

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)001**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1680

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What was the respective percentage of delays of passenger flights to and from the Hong Kong International Airport over the past three years (i.e. from 2008-09 to 2010-11)? What was the average duration of delay? What initiatives are taken by the Administration to minimize flight delays?

Asked by: Hon. CHAN Hak-kan

Reply:

The percentage of passenger flight delayed at the Hong Kong International Airport (HKIA) and the average duration of delay in the past three years are shown in the table below.

Year	<u>Arrivals</u>	Average Delay (minutes) <sup>2</sup>	<u>Departures</u>	Average Delay (minutes) <sup>2</sup>
	Percentage of Delay (more than 15 minutes) <sup>1</sup>		Percentage of Delay (more than 15 minutes) <sup>1</sup>	
2008 -09	20%	16	18%	14
2009 -10	19%	20	15%	13
2010 -11 <sup>3</sup>	24%	23	21%	17

1 : Delay is the difference between the actual aircraft arrival/departure time at the parking stand and the scheduled flight time.

2 : The average delay figures represent the average duration of delay of all arrival / departure flights at the HKIA of the respective financial years.

3 : Provisional figures up to January 2011 and subject to verification.

To achieve the most efficient use of the scarce runway capacity at the HKIA, airlines are required to operate according to their flight schedules after obtaining the slots allocated by the Civil Aviation Department (CAD). CAD keeps a close watch on airlines' on-time performance. If an airline is found to have operated its services with significant and frequent delays without reasonable explanations, CAD will issue warnings to the airline concerned. If there is no improvement in the airline's on-time performance, CAD will assign a lower priority to its future slot requests in accordance with international guidelines.

Reply Serial No.

**THB(T)001**

Question Serial No.

1680

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**16.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)002**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0524

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Government states that it will monitor aircraft noise and flight tracks, and implement the noise abatement programme in 2011-12. Will the Government inform this Committee of the details of the above initiatives, the expenditure involved and the reasons for failing to solve the aircraft noise problem over the years? Will the Administration develop benchmarks for aircraft noise to assess the effectiveness of aircraft noise abatement measures?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Civil Aviation Department (CAD) monitors the noise generated by aircraft along the flight paths by a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMT) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport (HKIA) and a computer to associate the noise data with the aircraft flight tracks recorded by CAD's radar system. The NMTs are located at Sha Lo Wan, Tung Chung, Sunny Bay, Tai Lam Chung, Tsing Lung Tau, Ma Wan, Ting Kau, West Tsuen Wan, Tsing Yi (two stations), Kwai Chung, Tai Wai, the Mid-levels, Jardine's Lookout, North Point and Shaukeiwan.

CAD has adopted the following measures to mitigate the impact of aircraft noise on the areas along the flight paths:

- (a) since July 2002, subsonic jet aircraft operating to/from the HKIA have been required to meet the noise standards in Chapter 3, Volume I, Annex 16 to the Convention on International Civil Aviation;
- (b) since October 1998, subject to wind direction and safety considerations, all aircraft arriving between midnight and 7:00 am have been required to approach the HKIA from the southwest over the sea;
- (c) since October 1999, subject to wind direction and safety considerations, all aircraft taking off to the northeast between 11:00 pm and 7:00 am have been required to depart via the West Lamma Channel;
- (d) since August 2000, between 11:00 pm and 7:00 am, all aircraft approaching from the northeast have been encouraged to adopt the Continuous Descent Approach; and
- (e) since August 1999, all aircraft departing to the northeast have been required to adopt Noise Abatement Departure Procedures of the International Civil Aviation Organization (ICAO) with a view to reducing the aircraft noise impact on areas in close proximity to the HKIA.

Reply Serial No.

**THB(T)002**

Question Serial No.

0524

Following the introduction of the satellite-based navigation technology, CAD has recently conducted a consultancy study which recommends the use of the technology to help reduce aircraft noise impact on Ma Wan residents. CAD is actively pursuing the recommendation and expects to promulgate the relevant flight procedures before end 2011 for adoption by airlines.

The flight paths for aircraft operating to/from the HKIA were developed after taking into account the runway alignment, terrain environment, obstacle clearances etc. Since Hong Kong is a small and densely populated city, the aircraft cannot completely avoid residential areas.

Concerning benchmarks for aircraft noise, we have hitherto been guided by the relevant international standards and guidelines promulgated by ICAO, as reflected in the detailed noise abatement measures set out above. CAD will also continue to monitor the international developments in respect of measures to reduce aircraft noise. In 2011-12, we will replace the major components of the ANFTMS, which is used to compile aircraft noise and flight operations data for noise monitoring purpose. The estimated cost of replacement is \$1.42 million. The noise monitoring work and implementation of the noise abatement measures are undertaken by CAD's existing staff as part of their normal duties under Programme (5).

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)003**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1204

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On the efforts for the opening up of control of the Pearl River Delta airspace for air routes, will the Administration inform this Committee if it has assessed the benefits, economic or otherwise, of such a scenario; if so, of the results? What were the details and outcomes of efforts by the Administration in this area? What were the expenses and manpower involved over the past three years (i.e. from 2008-09 to 2010-11)? When will real progress be made in the opening up of air routes?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

A tripartite working group, comprising the civil aviation authorities of the Mainland, Hong Kong, and Macao, was established in 2004 to devise short-term and long-term measures to enhance the airspace design and increase air route capacities in the Pearl River Delta (PRD) region. Enhancement measures are developed in phases based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design.

Through the collaborative efforts of the authorities concerned, an additional handover point and a corresponding air route were established between the Guangzhou and the Hong Kong Flight Information Regions in 2006 to cater for flights overflying Hong Kong and landing in Guangzhou. The initiative has enhanced the air route capacities for flights operating into the Mainland.

In addition, a set of shortened arrival routes for aircraft from the west and north of Hong Kong was introduced in October 2009. Since then, each flight arriving Hong Kong from the Mainland, Southeast Asia or Europe using the new routes has been able to save up to about 210 km in flight journey or 14 minutes in flight time.

These measures offer benefits to the airline operators and the travelling public in terms of fuel consumption and travelling time, but we are unable to quantify the economic benefits brought about by them.

Reply Serial No.

**THB(T)003**

Question Serial No.

1204

Coordination with the relevant authorities is continuing to improve the use of airspace in the PRD region. Through concerted efforts, we plan to add a new transfer point between Hong Kong and the Mainland in 2011 to further improve traffic flow. Similar efforts will continue to be taken to improve flight operations in the region.

The above coordination work is undertaken by existing staff of the Civil Aviation Department as part of their normal duties under Programme (3) and there are no additional expenses involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**15.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)004**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1205

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the number of and the main reasons for complaints against airlines about the levy of fuel surcharges over the past two years (i.e. 2009-10 and 2010-11); the follow-up actions taken by the Civil Aviation Department (CAD); whether any complaints were substantiated and resulted in adjustment of charges by airlines; whether the CAD has reviewed the mechanism for approving the levy of fuel surcharges; if so, of the result; if not, of the reasons.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

Passenger fuel surcharges seek to allow airlines to partially recover the increase in operational costs due to fluctuations in aviation fuel prices. As the aeronautical authority in Hong Kong, the Civil Aviation Department (CAD) considers and approves fuel surcharge applications from the airlines in accordance with bilateral Air Services Agreements.

In the past two years, CAD received two complaints about the level of fuel surcharges levied by the airlines. After investigation, in one case the airline concerned refunded to the complainant the excess amount collected; in the other case CAD found that the airline concerned did not levy any fuel surcharge and thus advised the complainant to approach the airline for clarification about the surcharge collected by the airline's ticketing agent.

CAD reviews the mechanism for approving passenger fuel surcharges from time to time. To follow more closely changes in aviation fuel prices, CAD shortened the approval period from three months to two months in December 2004, and further to one month in October 2009.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)005**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1206

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On the enhancement of the existing runway capacity, will the Administration inform this Committee of the specific work in this area over the past two years (i.e. 2009-10 and 2010-11); of the expenses and manpower involved; of the enhanced capacity in percentage; of any assessment of the effectiveness of such work; if so, of the results; of the estimated work and expenses in 2011-12.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

- (a) The Civil Aviation Department (CAD) has continued to take forward various measures to enhance the runway capacity of the Hong Kong International Airport (HKIA):
- (i) a new Arrival Manager System for more efficient sequencing of arrival flights was implemented in 2010;
  - (ii) air traffic control (ATC) procedures are being reviewed with a view to establishing a new control position in 2011 to share the workload of the existing control positions;
  - (iii) the procurement of the new ATC systems is in good progress and the systems are expected to be operational by end 2013; and
  - (iv) the ATC training curriculum has been streamlined to enhance its effectiveness.
- (b) With our continuing efforts, the runway capacity of the HKIA has been increased from 56 movements per hour in early 2009 to 60 movements per hour at present. This capacity, which is equivalent to 1 256 movements per day, is sufficient to handle the estimated annual aircraft movements of 325 000 in 2011.

To cater for further traffic growth, we will increase capacity of the existing two runways at the HKIA to 62 movements per hour by end 2011, and then progressively to 68 movements per hour by 2015. The handling capacity of the airport is expected to be able to cope with the anticipated air traffic demand up to 2020.

- (c) The above increase in runway capacity will be achieved by the use of the new ATC systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million, and the training provision required in 2011-12 is \$13.5 million.

Reply Serial No.

**THB(T)005**

Question Serial No.

1206

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)006**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1207

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Last year air traffic across Europe was disrupted by volcanic ash from Iceland. The drift of volcanic ash into air routes forced many European countries to close their airports, resulting in a huge financial loss. In this regard, will the Administration inform this Committee whether the Civil Aviation Department has any mechanism in place to monitor the potential impacts of volcanic activities producing volcanic ash on Hong Kong's air routes; if so, of the details; if not, of the reasons; whether any mechanism for inter-departmental communication is in place to address the potential risks; whether any relevant mechanism for liaison with the Mainland and neighbouring regions is in place; if not, of the reasons.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The Civil Aviation Department (CAD) has an established mechanism with the Hong Kong Observatory (HKO) to monitor volcanic activities that may affect Hong Kong airspace, and disseminate the relevant aviation meteorological information to the aviation industry.

Under the auspices of the International Civil Aviation Organization, a worldwide network of Volcanic Ash Advisory Centres (VAAC) has been set up to coordinate and disseminate information on atmospheric volcanic ash clouds that may endanger aviation. Air traffic control authorities worldwide benefit from the information provided by VAAC. At the same time, they are required to support the work of VAAC by reporting the presence of volcanic ash that has come to the authorities' attention. HKO, being the designated meteorological authority of Hong Kong, makes use of the information from VAAC as well as other available meteorological information to monitor volcanic activities in the neighbouring areas, and provide warnings and volcanic ash information to CAD. Once received, CAD will promulgate such information to the airlines, pilots, the Airport Authority and, where necessary, the adjacent air traffic control centres for relevant contingency arrangements on flight operations.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**17.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)007**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1441

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “finalise the detailed design of the Air Traffic Control Centre ..... in the new headquarters of the Department”, would the Administration advise this Committee:

- i. when will the content and timetable of the above project be submitted to the Legislative Council;
- ii. what is the expenditure of the project involved; and
- iii. will additional civil servants be recruited accordingly and if so, what are the details?

Asked by: Hon. IP Wai-ming

Reply:

- i. & ii. The two projects involve the replacement of the existing Air Traffic Control (ATC) systems at the Hong Kong International Airport, and the construction of a new Civil Aviation Department (CAD) headquarters cum ATC Centre on the Airport Island to house the new ATC systems and other CAD facilities (including offices). The Finance Committee approved funding of \$1,565 million and \$1,997 million in money-of-the-day prices for the two projects in May 2007 and January 2008 respectively.

The construction of the new CAD headquarters will be completed by end 2012. The new ATC Centre is planned for commissioning for operational use by end 2013 after completion of system acceptance and integration testing, and controller training.

There is no individual cost breakdown for detailed design of the ATC Centre, equipment rooms and workshops as they form part of the entire headquarters building. The estimated expenditure in 2011-12 for the replacement of air traffic control systems and the construction of the new CAD headquarters are \$130 million and \$470 million respectively.

- iii. To oversee the construction of the new CAD headquarters building and the replacement of air traffic control systems, creation of one supernumerary directorate grade post was approved in 2007. Besides, 21 time-limited posts, including two Air Traffic Control Officer I, 17 Air Traffic Control Officer II and two Electronics Engineers were also created to support the projects.

Reply Serial No.

**THB(T)007**

Question Serial No.

1441

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)008**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1640

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) According to paragraph 14, “the declared runway capacity [of the Hong Kong International Airport (HKIA)] will be increased from 60 to 62 movements per hour in 2011”. Will the Administration provide additional manpower, equipment, instruments and capital to cope with the increased movements? If yes, what are the details?
- (b) Is the Administration’s estimated increase of only two movements per hour for the coming year too conservative?
- (c) According to paragraph 16, the Administration will “continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the HKIA”. What are the improvement measures and the expenditure involved?

Asked by: Hon. IP Wai-ming

Reply:

- (a) The Civil Aviation Department (CAD) has continued to take forward various measures to enhance the runway capacity of the Hong Kong International Airport (HKIA):
  - (i) a new Arrival Manager System for more efficient sequencing of arrival flights was implemented in 2010;
  - (ii) air traffic control (ATC) procedures are being reviewed with a view to establishing a new control position in 2011 to share the workload of the existing control positions;
  - (iii) the procurement of the new ATC systems is in good progress and the systems are expected to be operational by end 2013; and
  - (iv) the ATC training curriculum has been streamlined to enhance its effectiveness.
- (b) With our continuing efforts, the runway capacity of the HKIA has been increased from 56 movements per hour in early 2009 to 60 movements per hour at present. This capacity, which is equivalent to 1 256 movements per day, is sufficient to handle the estimated annual aircraft movements of 325 000 in 2011.

To cater for further traffic growth, we will increase capacity of the existing two runways at the HKIA to 62 movements per hour by end 2011, and then progressively to 68 movements per hour by 2015. The handling capacity of the airport is expected to be able to cope with the anticipated air traffic demand up to 2020.

Reply Serial No.

**THB(T)008**

Question Serial No.

1640

- (c) The above increase in runway capacity will be achieved by the use of the new ATC systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million, and the training provision required in 2011-12 is \$13.5 million.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)009**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1641

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration states in paragraph 16 that it will “recruit and train more air traffic control staff to meet air traffic services demand”. In this connection, please provide information on:

- (a) the time for the commencement of the recruitment exercise;
- (b) the grades and number of staff to be recruited; and
- (c) the estimated provision for training.

Asked by: Hon. IP Wai-ming

Reply:

- (a) The recruitment of Student Air Traffic Control Officers (SATCOs) was conducted during July 2010 to January 2011 and the intake of selected candidates straddles across 2010-11 and 2011-12.
- (b) From the recruitment exercise, the first batch of 12 SATCOs reported for duty in end February 2011. Another 26 SATCOs will be reporting for duty in 2011-12 to fill the available vacancies.
- (c) The new recruits will undergo specialised air traffic control training for about five to six years in order to become fully qualified air traffic control officers. The training provision required in 2011-12 is \$13.5 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)010**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1005

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for 2011-12 is \$10.6 million (13.9%) higher than the revised estimate for 2010-11, which is mainly due to the increased provision for the filling of vacancies and the creation of two posts in 2011-12. In this connection, will the Administration inform this Committee of the details of such vacancies and new posts, as well as the expenditure involved for each of these posts?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The increase in the estimated expenditure is primarily related to the filling of six vacancies (two Senior Operations Officers, three Operations officers, one Clerical Assistant) and the creation of two posts (one Senior Operations Officer and one Operations Officer) in 2011-12. The annual staff costs in terms of notional annual mid-point salary value of these posts are as follows :

	<u>number</u>	<u>\$ million</u>
Senior Operations Officer	3	2.99
Operations Officer	4	2.67
Clerical Assistant	1	0.15
	<u>8</u>	<u>5.81</u>

The above Senior Operations Officer and Operations Officer posts are created to strengthen the enforcement of flight and airworthiness standards of aircraft registered in Hong Kong and to ensure that these aircraft are operated in compliance with the international civil aviation safety requirements. The Clerical Assistant post is to provide administrative support to the above functions.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)011**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1006

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

To increase the runway capacity progressively to 68 movements per hour by 2015, the Administration stated last year that it would introduce a number of measures including assessments of the new operating procedures for air traffic management, enhanced familiarisation with the new operating procedures, procurement of new air traffic control systems and enhanced training for air traffic controllers. Please advise on the progress of the work and the resources involved.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Civil Aviation Department (CAD) has continued to take forward various measures to enhance the runway capacity of the Hong Kong International Airport (HKIA):

- (a) a new Arrival Manager System for more efficient sequencing of arrival flights was implemented in 2010;
- (b) air traffic control (ATC) procedures are being reviewed with a view to establishing a new control position in 2011 to share the workload of the existing control positions;
- (c) the procurement of the new ATC systems is in good progress and the systems are expected to be operational by end 2013; and
- (d) the ATC training curriculum has been streamlined to enhance its effectiveness.

With our continuing efforts, the runway capacity of the HKIA has been increased from 56 movements per hour in early 2009 to 60 movements per hour at present. The capacity will be further increased to 62 movements per hour by end 2011, and then progressively to 68 movements per hour by 2015.

The above increase in runway capacity will be achieved by the use of the new ATC systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million, and the training provision required in 2011-12 is \$13.5 million.

Reply Serial No.

**THB(T)011**

Question Serial No.

1006

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)012**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1007

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In regard to continued co-ordination with neighbouring Area Control Centres (ACCs) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region, please inform this Committee of the progress and outcome of the study, conducted in 2010-11 by the special working group established by the ACCs concerned, on creating an additional handover point and additional civil air routes for flights overflying the Hong Kong Flight Information Region and operating to and from the Mainland; of the action plan, objectives and resources involved in rationalising and optimising the airspace design of the PRD region in 2011-12.

Asked by: Hon. LAU Kin-yee, Miriam

Reply:

Co-ordination with the neighbouring Area Control Centres (ACCs) is continuing to improve the use of airspace in the Pearl River Delta (PRD) region. Through the concerted efforts of the ACCs concerned, relevant design and evaluation work of the new transfer point between Hong Kong and the Mainland for flights overflying the Hong Kong Flight Information Region was completed in 2010. We plan to implement the new transfer point and the associated civil air route within 2011 to further improve traffic flow.

In 2011-12, besides the implementation of the new transfer point, the tripartite working group, comprising the civil aviation authorities of the Mainland, Hong Kong, and Macao, will continue to develop enhancement measures based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design to further enhance the efficiency of air traffic management in the PRD region.

The above co-ordination work is undertaken by CAD's existing staff as part of their normal duties under Programme (3) and there are no additional expenses involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO

Post Title \_\_\_\_\_ Director-General of Civil Aviation

Date \_\_\_\_\_ 17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)013**

Question Serial No.

1008

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the air traffic control staff, how many staff members are expected to be recruited this year? How many of them will fill vacant posts and how many will be additional manpower to cope with the increased workload? What will be the expenditure involved? For the training of air traffic control staff, what will be the expenditure involved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

During July 2010 to January 2011, the Civil Aviation Department conducted a recruitment exercise and selected a total of 38 candidates to fill vacancies in the Air Traffic Control Officer (ATCO) grade. These new posts have been created to support the increase in the runway capacity of the Hong Kong International Airport.

The intake of selected candidates takes place in phases in 2010-11 and 2011-12. The first batch of 12 Student Air Traffic Control Officers (SATCOs) reported for duty in end February 2011. Another 26 SATCOs will report for duty in 2011-12 to fill the available vacancies. The expenditure involved in filling the 26 vacancies in ATCO grade in 2011-12 in terms of notional annual mid-point salary value is \$17.55 million.

The new recruits will undergo specialised air traffic control training for about five to six years in order to become fully qualified air traffic control officers. The training provision required in 2011-12 is \$13.5 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)014**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1009

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise what assistance was provided in 2010-11 to cope with the demand and development of helicopter services. What are the details and expenditure to be involved in taking forward projects and initiatives on the development of heliports and provision of helicopter services in 2011-12?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

A permanent government helipad is being built near the Hong Kong Convention and Exhibition Centre for use by the Government Flying Service (GFS). The spare capacity of the helipad will be made available for the provision of domestic commercial helicopter services at a charge to be determined by the Government. The total project cost of the government helipad, under Capital Works Reserve Fund Head 707 New Towns and Urban Area Development, is \$59.1 million. The construction of the government helipad is expected to be completed by January 2012. In 2011-12, the Civil Aviation Department (CAD) will continue to work with GFS and the helicopter industry in drawing up the detailed operational procedures for the government helipad. Meanwhile, it will also continue to monitor the operations of commercial helicopters in the temporary government helipad at the former Wan Chai Public Cargo Working Area.

For cross-boundary helicopter services, a site has been reserved in the Kai Tak Development Area for the construction of a second cross-boundary heliport in future. In 2010-11, CAD liaised with relevant government departments for the planning of the supporting facilities of this heliport. Such work will continue in 2011-12. CAD will also continue to monitor the operations of the cross-boundary heliport on the rooftop of the inner pier of the Macau Ferry Terminal.

The above tasks are undertaken by CAD's existing staff as part of their normal duties under Programme (5). There are no additional expenses involved in 2011-12.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO

Post Title \_\_\_\_\_ Director-General of Civil Aviation

Date \_\_\_\_\_ 17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)015**

Question Serial No.

1010

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to Matters Requiring Special Attention in 2011-12, the Civil Aviation Department will continue to monitor aircraft noise and flight tracks, and implement the noise abatement programme. Please advise the details of the implementation of the noise abatement programme and the resources required.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Civil Aviation Department (CAD) has adopted the following noise abatement measures :

- (a) since July 2002, subsonic jet aircraft operating to and from the Hong Kong International Airport (HKIA) have been required to meet the noise standards in Chapter 3, Volume I, Annex 16 to the Convention on International Civil Aviation;
- (b) since October 1998, subject to wind direction and safety considerations, all aircraft arriving between midnight and 7:00 am have been required to approach the HKIA from the southwest over the sea;
- (c) since October 1999, subject to wind direction and safety considerations, all aircraft taking off to the northeast between 11:00 pm and 7:00 am have been required to depart via the West Lamma Channel;
- (d) since August 2000, between 11:00 pm and 7:00 am, all aircraft approaching from the northeast have been encouraged to adopt the Continuous Descent Approach; and
- (e) since August 1999, all aircraft departing to the northeast have been required to adopt Noise Abatement Departure Procedures of the International Civil Aviation Organization with a view to reducing the aircraft noise impact on areas in close proximity to the HKIA.

Following the introduction of the satellite-based navigation technology, CAD has recently conducted a consultancy study which recommends the use of the technology to help reduce aircraft noise impact on Ma Wan residents. CAD is actively pursuing the recommendation and expects to promulgate the relevant flight procedures before end 2011 for application by airlines.

In 2011-12, we will replace the major components of the Aircraft Noise and Flight Track Monitoring System (ANFTMS), which is used to compile aircraft noise and flight operations data for noise monitoring purpose. The estimated maintenance cost (including the replacement of the components of \$1.42 million) of the ANFTMS in 2011-12 is \$3.5 million. The implementation of the noise abatement measures is undertaken by CAD's existing staff as part of their normal duties under Programme (5).

Reply Serial No.

**THB(T)015**

Question Serial No.

1010

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)016**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1011

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On promoting Hong Kong as an international and regional aviation centre and providing support to the negotiation and implementation of Hong Kong's air services agreements, what are the work target, progress and resources involved projected for 2011-12?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2011-12, the Civil Aviation Department (CAD) will continue to assist the Transport and Housing Bureau in negotiations on air services agreements (ASAs) with Hong Kong's aviation partners by providing advice on technical issues relating to aviation safety and security, as well as on the utilization of traffic rights by airlines in operating air services to and from Hong Kong. CAD will also continue to provide support in the implementation of the ASAs by facilitating the operation of air services by airlines and monitoring compliance with the relevant provisions of the ASAs.

In relation to the above, we estimate that in 2011 about 150 scheduled and 1 200 non-scheduled air services permits will be issued respectively, and about 2 100 tariff filings approved.

The above services are undertaken by CAD's existing staff as part of their normal duties under Programme (5) and there are no additional expenses involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO

Post Title \_\_\_\_\_ Director-General of Civil Aviation

Date \_\_\_\_\_ 17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)017**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0412

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The increase of \$24.4 million in the estimated expenditure for the coming year under the above programme is mainly for filling vacancies. What are the vacant posts? How was the work handled before?

Asked by: Hon. LAU Wong-fat

Reply:

The increase in the estimated expenditure in 2011-12 is mainly to cover the additional expenses arising from the filling of 26 vacancies out of a total of 35 Air Traffic Control Officer (ATCO) posts created in 2009-10 and 2010-11 (the other nine posts have already been filled). The additional ATCO manpower is needed to support the increase in the runway capacity of the Hong Kong International Airport from 60 movements per hour at present to 68 movements per hour by 2015. Work at present is adequately handled by the existing staff.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)018**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0233

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Is there any funding specifically for studying aviation development of Hong Kong? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Civil Aviation Department (CAD) seeks funding provisions from time to time to conduct studies and researches beneficial to aviation development in Hong Kong. The following studies have been conducted in recent years:

- (a) CAD obtained the Finance Committee's funding approval of \$233.8 million in 1999 to conduct studies, trials and evaluations of the Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) systems since 2000. The CNS/ATM project is in line with the International Civil Aviation Organization's global satellite-based system concept to support future air traffic control operations, which involve wide application of satellite-based technologies. With satisfactory trial results and proven operational benefits through close collaboration with the aviation stakeholders, CAD has put into operational use some elements of the CNS/ATM systems, which include pre-departure clearance, air traffic services interfacility data communication, arrival manager and advanced surface movement guidance and control. We shall continue with the project, with a view to further enhancing flight safety and operational efficiency.
- (b) To assess the demand for helicopter services and consider options for heliport development, the Consultancy Study on Helicopter Traffic Demand and Heliport Development in Hong Kong was completed in 2002 at a cost of \$3.38 million.
- (c) To explore the feasibility of applying the latest aircraft navigation technology to mitigate the aircraft noise impact on Ma Wan residents, a consultancy study was completed in September 2010 at a cost of \$0.74 million.

Reply Serial No.

**THB(T)018**

Question Serial No.

0233

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**15.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)019**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

3192

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the estimated expenditure of the Information Technology Management Unit (ITMU) in the department:

- a. What is the estimated expenditure in 2011-12? What is the rate of change as compared with the actual expenditure in 2010-11? What is(are) the reason(s) for the above rate of change in expenditure?
- b. What specific projects are included in the estimated expenditure in 2011-12? Which of them are ongoing projects and new projects? What are the number of staff, the costs and the implementation timetable of each project? Of the staff involved for each project, how many of them are civil servants, non-civil service contract staff and staff of outsourced service providers?
- c. Has the Administration earmarked any provision for the promotion of e-engagement as well as opening up public sector information? If so, what are the specific contents (including project names, details, manpower and costs involved, and implementation timetable)? If not, what is (are) the reason(s) and will the Administration consider carrying out such measures in the future?
- d. What are the permanent establishment, existing number of staff and vacancies of the ITMU? Will there be any increase in manpower in the coming year? If so, what is the estimated number of additional posts and the ranks involved? Are these posts permanent in nature? Will candidates for these posts be appointed on civil service terms of appointment? If there should be no additional manpower, what is (are) the reason(s) for that?
- e. Has the effectiveness of the ITMU been reviewed comprehensively? If so, what are the results of the review and the specific improvement measures involved? If not, what is (are) the reason(s) and will such review be carried out in the future?

Asked by: Hon. TAM Wai-ho, Samson

Reply:

Reply Serial No.

**THB(T)019**

Question Serial No.

3192

- (a) The estimated expenditure for the Information Technology Management Unit (ITMU) of the Civil Aviation Department (CAD) in 2011-12 is \$8.35 million, which is 31% higher than the revised estimate in 2010-11. The increase of \$1.99 million is mainly to cater for the recruitment of one Non-Civil Service Contract (NCSC) Information Technology (IT) staff member and additional outsourced IT services.
- (b) The major work in 2011-12 is listed below:-

Types of work	No. of staff required in 2011-12			Estimated expenditure in 2011-12 (\$million)
	Civil service Staff	NCSC staff	Staff of outsourced service provider	
Support of Business Applications and Operations	0	1	7	4.23
Support of IT Infrastructure and Facilities	0	0	8	3.45
Support of Business Strategy and Information Management	0	0	1	0.67

The IT expenditure for 2011-12 will be mainly for ongoing work which includes the replacement of computers, the provision of IT help desk services, and the renewal of software licences to improve CAD's operational efficiency. New items which include software application development and enhancements for CAD users will be carried out by the existing IT staff on a pool basis, while an NCSC staff member will be recruited for a new trial project on an Electronic Information Display System (e-IDS).

- (c) The above-mentioned trial e-IDS project is intended to be used to promote e-engagement as well as open up public sector information. It will foster information exchange with the aviation community as well as promote aviation knowledge among the general public. An NCSC IT staff member will be recruited in 2011-12 to conduct a technical feasibility study and draw up a preliminary system design. The detailed project plan will be worked out after the study.
- (d) The ITMU is currently supported by outsourced staff and overseen by a Chief Electronics Engineer and a Senior Electronics Engineer, both being permanent staff of CAD.
- (e) CAD regularly reviews the operations of the ITMU and its departmental IT strategy through an IT Management Committee. The IT needs of the operational divisions of CAD are assessed and enhancement measures devised accordingly from time to time. On professional certification and qualifications, the ITMU achieved ISO 9001:2008 Quality Management System certification in end 2010.

Reply Serial No.

**THB(T)019**

Question Serial No.

3192

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**17.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)020**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0593

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The estimate for minor plant, vehicles and equipment under the capital account of the Civil Aviation Department has increased steeply from \$258,000 in 2010-11 to \$1,420,000 in 2011-12. Please account for the increase and provide a detailed breakdown of the estimate.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The substantial increase in the estimate for minor plant, vehicles and equipment under the capital account in 2011-12 has arisen out of the need to replace major components of the Aircraft Noise and Flight Track Monitoring System, which is used to compile aircraft noise and flight operations data for noise monitoring purpose. The existing system has been in use for nine years and is in need of replacement.

The breakdown of the estimated cost of replacement is as follows :

	\$
(a) System server and associated software	150,000
(b) Primary and backup communication processors	100,000
(c) User workstations	50,000
(d) System design, set up and configuration	350,000
(e) Configuration of archived data and reports	450,000
(f) Testing and users training	320,000
	<u>1,420,000</u>
	=====

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **NORMAN LO**

Post Title \_\_\_\_\_ **Director-General of Civil Aviation**

Date \_\_\_\_\_ **15.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)021**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0594

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On the indicator of “building plans/development proposals and lighting proposals submitted for assessment of compliance with airport height restrictions and other aviation safety requirements”, the actual number in 2009 was 302, which dropped to 238 in 2010 due to fewer building plans and development proposals submitted by developers and consultants. Please state the reasons for setting the indicator at 240 for 2011.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

After an increase in 2009, the number of building plans and development submissions returned to 238 in 2010, which was more in line with the actual number of 239 in 2008. As such, we estimate that about 240 submissions will be received in 2011.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)022**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0289

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding aircraft movements under key performance measures in paragraph 15, please advise:

- (a) the intended capacity for daily aircraft movements when the Hong Kong International Airport (HKIA) was designed and the estimated daily movements at that time; and
- (b) whether the HKIA can accommodate 325 000 aircraft movements, the annual figure in 2011 as estimated by the Government; if not, the Government's short-term and long-term measures to address the situation; and the estimated expenditure involved.

Asked by: Hon. WONG Sing-chi

Reply:

- (a) According to the New Airport Master Plan completed in 1992, the forecast traffic for the Hong Kong International Airport (HKIA) was 628 movements per day by 2010. According to the Chek Lap Kok Airspace Design Consultancy Study commissioned by the Civil Aviation Department in 1994, the two-runway system should be able to cater for a maximum of 1 192 movements per day under a segregated mode of operation.
- (b) The existing runway capacity of 60 movements per hour (1 256 movements per day) at the HKIA is sufficient to handle the estimated annual aircraft movements of 325 000 in 2011. Our target is to increase the capacity of the existing two runways at HKIA to 68 movements per hour (which could cater for a maximum of 1 384 movements per day under a segregated mode of operation) by 2015. The handling capacity of the airport is expected to be able to cope with the anticipated air traffic demand up to 2020.

The above increase in runway capacity will be achieved by the use of the new air traffic control systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)023**

Question Serial No.

0290

Head: 28 – Civil Aviation Department      Subhead (No. & title):

Programme:                      (3) Air Traffic Management

Controlling Officer:          Director-General of Civil Aviation

Director of Bureau:          Secretary for Transport and Housing

Question:

How many air traffic control staff were recruited and trained by the Civil Aviation Department in the past three years (i.e. 2008-09 to 2010-11) respectively? What was the expenditure on recruitment and training incurred in each year? Has the Department conducted any survey on the wastage rate? If yes, what were the details for each year and what measures have been adopted for retention and recruitment? What was the expenditure involved? If no survey has been conducted, what are the reasons?

Asked by: Hon. WONG Sing-chi

Reply:

In the past three years, the Civil Aviation Department (CAD) recruited a total of 84 Student Air Traffic Control Officers (SATCOs) to fill vacancies in the Air Traffic Control Officer (ATCO) grade. The yearly breakdown, the recruitment and training expenditure involved are given in the table below :

Year	2008-09	2009-10	2010-11
SATCO recruited	15	31	38
Recruitment expenditure involved (\$ million)	0.45	1.06	1.26
Training expenditure involved (\$ million)	4.00	7.35	6.27
Total Number of SATCO (as at end of the year) *	61	71	97

\* The respective numbers have excluded SATCOs who were promoted to become ATCO III within the year.

CAD has been closely monitoring the training progress and wastage rate of the SATCOs. There were nine, six, and five SATCOs who left service in 2008-09, 2009-10 and 2010-11 respectively. It is observed that wastage has maintained at a generally low level and vacancies have been filled without delay in the next round of recruitment.

Signature \_\_\_\_\_

Name in block letters                      NORMAN LO

Post Title                      Director-General of Civil Aviation

Date                      15.3.2011

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)024**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0291

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Matters Requiring Special Attention in 2011-12 that a competence scheme for the Electronics Engineers undertaking operational safety-related tasks will be developed. Please advise:

- (a) the criteria adopted for setting the standards of the scheme; and
- (b) the estimated expenditure involved and the anticipated time of completion.

Asked by: Hon. WONG Sing-chi

Reply:

- (a) All the Electronics Engineers (EE) in the Civil Aviation Department (CAD) have obtained the professional Corporate Membership of the Hong Kong Institution of Engineers or equivalent qualifications. The CAD competence scheme for EE will be developed in accordance with the latest training requirements of the International Civil Aviation Organization (ICAO) for air traffic safety electronics personnel.
- (b) The work of developing the said competence scheme in compliance with ICAO requirements is undertaken by CAD's existing staff as part of their normal duties under Programme (4) and there are no additional expenses involved. The work will be completed within 2011-12.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**15.3.2011**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)025**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0292

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Concerning the detailed design of the Air Traffic Control Centre, equipment rooms and workshops in the new headquarters of the Civil Aviation Department mentioned in the Matters Requiring Special Attention in 2011-12, please inform this Committee of their estimated completion date and the respective expenses.

Asked by: Hon. WONG Sing-chi

Reply:

We are finalising the detailed design of the new headquarters of the Civil Aviation Department (CAD), including the new Air Traffic Control (ATC) Centre, equipment rooms and workshops. The construction of the new CAD headquarters will be completed by end 2012. The new ATC Centre, supported by the equipment rooms and workshops, is planned for commissioning for operational use by end 2013 after completion of system acceptance and integration testing, and controller training.

The approved project estimate for the construction of the new CAD headquarters is \$1,997 million in money-of-the-day (MOD) prices. The estimated expenditure in 2011-12 is \$470 million. Also, the approved cost estimate of replacing the air traffic control systems, which will be accommodated in the new CAD headquarters, is \$1,565 million. The estimated expenditure in 2011-12 is \$130 million. There is no individual cost breakdown for the detailed design of the ATC Centre, equipment rooms and workshops as they form part of the entire headquarters building.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

17.3.2011

**CONTROLLING OFFICER'S REPLY TO  
SUPPLEMENTARY QUESTION**

**S-THB(T)01**

Question Serial No.

SV015

Head: 28 – Civil Aviation Department      Subhead (No. & title):

Programme:                      (5) Air Services

Controlling Officer:      Director-General of Civil Aviation

Director of Bureau:      Secretary for Transport and Housing

Question:

In response to Hon. Alan LEONG's enquiry, the Development Bureau has undertaken to liaise with the Transport and Housing Bureau which is responsible for the heliport project in Kai Tak to provide information on the estimated expenditure on the project and the work progress.

Asked by: Hon. LEONG Kah-kit, Alan

Reply:

A site has been reserved in the Kai Tak Development Area for the construction of a second cross-boundary heliport in the future. The Government's intention is to invite private sector investment for the development and subsequent maintenance and operation of the heliport.

In 2010-11, the Civil Aviation Department (CAD) liaised with relevant government departments for the planning of the supporting facilities of this heliport. Such work will continue in 2011-12. The work is undertaken by CAD's existing staff as part of their normal duties under Programme (5). There are no additional expenses involved in 2011-12.

Signature \_\_\_\_\_

Name in block letters                      NORMAN LO

Post Title                      Director-General of Civil Aviation

Date                      30.3.2011