taoyuan International Airport New Air Traffic Control Tower Park, Taiwan's aviation industry has reached a new milestone. Designed by a French architect and inspired by the iconic Queen's Head rock formation at Yehliu, the new control tower features state-of-the-art, intelligent automation systems that fully integrate 15 categories of flight-related interfaces, including air traffic control, avionics, and meteorological systems. In addition, the facility houses Taiwan's only 360-degree control tower simulator, capable of recreating scenarios at airports across the country, such as wildlife runway incursions, heavy rainfall, low-visibility conditions, and other unique scenarios—significantly strengthening air traffic controllers' ability to respond to complex and unexpected situations.



《演算之間：科技、藝術與自然》 躍出螢幕的數字與符號

Symphony of Algorithms: Technology, Art, and Nature
Where Digits and Symbols Leap Beyond the Screen

冷冽的藍紫光中
0 與 1 成為隱蔽又模糊的存在
那組藏身於電腦內的數字
為演算注入情感素材
在名為藝術的空間中
逐層堆疊出立體幾何符號
其實是一種不存在於世間的生命形式

華麗的程式運算
震動出高低起伏的波紋
隨著光影舞動
啊！原來是一道流過耳際的能量。✈

In cool blue-violet light,
0 and 1 become hidden, elusive presences.
The set of numbers, concealed within the computer,
infuse emotion into algorithms.
In a space called art,
three-dimensional geometric symbols are layered, one upon another—
a form of life that does not truly exist in the physical world.

Lavish streams of code
send ripples rising and falling,
moving in rhythm with light and shadow.
Ah—so this is energy,
flowing softly past the ear. ✈



展出地點：桃園機場第一航廈 B7 登機門旁 - 文化藝廊
Exhibition Venue: Art Gallery, near Gate B7, Terminal 1, Taiwan Taoyuan International Airport

