

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

SB214

Question Serial No.

1107

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Security

Question:

Under Matters Requiring Special Attention in 2012-13, the Civil Aviation Department will review the Hong Kong Aviation Security Programme vis-à-vis the new edition of the International Civil Aviation Organization Aviation Security Manual. Please provide the details of the work plan and resources involved this year.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The International Civil Aviation Organization (ICAO) Aviation Security Manual sets out in detail the requirements which should be complied with by airport operators, aircraft operators and other relevant organisations in implementing aviation security measures. In accordance with the aviation security requirements set out by the ICAO and the Aviation Security Ordinance (Cap. 494), the Aviation Security Authority (i.e. the Secretary for Security) has drawn up the Hong Kong Aviation Security Programme (HKASP) in collaboration with departments concerned to safeguard aviation operations against acts of unlawful interference.

According to information available to the Civil Aviation Department, the ICAO is updating the Aviation Security Manual and plans to release the new edition in the first half of 2012. Major new requirements expected to be introduced include:

- (a) enhancing air cargo security further by strengthening the oversight mechanism for known consignors and regularising the aviation security requirements to be complied with by known consignors;
- (b) launching an aviation security instructor certification system in July 2013 to ensure that instructors need to complete the required training before qualifying as aviation security instructors; and
- (c) enhancing the protection of information and communication technology systems used for civil aviation to safeguard against the risk of cyber threats .

In response to the requirements in the new edition of the Aviation Security Manual, we will review the HKASP with the bureaux and departments concerned and consider making appropriate revisions to the HKASP in light of the prevailing circumstances in Hong Kong . The review will be carried out by existing staff and there will be no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION****THB(T)001**

Question Serial No.

0104

Head: 28 – Civil Aviation Department Subhead (No. & title):Programme: (5) Air ServicesControlling Officer: Director-General of Civil AviationDirector of Bureau: Secretary for Transport and HousingQuestion:

What was the respective percentage of delays of passenger flights to and from the Hong Kong International Airport over the past 3 years (i.e. from 2009-10 to 2011-12)? What was the average duration of delay? Which regions (i.e. ports of the arrival flights and destinations of the departure flights) were mainly involved? What initiatives are taken by the Administration to minimise flight delays? How will the problem of flight delays be improved after the third runway is built?

Asked by: Hon. CHAN Hak-kanReply:

Flight delays are mainly caused by bad weather, restrictions on flight paths and airspace, as well as operational problems of airlines.

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>		<u>Departures</u>	
	Percentage of delays of more than 15 minutes ¹	Average delay (minute) ²	Percentage of delays of more than 15 minutes ¹	Average delay (minute) ²
2009-10	19%	20	15%	13
2010-11	23%	23	23%	18
2011-12 ³	24%	21	23%	16

- 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 year.
- 3: Figures up to January 2012 (10 months in total)

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

THB(T)001

Question Serial No.

0104

The HKIA is always very busy and therefore 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 performance, CAD will assign a lower priority to its future slot requests in accordance with international guidelines.

In the past three years, the number of flights registered an average increase of about 5 %, but the situation of flight delays remained largely the same. Also, flight information did not show significant delays of arrival flights and departure flights involving any particular regions.

The Airport Authority consulted the public on HKIA Master Plan 2030 in mid-2011 and reported to the Government in the end of 2011. It was suggested that the third runway option should be adopted as the airport's future development plan, and to proceed with further planning work. If the third runway option is implemented, it will help to enhance the airport's capacity.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)002

Question Serial No.

2844

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:

What is the Department's estimated expenditure on the training of air traffic control staff? Is there currently any shortage of such staff? What is the estimated expenditure on the salaries of air traffic control staff in 2012-13?

Asked by: Hon. CHAN Tanya

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. Our current staffing is adequate.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

In terms of notional annual mid-point salary value, the estimated annual staff costs of the ATC staff establishment in 2012-13 is \$219 million.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)003

Question Serial No.

2845

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:

According to the Department, the declared runway capacity of the Hong Kong International Airport will reach 63 movements per hour in 2012. Will this have any impact on the workload of the existing air traffic control staff? Will the estimated hourly operational costs of the Department increase as a result? What is the estimated increase?

Asked by: Hon. CHAN Tanya

Reply:

To tie in with the increased runway capacity of the Hong Kong International Airport from 62 to 63 movements per hour, the Civil Aviation Department (CAD) has made enhancements to different aspects of air traffic control (ATC) operations, including:

- (a) streamlining ATC procedures to segregate arrival flights from transit flights; and
- (b) adjusting radar control sectors and the associated air traffic operating procedures to balance the workload of the control sectors.

These procedural enhancements enable the existing ATC systems to fully support the traffic volume of 63 movements per hour. The relevant 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: 23.2.2012

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

THB(T)004

Question Serial No.

2846

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

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the replacement plan for the radar, navigational aids and radio communication systems of the Civil Aviation Department (CAD) in 2012? How can the CAD ensure that the daily aircraft movements will not be affected during the replacement period? What is the additional expenditure involved?

Asked by: Hon. CHAN Tanya

Reply:

The Civil Aviation Department (CAD) has undertaken studies on the replacement of radar, navigational aids and radio communication systems and has sought the views of the industry to ensure that the replacement will dovetail with their work and development plans. CAD will conduct further market surveys in 2012-13 to work out the replacement details as well as the estimated expenditure. In the course of replacement, CAD will take note of the capability of the new air traffic control systems being replaced to ensure more detailed and accurate flight information can be provided. CAD will also set out appropriate replacement procedures to ensure that the impact on daily aircraft movements will be kept to the minimum.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)005

Question Serial No.

3150

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:

Since the runway capacity of the airport is currently subject to restrictions on civil aviation airspace, will the Government deploy resources for negotiation with the Mainland authorities on releasing airspace?

Asked by: Hon. CHAN Tanya

Reply:

The geographical constraints surrounding the Hong Kong International Airport, such as Lantau Island to the south, Castle Peak to the north and Tai Mo Shan to the northeast, are the major restrictions on its runway capacity. The maximum capacity of the two-runway system is 68 movements per hour. According to our plan, the Civil Aviation Department (CAD) will increase the runway capacity from the current level of 62 movements per hour to 63 movements per hour by March 2012, and progressively to 68 movements per hour by 2015.

Over the years, CAD has actively follow up with the civil aviation authorities of the Mainland and Macao on improving the use of airspace and air traffic management efficiency in the Pearl River Delta (PRD) region to cater for air traffic growth in the region. During 2012-13, CAD will continue to participate in regular discussions through the tripartite working group on resolving PRD air routes and airspace issues. Such tasks include improving and coordinating the use of airspace in the PRD Region. The above co-ordination work is undertaken by existing CAD staff as part of their normal duties and no additional expenses are involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

Reply Serial No.

THB(T)006

Question Serial No.

3151

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:

The Government indicates that the runway capacity will be increased to 63 movements per hour in 2012. How many resources has the Government allocated for conducting studies on how to enhance the runway capacity?

Asked by: Hon. CHAN Tanya

Reply:

Studies on enhancement of runway capacity are conducted by the Civil Aviation Department as part of its normal duties under Programme (3). There are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)007

Question Serial No.

3152

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:

What measures did the Government take to review the air transport demand forecasts in 2011-12 and how much resources were allocated for this purpose? Will the Government set aside resources for conducting air transport demand forecasts in this financial year? If yes, will it conduct an independent study or make reference to the information provided by the Airport Authority?

Asked by: Hon. CHAN Tanya

Reply:

In determining the air transport demand forecasts, the Civil Aviation Department (CAD) has made reference to the forecasts by international aviation organisations (such as International Civil Aviation Organization and International Air Transport Association) and the Airport Authority on air traffic capacity at Hong Kong International Airport. CAD also considers other factors which may have impacts on the development of civil aviation, including global and regional economic outlooks. In 2012-13, CAD will continue to take various factors into account in assessing the air traffic demand.

The above 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: 23.2.2012

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

THB(T)008

Question Serial No.

1377

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:

The Administration has indicated that it will monitor the noise and flight tracks of aircraft, and implement the noise abatement programme in 2012-13. Will the Administration inform this Committee:

- (a) of the details of the above measures and the expenditure to be involved;
- (b) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (c) whether it will set standards to assess the effectiveness of noise abatement measures; and
- (d) whether it will provide information about aircraft noise at various times in different months, including the noise exposure forecast (NEF) contour maps at various times each month, so that the public will understand better the scope of aircraft noise impact at various times. If yes, what are the details? If not, what are the reasons?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) The Civil Aviation Department (CAD) has devised a number of aircraft noise abatement measures following the policies of the International Civil Aviation Organization (ICAO):
 - (i) between midnight and 07:00 am, subject to acceptable operational and safety consideration, arriving aircraft are required to land from the southwest. This measure aims to reduce the number of aircraft overflying populated areas like Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
 - (ii) aircraft departing to the northeast of the airport between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration are required to use the southbound route via the West Lamma Channel. This measure aims to reduce the number of aircraft overflying populated areas like the Kowloon Peninsula and Hong Kong Island;
 - (iii) to reduce the noise impact on areas located in the vicinity of the airport, aircraft departing to the northeast of the airport are required to adopt the noise abatement take-off procedures. Under these procedures, aircraft are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

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- (iv) all aircraft on approach to the airport from the northeast between 11:00 pm and 07:00 am, subject to operational consideration, are encouraged to adopt the Continuous Descent Approach (CDA). As aircraft on CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered; and
- (v) to abate aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation and the Civil Aviation (Aircraft Noise) Ordinance (Chapter 312) are allowed to operate in Hong Kong. This measure is comparable to other major international airports. Our latest statistics indicate that a number of airlines have started using quieter passenger and cargo aircraft such as B777-300ER, A330-200, A380, B777-200F and B747-8F. CAD will continue to follow up and communicate actively with airline operators in this regard.

Following the development of satellite-based navigation technology, CAD commissioned a consultancy study earlier on which recommended the use of the technology to help reduce aircraft noise impact on residents of Ma Wan. The relevant flight procedures have been adopted since February 2012.

CAD also 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 (NMTs) 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. The estimated expenditure for the maintenance of the ANFTMS is \$2.1 million in 2012-13. The implementation of the above noise abatement measures is undertaken by CAD's existing staff as part of their regular duties under Programme (5).

- (b) The flight paths for aircraft operating to/from the HKIA are developed after taking into account the runway alignment, terrain environment, obstacle clearances etc. Since Hong Kong is a small and densely populated city, aircraft cannot completely avoid residential areas. Based on our observations, the noise abatement measures are effective to a certain extent.
- (c) The noise abatement measures are devised according to international standards and the guidelines promulgated by the ICAO. CAD will continue to monitor the international development of such measures.
- (d) After we have consolidated the noise data collected from the ANFTMS, we will upload the information regularly onto CAD's website. The Noise Exposure Forecast (NEF) contour is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes based on the maximum design capacity of the airport. It does not measure or monitor the daily noise level of aircraft. The Airport Authority will set the Noise Exposure Forecast contour whenever necessary in the light of the development of the airport.

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

Reply Serial No.

THB(T)008

Question Serial No.

1377

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)009

Question Serial No.

0686

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:

According to an independent report released in late 2011 by the Social Sciences Research Centre of the University of Hong Kong, members of the public have shown a clear preference for the development of a three-runway system in the airport expansion project to meet the city's long-term air traffic demand.

The future expansion of the Hong Kong International Airport will bring about an increase in the demand for air traffic control staff. Does the Civil Aviation Department have any plan for the provision of training to relevant staff in the 2012-13 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon. HO Chung-tai, Raymond

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. As our current staffing is adequate, there is no need to recruit any SATCOs in 2012-13.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)010

Question Serial No.

1327

Head: 28 – Civil Aviation Department Subhead (No. & title): 000 Operational Expenses

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) How many civil service staff will the Administration recruit in 2012-13? Please give a breakdown by grade and rank. What is the expenditure involved?
- (b) What are the duties of Student Air Traffic Control Officers of the Civil Aviation Department (CAD) and Aerodrome Control Trainees of the Airport Authority (AA)? Why does the CAD not recruit Aerodrome Control Trainees directly by itself?
- (c) Does the Administration plan to replace the CAD's Student Air Traffic Control Officer grade with the AA's Aerodrome Control Trainees? If yes, what are the details? Why does the Administration have such a plan?

Asked by: Hon. IP Wai-ming

Reply:

- (a) In 2012-13, the Civil Aviation Department (CAD) plans to recruit 6 additional civil servants to meet the requirements of the new posts. The annual staff costs of these posts, in terms of notional annual mid-point salary value, are \$2.28 million. The details are as follows:

<u>Grade</u>	<u>Rank</u>	<u>Number</u>	<u>\$ (million)</u>
Operations Officer	Operations Officer	2	1.43
Air Traffic Flight Services Officer	Air Traffic Flight Services Officer III	4	0.85
		<hr/>	<hr/>
		6	2.28

- (b) Student Air Traffic Control Officers need to receive comprehensive training in order to obtain the air traffic controller licence, and discharge duties in different control positions (including the aerodrome control positions and the radar control positions in the Air Traffic Control Centre). The whole process takes 5 to 6 years. Aerodrome Control Trainees of the Airport Authority are not civil servants and are trained mainly for carrying out aerodrome control duties. The recruitment of Aerodrome Control Trainees can facilitate CAD in deploying human resources effectively to cope with the sustained growth in the runway capacity.
- (c) CAD has no plan to replace the Student Air Traffic Control Officer posts with the Aerodrome Control Trainee posts. CAD will also continue to review the staffing needs regularly in order to cope with the growth in aircraft movements.

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

Reply Serial No.

THB(T)010

Question Serial No.

1327

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)011

Question Serial No.

1106

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the number of inspections of shippers, freight forwarders, airlines and ground handling agents in respect of their dangerous goods handling standards, the target number is 45, the actual numbers in 2010 and 2011 were 47 and 45 respectively, while the planned number for 2012 is 46. In this connection, please advise on:

- (a) the basis for setting the target number at 45;
- (b) the reason for the change in the number of inspections;
- (c) the details of such inspections;
- (d) the amount of provision required for such purpose in this financial year.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

- (a) The target number of annual inspections depends mainly on the level of risk assessed. The risk factors to be considered include the number of new regulated operators, findings of annual audits/inspections, types and volume of the dangerous goods processed by the operators, past incidents of dangerous goods, etc.
- (b) The numbers of inspections (47, 45 and 46) in 2010, 2011 (actual) and 2012 (estimate) are more or less the same. The main reason for the variation is that some organisations were not available for inspection on the pre-arranged dates in a particular year.
- (c) The details of such inspections include:
 - (i) auditing Hong Kong registered aircraft operators with dangerous goods permission;
 - (ii) auditing training organisations with dangerous goods training approval;
 - (iii) inspecting shippers of dangerous goods and freight forwarders on dangerous goods training of their staff and their handling procedures of dangerous goods for carriage by air; and
 - (iv) inspecting local and overseas aircraft operators on their loading procedures of dangerous goods.

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

Reply Serial No.

THB(T)011

Question Serial No.

1106

- (d) Since the inspections are undertaken by the Civil Aviation Department as part of its normal duties under Programme (2), there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)012

Question Serial No.

1108

Head: 28 Civil Aviation Department

Subhead (No. & title):

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2012-13, the Civil Aviation Department will monitor the International Civil Aviation Organization's latest standards on carriage of dangerous goods by air. Please provide the details of the work plan and the resources involved this year.

Asked by: Hon.LAU Kin-ye, Miriam

Reply:

The Technical Instructions for the Safe Transport of Dangerous Goods By Air (the Technical Instructions), published by the International Civil Aviation Organization (ICAO), contains detailed requirements for compliance by aircraft operators, shippers and freight forwarders to ensure safe carriage of dangerous goods by air. In 2012-13, the ICAO will amend the Technical Instructions to strengthen control on the transport of lithium batteries. In this connection, the Department will conduct a review to ensure all the parties involved will comply with the latest safety requirements. As the review is undertaken by existing staff as part of their normal duties under Programme (2), there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)013

Question Serial No.

1109

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:

The estimated numbers of aircraft transiting Hong Kong Flight Information Region (HKFIR) in 2010 and 2011 were 148 400 and 169 500, however, the actual figures turned out to be 161 437 and 184 842 respectively. The deviation rate was about 9%. Such deviation was due to the air traffic growth as a result of economic growth in the Asia Pacific Region. In 2012, the estimated number of aircraft transiting HKFIR is 185 000. Given the present unstable global economic condition, is the estimation too optimistic? What are the data used for making such estimation? Does the authority have any plans and targets to raise the capacity of HKFIR?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In projecting the annual aircraft movements, the Civil Aviation Department (CAD) has made reference to the forecasts published by international aviation organisations (e.g. International Civil Aviation Organization, International Air Transport Association, etc.) and other factors that may have impacts on the development of civil aviation, which include global and regional economic outlooks, etc. Having considered the above factors, CAD anticipates that there will not be substantial uplift in the number of aircraft transiting HKFIR in 2012. Hence, the estimated figure is 185 000, which is comparable to the actual number of aircraft transiting HKFIR in 2011.

To raise the capacity of HKFIR, CAD will continue to refine air traffic operating procedures with a view to further optimising the relevant operations and enhancing the airspace handling capacity. CAD will commence the research project on the establishment of "upper radar control sectors" in 2012 in a bid to strengthen the capacity of air traffic control units in handling traffic transiting HKFIR during peak hours. In addition, CAD will also review the airspace structure of the western HKFIR to enhance the overall air traffic control efficiency. It is anticipated that there is a need to establish new radar control sectors within HKFIR to ensure sufficient capacity to cope with the traffic growth and a safe and smooth air traffic control operation.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.2.2012

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

THB(T)014

Question Serial No.

1110

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 work to continue co-ordination with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta region, please inform this Committee of the specific work plan, objectives and resources involved in 2012-13.

Asked by: Hon. LAU Kin-ye, Miriam

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. The enhancement measures, based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design, are to be implemented in phases.

In the past year, we continued to co-ordinate with the neighbouring Area Control Centres (ACCs) to improve the use of airspace in the PRD region. Through the collaborative efforts of the three sides, the following measures were implemented in 2011 to enhance management efficiency in the PRD region:

- (a) The Zhuhai Terminal Area was adjusted in April 2011 to enhance the airspace capacity and operational efficiency; and
- (b) An additional handover point between the Hong Kong and the Guangzhou Flight Information Regions was established in September 2011. This measure reduces significantly the traffic complexity in the airspace around the Hong Kong International Airport, thereby enhancing airspace management efficiency.

In 2012-13, the Civil Aviation Department (CAD) will continue to participate in regular discussions through the tripartite working group on resolving PRD air routes and airspace issues. Such tasks include improving and coordinating the use of airspace in the PRD region.

The above co-ordination work is undertaken by existing CAD staff as part of their normal duties and no additional expenses are involved.

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

Reply Serial No.

THB(T)014

Question Serial No.

1110

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)015

Question Serial No.

1111

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:

The Civil Aviation Department will increase the runway capacity of the Hong Kong International Airport from 62 movements per hour in 2011 to 63 movements per hour in 2012, a mere increase of 1 movement per hour. Whereas over the past 3 years, there had been an increase of 2 movements per hour every year from 58 movements per hour in 2009 to 62 movements per hour in 2011. What is the reason for the decelerating growth? Can the target of increasing the runway capacity to 68 movements per hour by 2015 be achieved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Civil Aviation Department (CAD) maintains close and continual liaison with airline operators on air traffic demand forecast. At present, the runway capacity of the Hong Kong International Airport (HKIA) is 62 movements per hour. According to available information, this capacity has fully catered for the traffic demand from airline operators during the major operating period (i.e. 8 a.m. to 11 p.m.). The current runway slot utilisation rate is 84% on average, which means that there is still 16% available to handle future growth.

Having taken into account all possible factors affecting aviation development, including global and regional economic outlook, CAD foresees a slackening growth in air traffic. CAD will continue to implement enhancement measures to optimise runway capacity, which will be increased to 63 movements per hour in 2012-13. This, together with the remaining available capacity, is expected to be able to meet the air traffic demand.

CAD will, in collaboration with the Airport Authority, continue to implement various measures to enhance air traffic management and airfield operation, including the opening of the new Air Traffic Control Centre by the end of 2013. It is anticipated that the runway capacity will be progressively increased to 68 movements per hour in 2015 as planned.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)016

Question Serial No.

1112

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:

What is the estimated number of air traffic controllers to be recruited in 2012-13? How many of them are recruited to fill up vacancies? How many new posts are created because of an increase in workload? What is the expenditure to be involved? What are the training costs for air traffic controllers?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. As our current staffing is adequate, there is no need to recruit any SATCOs in 2012-13.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)017

Question Serial No.

1113

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:

The Civil Aviation Department will continue to provide support to the negotiation and implementation of Hong Kong's air services agreements and promote Hong Kong as an international and regional aviation centre. In this regard, what are the objectives of the work involved and the resources to be incurred in 2012-13?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2012-13, 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 2012 about 140 scheduled and 1 100 non-scheduled air services permits will be issued respectively, and about 2 500 tariff filings will be processed.

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: 23.2.2012

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

THB(T)018

Question Serial No.

0278

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

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What is the number of staff involved in monitoring aircraft maintenance standards and issuing certificates of airworthiness in 2012-13? What is the relevant expenditure?

Asked by: Hon. LAU Wong-fat

Reply:

In 2012-13, there will be a total of 21 Airworthiness Officers in the Civil Aviation Department responsible for monitoring aircraft maintenance standards and air operators as well as issuing and renewing certificates of airworthiness and licences for aircraft maintenance personnel. In terms of notional annual mid-point salary value, the annual staff costs for the established posts involved is \$19.56 million.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)019

Question Serial No.

0279

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:

Please advise the number of air traffic control staff the Civil Aviation Department will recruit and train in the coming year, the increase in number as compared with this year and the expenditure involved.

Asked by: Hon. LAU Wong-fat

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. As our current staffing is adequate, there is no need to recruit any SATCOs in 2012-13.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION****THB(T)020**

Question Serial No.

0650

Head: 28 – Civil Aviation Department Subhead (No. & title):Programme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil AviationDirector of Bureau: Secretary for Transport and HousingQuestion:

What was the total number of air traffic incidents over the past 5 years? What were the causes, the casualty and fatality figures, and the duration of the flight delay resulted? Please list the information by year and by case. Moreover, what initiatives were taken by the Administration in each year over the past 5 years to improve air traffic? What were the expenditure and the manpower involved, and what were the details of the initiatives? How effective were these initiatives?

Asked by: Hon. LEE Wing-tatReply:

Over the past 5 years, air traffic incidents mainly involved the loss of standard separation between operating flights. The total number and main causes are as follows:

Year	Number	Main Causes of Air Traffic Incidents
2007	16	3 involved human factors of pilots, 5 involved the failure to give timely instructions or revised instructions from air traffic control, 2 involved the transmission of messages, 2 involved mis-judgement, 1 involved the operation of aircraft and the remaining 3 involved human factors of air traffic control.
2008	9	1 involved human factors of pilots, 2 involved the transmission of messages, 3 involved mis-judgement and the remaining 3 involved human factors of air traffic control.
2009	13	4 involved the failure to give timely instructions or revised instructions from air traffic control, 3 involved mis-judgement and the remaining 6 involved human factors of air traffic control.
2010	9	1 involved adverse weather, 5 involved mis-judgement and the remaining 3 involved human factors of air traffic control.
2011	15	3 involved adverse weather, 1 involved human factors of pilots, 1 involved the operation of aircraft, 1 involved the transmission of messages, 5 involved the failure to give timely instructions or revised instructions from air traffic control and the remaining 4 involved human factors of air traffic control.

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

Reply Serial No.

THB(T)020

Question Serial No.

0650

No casualty, fatality or flight delay was resulted in the above incidents.

The Civil Aviation Department (CAD) will investigate every incident according to the regulations of the International Civil Aviation Organization (ICAO) and our own established procedures. Once the causes are ascertained, we will rectify the problems and implement improvement measures, including refresher training for staff, reviewing the procedures and improving the communication of messages. The above work is our routine enhancement measure under the "Safety Management System" requirements of the ICAO. It is undertaken by CAD's existing staff as part of their normal duties under Programme (3) and no additional expenses are involved.

Based on the current air traffic flow, our air traffic control personnel handle over 40 000 aircraft landing, departing and overflying the airport every month. The number of aircraft movements represents an increase of about 12% over 2007 but the number of air traffic incidents still remains stable. The data is comparable to the ratio of air traffic incidents in overseas air traffic control organisations.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)021

Question Serial No.

0651

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:

According to the Hong Kong Planning Standards and Guidelines, noise sensitive uses such as residential premises and schools should not be located within the Noise Exposure Forecast (NEF) 25 contour. In this connection, please provide information on the following:

- a) Please provide a breakdown for the past five years on the number of complaints about aircraft noise received by the Administration, the content of the complaints, the Administration's follow-up actions (the details, expenditure incurred and manpower involved) and the effectiveness of such actions. Please list out the information by year, content of complaint and each of the 18 District Council districts.
- b) The coverage of the NEF 25 contour for the existing two-runway system was defined in 1998. Will the Administration make reference to the latest data in 2011 (or those between 1999 and 2010) to redefine the coverage? If yes, what are the details, expenditure incurred and manpower involved? If not, what are the reasons?
- c) Does the Administration review regularly the coverage of the NEF 25 contour, and examine whether defining the coverage can reduce the impact of aircraft noise effectively? If yes, what are the details, expenditure incurred and manpower involved? If not, what are the reasons?
- d) If the project for constructing the third runway is to be implemented, what will be the coverage of the NEF 25 contour?

Asked by: Hon. LEE Wing-tat

Reply:

- (a) A breakdown for the past five years (from 2007 to 2011) on the number of complaints about aircraft noise in the 18 District Council districts is as follows:

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Hong Kong Island					
Central & Western	8	2	6	5	0
Wan Chai	8	7	11	19	14
Eastern	21	10	18	66	27
Southern	2	1	0	1	0

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION****THB(T)021**

Question Serial No.

0651

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Kowloon					
Yau Tsim Mong	3	1	1	1	5
Kowloon City	1	5	1	1	2
Sham Shui Po	3	1	1	1	1
Wong Tai Sin	1	3	1	0	1
Kwun Tong	1	1	0	0	0
New Territories					
Sai Kung	8	33	15	14	24
Sha Tin	29	31	18	22	27
Tai Po	1	5	1	8	4
Tsuen Wan	216	212	828*	208	230
Kwai Tsing	25	18	21	37	92
Yuen Long	2	2	3	1	1
North	2	0	0	1	2
Tuen Mun	2	4	8	3	11
Islands	16	35	48	18	41
Others (the complainants did not provide information about the location)	0	0	1	1	0
Total	349	371	982	407	482

*This figure includes 653 complaints received by the Civil Aviation Department during a campaign organised by residents.

The Civil Aviation Department (CAD) will investigate and follow-up each complaint and advise the complainant of the details of the investigation results. CAD has implemented a series of noise abatement measures, including the design of flight paths, the landing and take-off procedures and the prohibition of the landing and take-off of noisy jet aircraft which do not meet the noise standards in Chapter 3, Part II, Volume I of Annex 16 to the Convention on International Civil Aviation, etc. CAD monitors the compliance with noise abatement measures by aircraft through a computerised Aircraft Noise and Flight Tracking Monitoring System (ANFTMS). Judging from the data collected by the ANFTMS, aircraft in general comply with the noise abatement measures. The estimated expenditure on the maintenance of the ANFTMS in 2011-12 and 2012-13 are \$3.5 million (including \$1.42 million on the replacement of components) and \$2.1 million respectively.

The implementation of these noise abatement measures is undertaken by CAD's existing staff as part of their normal duties under Programme (5) and there are no additional expenses involved.

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

THB(T)021

Question Serial No.

0651

(b)-(d) The Noise Exposure Forecast contour is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes based on the maximum design capacity of the airport. It does not measure or monitor the daily noise level of aircraft. The Airport Authority will set the Noise Exposure Forecast contour whenever necessary in the light of the development of the airport. No expenditure and manpower of CAD are involved in the work concerned.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012