

CONTROLLING OFFICER'S REPLY

THB(T)001

(Question Serial No. 2882)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40)

Would the Administration please advise:

- (a) What is the additional number of air traffic control staff expected to be recruited by the Administration?
- (b) What is the additional salary expenses to be allocated?

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) 32 Student Air Traffic Control Officers (SATCOs) are recruited for in-take in 2014-15.
- (b) The expenditure involved in terms of notional annual mid-point salary is \$12.89 million.

CONTROLLING OFFICER'S REPLY

THB(T)002

(Question Serial No. 0248)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Airport Standards
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3)

The Administration has indicated that it will monitor the noise and flight tracks of aircraft, and implement the noise abatement programme in 2014-15. Will the Administration inform this Committee:

- (a) of the details of the above measures and the expenditure 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 aircraft 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) and (b) The Civil Aviation Department (CAD) has devised and implemented a number of aircraft noise abatement measures following the policies of the International Civil Aviation Organization (ICAO):
- (i) between midnight and 07:00 a.m., arriving aircraft are required to land from the southwest, subject to acceptable operational and safety considerations. This measure aims to reduce the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
 - (ii) subject to acceptable operational and safety considerations, aircraft departing to the northeast of the airport between 11:00 p.m. and 07:00 a.m. are required to use the southbound route via the West Lamma Channel. This measure aims to reduce the number of aircraft overflying populated areas such as 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;

(iv) all aircraft on approach to the airport from the northeast between 11:00 p.m. and 07:00 a.m. are encouraged to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the 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 (Cap. 312) are allowed to operate in Hong Kong. This measure is comparable to other major international airports. Starting from the end of March 2014, air operators will not be allowed to schedule Marginally Compliant Chapter 3 (MCC3) aircraft to operate in Hong Kong between 11:00 p.m. and 07:00 a.m.. This measure aims to further alleviate the aircraft noise impact on the local communities. Our latest statistics indicate that a number of air operators have started using quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F and B747-8F. The CAD will continue to follow up and communicate actively with air operators on their progress in fleet modernisation.

Following the development of satellite-based navigation technology, a set of new flight paths and procedures for aircraft departing to the northeast of the airport has been in operation since February 2012 to help reduce aircraft noise impact on residents of Ma Wan. Our records show that aircraft using these procedures have achieved a noise reduction as measured at Ma Wan.

The 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 (NMTs) which are located along or close to the flight paths operating into and out of the airport and a computer to associate the noise data with the aircraft flight tracks as recorded by the CAD's radar system. In 2014-15, the estimated expenditure for the maintenance of the ANFTMS is \$2.4 million. The implementation of the above noise abatement measures and monitoring is undertaken by the CAD's existing staff as part of their regular duties under Programme (2).

- (c) The noise abatement measures are devised according to international standards and guidelines promulgated by the ICAO. The CAD will continue to monitor the international development of such measures.
- (d) The noise data collected by the NMTs are uploaded regularly onto the CAD's website. Noise exposure forecast contour does not measure or monitor the daily noise level of aircraft but is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes.

CONTROLLING OFFICER'S REPLY

THB(T)003

(Question Serial No. 0266)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Airport Standards
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 23)

It is mentioned under *Matters Requiring Special Attention in 2014-15* of this Programme that the Administration would monitor aircraft noise and implement the noise abatement programme. Would the Administration advise this Committee what the estimated operational expenditure, staff establishment and estimated salary amount are for the above matter in 2014-15?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Civil Aviation Department (CAD) has devised and implemented a series of aircraft noise abatement measures in accordance with the policies and guidelines of the International Civil Aviation Organization. The noise generated by aircraft along the flight paths is monitored by a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). In 2014-15, the estimated expenditure for the maintenance of the ANFTMS is \$2.4 million. The implementation of the noise abatement measures and monitoring is undertaken by the CAD's existing staff as part of their regular duties under Programme (2).

CONTROLLING OFFICER'S REPLY**THB(T)004****(Question Serial No. 3281)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 401)

What are the respective numbers of delay in departure and arrival flights over the past three years (with breakdown by causes of delay)?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The number of passenger flights delayed by more than 15 minutes at the Hong Kong International Airport (HKIA) in the past three years are shown in the table below:

Year	Number of passenger flights delayed by more than 15 minutes ^{Note 1}	
	Arrivals	Departures
2011-12	33 022	30 744
2012-13	38 997	37 008
2013-14 ^{Note 2}	40 748	41 851

Notes

- 1 A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the Civil Aviation Department (CAD).
- 2 Based on traffic statistics up to 31 January 2014.

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft technical problems and airlines' ad hoc service changes. The CAD closely monitors the on-time performance (OTP) of airlines and will stipulate the required improvement for airlines with repeated poor performance. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other regional air traffic management authorities to improve the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA to provide airlines and other stakeholders real-time information on the operational situation, including flight status, parking stand assignment, weather information, etc, thereby enhancing the operational efficiency of flight operations at the HKIA. The CAD does not have a breakdown of the number of flight delays by the attributable factors.

CONTROLLING OFFICER'S REPLY

THB(T)005

(Question Serial No. 2338)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 20)

The third runway of the Airport is targeted for completion in 2023. With the expansion of the Airport, the demand for air traffic control staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2014-15 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

In 2014-15, 20 in-house training courses are planned for air traffic control officers of the CAD at various ranks. As these in-house training courses are conducted by the CAD staff as part of their normal duties, no additional expenses will be incurred.

17 external specialised courses, including Aeronautical Charting, Search and Rescue, Airspace Design and Communication, Navigation and Surveillance in air traffic control, are also planned for air traffic control personnel in 2014-15, with an estimated expenditure of \$1.05 million.

CONTROLLING OFFICER'S REPLY

THB(T)006

(Question Serial No. 2339)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 21)

In *Matters Requiring Special Attention* in 2014–15, the Department stated that it would continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA). Is the current runway capacity sufficient to meet the need of air services in the next three to five years? Is there any target set for enhancing the runway capacity? If yes, what are the target and the expenditure involved?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The Civil Aviation Department (CAD) will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present 65 movements per hour progressively to the target of 68 movements per hour in 2015. The CAD will continue to monitor the air traffic growth situation and work closely with Airport Authority Hong Kong as well as airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system.

The CAD's air traffic management enhancement work is undertaken by existing staff as part of their normal duties under Programme (3), and there are no additional expenses involved.

CONTROLLING OFFICER'S REPLY

THB(T)007

(Question Serial No. 2350)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 32)

Will the Administration inform this Committee:

- (a) the number of air traffic controllers planned to be recruited and their estimated salary expenditure in the financial year of 2014-15;
- (b) the number, contents and estimated expenditure of the training projects for air traffic controllers to be conducted in the financial year of 2014-15.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) 32 Student Air Traffic Control Officers (SATCOs) are recruited for in-take in 2014-15. The expenditure involved in terms of notional annual mid-point salary is \$12.89 million.
- (b) In 2014-15, 20 in-house training courses are planned for air traffic control officers at various ranks. As these in-house training courses are conducted by the CAD staff as part of their normal duties, no additional expenses will be incurred.
17 external specialised courses, including Aeronautical Charting, Search and Rescue, Airspace Design and Communication, Navigation and Surveillance in air traffic control, are also planned for air traffic control personnel in 2014-15, with an estimated expenditure of \$1.05 million.

CONTROLLING OFFICER'S REPLY

THB(T)008

(Question Serial No. 3134)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Airport Standards
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 17)

The original estimate for the programme of Airport Standards under the Civil Aviation Department (CAD) in 2013-14 was \$36.9 million. But why has the revised estimate been substantially increased by 20.6% to \$44.5 million?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The increase in the operating expenses for Programme (2) Airport Standards was mainly due to the re-organisation of duties in the CAD. Following the re-organisation of duties in the CAD in May 2013 to rationalise air navigation services regulatory functions and to strengthen the safety promotion functions, the responsibilities in respect of (a) monitoring the noise and flight tracks of aircraft operating to/from the Hong Kong International Airport and (b) monitoring the demand for helicopter services and facilitating the operation of helicopter services and heliport development have been transferred to Programme (2) Airport Standards from the then Programme (5) Air Services.

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 3135)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 20)

The Civil Aviation Department plans to recruit and train more air traffic control staff in 2014-15 to meet air traffic services demand.

What is the planned number of additional staff to be recruited? What are their work nature and salaries?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

32 Student Air Traffic Control Officers (SATCOs) are recruited for in-take in 2014-15. The SATCOs will be trained to take up radar control positions in the Air Traffic Control Centre. The salaries of SATCO range from \$18,215 to \$22,110.

CONTROLLING OFFICER'S REPLY**THB(T)010****(Question Serial No. 3140)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 21)

The Civil Aviation Department (CAD) is responsible for regulating non-scheduled air services and private non-revenue flights.

How many non-scheduled air services and private non-revenue flights were there respectively in the past three years?

Under what circumstances are private non-revenue flights allowed to operate?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The numbers of non-scheduled services and private non-revenue flights operated in the past three years are as follows:

Year	Number of non-scheduled services *	Number of private non-revenue flights
2011	8 539	7 134
2012	6 820	7 876
2013	7 193	8 213

*include passenger and cargo non-scheduled services

Similar to civil aircraft operations, private non-revenue flights are required to comply with legal requirements on aircraft noise and aviation insurance. Prior application to the CAD is required for runway slots and parking stands.

CONTROLLING OFFICER'S REPLY

THB(T)011

(Question Serial No. 3189)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 22)

The Civil Aviation Department (CAD) plans to focus resources on air traffic control staff training in 2014 but this does not cover the issue of licences, ratings and certificates. What are the coverage and purposes of the training? Why are resources specifically focused on training this year?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The CAD will focus resources on training the existing air traffic control personnel in 2014-15 on the operations of the new systems and facilities of the new Air Traffic Control Centre (ATCC), to prepare them for the transition from the existing to the new ATCC. Such training does not involve the issuing of additional licences or certificates as the staff concerned are already qualified air traffic control personnel.

CONTROLLING OFFICER'S REPLY**THB(T)012****(Question Serial No. 3230)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 18)

Of the 373 000 aircraft movements in Hong Kong last year, what were the numbers of flight delay and cancellation?

What were the respective percentages of flight delay and cancellation in Hong Kong?

What was the average duration of flight delay? What was the longest flight delay?

What were the causes for flight delay or cancellation? (Please list the causes and the respective numbers of flights.)

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The number and percentage of passenger flights delayed by more than 15 minutes and cancelled at the Hong Kong International Airport (HKIA) in 2013 are shown in the table below:

Year	Number of actual flight movements	Number of passenger flights delayed by more than 15 minutes ^{Note 1}		Percentage of passenger flights delayed by more than 15 minutes ^{Note 1}		Number of flights cancelled	Percentage of flights cancelled
		Arrivals	Departures	Arrivals	Departures		
2013-14 ^{Note 2}	316 226	40 748	41 851	31%	32%	7 796	2.4%

Note

1. A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the Civil Aviation Department (CAD).
2. Based on traffic statistics up to 31 January 2014.

The longest delay recorded in 2013 was 24 hours, which was experienced by a flight affected by the passage of typhoon. The average delay of the affected flights was 19 minutes for arrivals and 21 minutes for departures.

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft technical problems and airlines' ad hoc service changes. The CAD does not have a breakdown of the number of flight delays by the attributable factors.

CONTROLLING OFFICER'S REPLY

THB(T)013

(Question Serial No. 2693)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 37)

During 2014-15, the Civil Aviation Department (CAD) will continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA). It is expected that there will be 68 aircraft movements per hour by 2015. In this connection, please advise this Committee on the specific work and estimated expenditure for increasing the capacity of the HKIA before the three-runway system is to be completed in 2023. Has the CAD estimated about the highest capacity to be reached in the coming five financial years? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The existing runway capacity at the HKIA under the two-runway system is expected to reach its practical maximum capacity of 420 000 annual air traffic movements in the next few years. That said, we will continue to strive to optimise the capacity at the HKIA under the existing two-runway system. The CAD will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present 65 movements per hour progressively to the target of 68 movements per hour in 2015. The CAD and the Airport Authority Hong Kong will also continue to monitor the air traffic growth situation, and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system. The CAD's air traffic management enhancement work is undertaken by existing staff as part of their normal duties under Programme (3), and there are no additional expenses involved.

CONTROLLING OFFICER'S REPLY

THB(T)014

(Question Serial No. 2696)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 52)

During 2014-15, the Civil Aviation Department (CAD) will continue to co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region. Please update this Committee of the progress of work and the specific plan for 2014. Will there be any discussion with the Mainland authorities for opening up more airspace to cope with the increasing demand for aviation services? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

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 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.

Through the collaborative efforts of the working group, a number of measures have been implemented. For example, two additional handover points, with corresponding air routes, between the Hong Kong and Guangzhou Flight Information Regions have been established in 2006 and 2011 respectively. This measure allows aircraft to enter the Mainland from Hong Kong through the PRD airspace via more handover points, thereby reducing significantly the traffic complexity in the airspace around the Hong Kong International Airport (HKIA), and enhancing airspace management efficiency. Furthermore, the Zhuhai Terminal Area has been adjusted in 2011 to enhance the airspace capacity and operational efficiency.

The optimisation of airspace capacity is one of the critical elements that has made possible the increase in runway capacity at the HKIA. Since 2004, the HKIA runway capacity has been progressively increased from 50 movements per hour to the present 65 movements per hour. Our target is to further increase the runway capacity to 68 movements per hour by 2015.

In 2014-15, the CAD will continue the work with the Mainland and Macao civil aviation authorities to study and pursue enhancement measures in line with the work plan agreed by the tripartite working group. These include the establishment of additional handover points between Hong Kong and the Mainland, additional air routes and the related flight procedures so as to open up more airspace to enhance air traffic management capacity and efficiency in the PRD region.

CONTROLLING OFFICER'S REPLY**THB(T)015****(Question Serial No. 3117)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11):

Based on the information released by the SKYTRAX and the FLIGHTSTATS, the Hong Kong International Airport (HKIA) has, in recent years, continued to fall in global ranking and in the percentage of flights taking off on time. In 2013, the HKIA dropped out of the top three airports in global ranking (with the Changi Airport of Singapore ranking the first, the Incheon International Airport of Korea the second and the Schiphol Airport of Amsterdam the third). As at December 2013, the percentage of flights taking off on time at the HKIA was 67.65%, which ranked 17th in Asia and 27th among the world's major international airports.

Please provide statistics of flights taking off on time and cancelled at the HKIA over the past three years (2011, 2012 and 2013). Has the Administration analysed the reasons for flight delays? Will additional resources be allocated and measures be taken to prevent any further deterioration in flight delays in 2014-15?

Asked by: Hon. YIU Si-wing

Reply:

The percentages of passenger flights achieving On-time Performance (OTP) and cancelled at the HKIA in the past three years are shown in the table below:

Year	Percentage of passenger flights achieving OTP of the allocated slot times		Percentage of flights cancelled
	Arrivals	Departures	
2011-12	76%	78%	2.8%
2012-13	71%	73%	2.9%
2013-14 ^{Note 1}	69%	68%	2.4%

Note

1 Based on traffic statistics up to 31 January 2014.

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft technical problems and airlines' ad hoc service changes. The CAD closely monitors the OTP of airlines and will stipulate the required improvement for airlines with repeated poor performance. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other regional air traffic management authorities to improve the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA to provide airlines and other stakeholders real-time information on the operational situation, including flight status, parking stand assignment, weather information, etc, thereby enhancing the operational efficiency of flight operations at the HKIA. These initiatives are undertaken with existing resources.

CONTROLLING OFFICER'S REPLY

THB(T)016

(Question Serial No. 3202)

Head: (28) Civil Aviation Department
Subhead (No. & title): (170) Airport insurance
Programme: (-) Not Specified
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 13):

- (a) Please advise on the applicable coverage of the airport insurance purchased with the funding of \$7.595 million, and details of the claims lodged over the past three years.
- (b) Does the insurance cover luggage thefts? If not, will the Administration extend the insurance coverage to enhance the international reputation of the Hong Kong International Airport (HKIA)?

Asked by: Hon. YIU Si-wing

Reply:

- (a) The provision of \$7.595 million is for the purchase of insurance against financial liabilities which the Government might incur for the provision of air traffic services for the HKIA. The coverage includes death, injury and property damage suffered by third parties, and loss of or damage to the Government's buildings and equipment used for the provision of air traffic services. There was no claim in the past three years.
- (b) The insurance taken out by the Government does not cover theft of baggage at the HKIA, and there is no plan to extend the insurance coverage to this area. In general, airlines will compensate passengers for lost baggage according to the conditions stipulated in the contracts of carriage.

CONTROLLING OFFICER'S REPLY**THB(T)212****(Question Serial No. 6053)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 402)

It is stated in the Estimates that the Civil Aviation Department (CAD) will recruit and train more air traffic control (ATC) staff. Please advise this Committee of the number of ATC staff recruited and trained in each of the past three years as well as the number of ATC staff to be recruited and trained in the coming year.

Asked by: Hon. CHEUNG Kwok-che

Reply:

There was no recruitment of Student Air Traffic Control Officers (SATCOs) in 2011-12 and 2012-13. In 2013-14, 32 SATCOs have been recruited for in-take in 2014-15 to fill existing vacancies. There is no plan for recruitment of SATCOs in 2014-15.

The number of Air Traffic Control Officers (ATCOs) at various ranks who attended specialised training courses provided by the CAD in the past three years and the coming year are as follows:

Year	2011-12	2012-13	2013-14	2014-15
Number of ATCOs at various ranks trained	150	74	69	92

CONTROLLING OFFICER'S REPLY**THB(T)213****(Question Serial No. 6054)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 403):

Please advise on the number of persons with disabilities (PWDs) employed in the Civil Aviation Department (CAD), with a breakdown by types of disabilities. What is the percentage of the PWDs to the total number of the CAD employees?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The CAD employs nine persons with disabilities, representing about 1% of the establishment. A breakdown of the types of disabilities is appended below –

Types of Disabilities	No. of Staff
Visual Impairment	4
Hearing Impairment	2
Physical Disabilities	3
Total	9

CONTROLLING OFFICER'S REPLY

THB(T)214

(Question Serial No. 6055)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 404):

Why is there a net decrease of ten air traffic management posts in the Civil Aviation Department (CAD) in 2014-15?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The net decrease of ten posts under Programme (3) Air Traffic Management in 2014-15 was mainly due to the deletion of time-limited posts on a project basis, and the deletion of posts providing office support, e.g. clerical and office assistant posts, as a result of efficiency gains from the co-location of offices of all the Divisions of the CAD at the new CAD Headquarters.

CONTROLLING OFFICER'S REPLY**THB(T)215****(Question Serial No. 6056)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion (Member Question No. 405):

Please provide the respective number of injury on duty (IOD) and fatal IOD cases involving various ranks of Civil Aviation Department (CAD) employees in the past five years, as well as the ratio of these injury cases to the total staff in respective ranks. Please indicate the work of the CAD in preventing work injury and promoting occupational safety and health (OSH) each year.

Asked by: Hon. CHEUNG Kwok-cheReply:

A breakdown of the IOD cases in the CAD in the past five years is set out below –

Year	Rank	Number of Staff IOD (a)	Number of Staff in the Rank (b)	Percentage (a)/(b) x 100
2009	Air Traffic Flight Services Officer II	1	22	4.5%
	Workman ^{Note}	1	3	33.3%
2010	Office Assistant	1	14	7.1%
2011	Air Traffic Flight Services Officer II	1	26	3.8%
	Motor Driver	1	10	10.0%
2012	Air Traffic Control Officer II	1	126	0.8%
	Technical Officer (Architectural)	1	1	100.0%
2013	Senior Operations Officer (Airworthiness)	1	11	9.1%
	Air Traffic Control Officer II	1	127	0.8%
	Workman ^{Note}	1	3	33.3%
Total		10		

Note: Employed on non-civil service contract terms.

There are no fatal IOD cases in the past five years.

The CAD has all along attached importance to the OSH of its staff. A series of measures to promote the OSH have been implemented, including promulgation of the OSH policies, safety guidelines, preventive measures and the OSH-related training courses. The CAD undertakes periodic risk assessments, inspections and reviews of safety and health at the workplace. All IOD cases will be investigated and followed up with improvement and preventive measures as appropriate. With a view to providing a safe working environment for staff, the OSH is also a regular discussion item at the Departmental Consultative Committee meetings held quarterly.

CONTROLLING OFFICER'S REPLY

THB(T)216

(Question Serial No. 5673)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 19)

Last year, there was a total of 373 000 take-offs and landings of flights in Hong Kong. Please advise:

- (1) How many of them were non-civil aviation flights?
- (2) How many of them were private flights? What charges did these flights have to pay and what were the conditions to be met for landing and taking off at the Hong Kong International Airport (HKIA)?
- (3) What are the respective utilisation rates of the two runways at present?
- (4) How does the Administration ensure that priority is given to civil aviation and emergency services in using the two runways in Hong Kong?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) In 2013, there were a total of 19 non-civil aviation flights.
- (2) In 2013, there were 8 213 private flights. The charges, including landing and parking fees and fees for service providers for ground handling services, and conditions for operations applicable to private flights are similar to other types of civil aircraft operations. Furthermore, private flights are required to comply with legal requirements on aircraft noise and aviation insurance. Prior application to the Civil Aviation Department is also required for runway slots and parking stands.
- (3) The runway utilisation rate in 2013 was 89%.
- (4) As a rule, priority is accorded to scheduled air flights and emergency services for the use of runway. Other flights, including non-scheduled air flights, private flights, etc., will only be allocated runway slots after the aforementioned services are catered for.

CONTROLLING OFFICER'S REPLY

THB(T)217

(Question Serial No. 5674)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (-) Not Specified
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 24):

Regarding the changes in the size of the establishment of the Civil Aviation Department (CAD), there will be a decrease in the establishment in both 2014 and 2015. What are the reasons?

What are the duties of the posts to be deleted?

Also, why is there an increase in the expenses on personal emoluments, allowances and job-related allowances of the CAD even with some 20 posts deleted in 2014-15?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The net decrease in number of posts in 2014 and 2015 was mainly due to deletion of time-limited posts on a project basis, and deletion of posts providing office support, e.g. secretarial and clerical posts, as a result of the efficiency gains from the co-location of offices of all the Divisions of the CAD at the new CAD Headquarters.

The net increase in Personal Emoluments in 2014-15 was mainly due to the increased provisions for salary increments and the full year effect of salaries and allowances for vacancies filled in 2013-14.

CONTROLLING OFFICER'S REPLY

THB(T)218

(Question Serial No. 5234)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (-) Not Specified
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 10):

What is the 2014-15 estimate for the Civil Aviation Department (CAD)'s duty visits or exchanges in the Mainland? Please provide information about the themes of duty visits or exchanges in the Mainland planned for 2014-15. How will the Administration prevent activities irrelevant to official duties from taking place during duty visits outside Hong Kong? And how will the Administration prevent applications for revising visit destinations from becoming a mere formality?

Asked by: Hon. WONG Yuk-man

Reply:

Officers of the CAD will conduct duty visits on the basis of operational needs, including in furtherance of the regional cooperation with the Mainland and participation in meetings / conferences concerned, etc. The exact plan in 2014-15 is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained, and non-official activities should be avoided. An officer should provide all the necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to re-consider the application.

CONTROLLING OFFICER'S REPLY**THB(T)219****(Question Serial No. 5046)**

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 101)

Regarding the recruitment and training of air traffic control staff, please inform this Committee:

- (1) How many air traffic control staff 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?
- (2) What are the wastage rates of Student Air Traffic Control Officers (SATCOs) in each of the past three years (2011-12, 2012-13, 2013-14)? (Please list the information by the number of officers recruited and year.)
- (3) What are the remuneration packages for Air Traffic Control Officer II (ATCO II) recruited overseas and for staff promoted locally in the past two years (2011-12, 2012-13)? What is the proportion of local to expatriate staff at the rank of the ATCO II and above?

Asked by: Hon. WU Chi-wai

Reply:

- (1) 32 Student Air Traffic Control Officers (SATCOs) have been recruited for in-take in 2014-15 to fill existing vacancies. The expenditure involved in terms of notional annual mid-point salary is \$12.89 million.
- (2) The recruitment and resignation of SATCOs for the past three years are as follows:

Year	2011-12	2012-13	2013-14
SATCOs recruited	0	0	32
SATCOs left service	2	5	3

- (3) The CAD has not recruited any ATCO II from overseas in the past three years (2011-12, 2012-13, 2013-14). The salary scale for ATCO II is the same for local and overseas agreement staff. The salaries of ATCO II range from \$57,275 to \$92,770. At present, there are 12 ATCO IIs on overseas agreement terms and 140 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II or above is 1:12.

CONTROLLING OFFICER'S REPLY

FSTB(Tsy)005

(Question Serial No. 2105)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Air Passenger Departure Tax Administration

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Financial Services and the Treasury

This question originates from: Estimates on Expenditure Volume 1 Page 114 (if applicable)

Question (Member Question No. 41):

Please list out in detail the items with reduced provision for operating expenses and the reason(s) for the reduction. Has the Administration reviewed why the expenditure for the Programme concerned was relatively large in 2013-14? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHIANG Lai-wan

Reply:

As the Civil Aviation Department completed the enhancement of the information system for Air Passenger Departure Tax in 2013-14, the operating expenses for 2014-15 will decrease.

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1331)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Air Passenger Departure Tax Administration

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Financial Services and the Treasury

This question originates from: Estimates on Expenditure Volume 1 Page 112 (if applicable)

Question (Member Question No. 3.03):

Please provide the following details regarding the air passenger departure tax (APDT) administration fees:

- (1) the specific work involved in the collection of the APDT;
- (2) the staffing for the collection of the APDT;
- (3) whether or not any omission or evasion has been identified in the collection of the APDT and if yes, the relevant figures for the past 5 years;
- (4) whether or not a checking mechanism is in place to prevent omission or evasion and if yes, the details of the mechanism;
- (5) the average administration cost for processing the APDT in each case; and
- (6) whether or not ways to further reduce the administration cost have been explored and if yes, the details.

Asked by: Hon. LEUNG, Kenneth

Reply:

- (1) Under the Air Passenger Departure Tax Ordinance, airlines are responsible for collecting APDT from departing passengers on behalf of the Government. Airlines carrying departing passengers will submit monthly APDT returns to the Civil Aviation Department (CAD) and deposit the tax revenue in a designated bank account. The CAD will verify the relevant returns and handle applications for APDT refund.
- (2) The collection of the APDT is part of the regular duties of the Finance Division of the CAD. There is no dedicated departmental establishment for APDT administration.
- (3) In verifying the APDT returns submitted by the airlines, the CAD has not identified any incident of tax evasion. In case there are discrepancies between the APDT returns and the actual number of passengers, the CAD will immediately notify the airlines concerned to rectify the discrepancies. The CAD does not compile statistics on these minor discrepancies.
- (4) Regarding all APDT returns submitted by the airlines, CAD will verify whether the returns tally with the CAD's flight movement records, whether the calculations in the APDT returns are in order and whether the amounts of tax revenue deposited in the designated bank account by the airlines are the same as the amounts indicated on the APDT returns. Furthermore, the CAD will conduct random checks on the airlines' passenger lists to ensure that they are consistent with the APDT returns.
- (5) The Government pays to the airlines an administration fee in respect of each passenger who has paid APDT. For passengers departing from the Hong Kong International Airport, the administration fee is 2.322% of the APDT, whereas for passengers departing by helicopters, the administration fee is 1.240% of the APDT.

(6) The level of the above administration fee is determined based on the costing information provided by the airlines. It is the established practice that the Government will review the administration fee as and when the APDT is adjusted.

CONTROLLING OFFICER'S REPLY

FSTB(Tsy)007

(Question Serial No. 1333)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (6) Air Passenger Departure Tax Administration
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Financial Services and the Treasury
This question originates from: Estimates on Expenditure Volume 1 Page 112 (if applicable)

Question (Member Question No. 3.10):

On details of Air Passenger Departure Tax (APDT) Administration:

- (1) what measures are taken by the relevant Division of the Civil Aviation Department (CAD) to monitor aviation organisations' compliance with their obligation to collect APDT from departing air passengers?
- (2) did the Administration identify any non-compliance of aviation organisations in collecting APDT over the past five years? If yes, please provide respective figures by year;
- (3) please list out by year the number of applications for refund/exemption of APDT over the past five years, and the average cost of each refund application; and
- (4) the number of people applying for refund/exemption of APDT as a percentage of all eligible people over the past five years.

Asked by: Hon. LEUNG, Kenneth

Reply:

- (1) Under the Air Passenger Departure Tax Ordinance, airlines are responsible for collecting APDT from departing passengers on behalf of the Government. Airlines carrying departing passengers will submit monthly APDT returns to the CAD, and deposit the tax revenue in a designated bank account. Regarding all APDT returns submitted by the airlines, the CAD will verify whether the returns tally with the CAD's flight movement records, whether the calculations in the APDT returns are in order and whether the amounts of tax revenue deposited in the designated bank account by the airlines are the same as the amounts indicated on the APDT returns. Furthermore, the CAD will conduct random checks on the airlines' passenger lists to ensure that they are consistent with the APDT returns.
- (2) In verifying the APDT returns submitted by the airlines, the CAD has not identified any incident of tax evasion. In case there are discrepancies between the APDT returns and the actual number of passengers, the CAD will immediately notify the airlines concerned to rectify the discrepancies. The CAD does not compile statistics on these minor discrepancies.

(3) and (4) In the past five years, the number of passengers applying for refund/exemption of APDT and the number of passengers eligible for APDT exemption are tabulated below -

Year	Number of passengers applying for refund after payment of APDT/APDT exemption	Number of passengers whose applications for refund/exemption were approved	Number of passengers eligible for APDT exemption and from whom the airlines have not collected APDT	Total number of passengers eligible for tax exemption
2009	14 475	14 437	9 900 345	9 914 782
2010	15 390	15 317	10 631 723	10 647 040
2011	16 570	16 543	11 138 084	11 154 627
2012	17 750	17 682	11 487 777	11 505 459
2013	17 818	17 732	11 775 304	11 793 036

As the handling of applications for APDT refund/exemption is part of the regular duties of the relevant staff in the CAD, there is no breakdown of the costs involved.

CONTROLLING OFFICER'S REPLY

FSTB(Tsy)008

(Question Serial No. 3190)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Air Passenger Departure Tax Administration

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Financial Services and the Treasury

This question originates from: Estimates on Expenditure Volume 1 Page 112 (if applicable)

Question (Member Question No. 23):

The number of taxpayers expected to be handled by the Civil Aviation Department (CAD) in 2014 is 18 880 000, which is an increase as compared with last year. However, the financial provision on this area will reduce by 20% from \$23 million last year to \$18 million. What are the reasons? How is it possible to have a significant reduction in the provision required? How can the Department ensure that such service will not be affected?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

As the CAD completed the enhancement of the information system for Air Passenger Departure Tax in 2013-14, the operating expenses for 2014-15 will decrease. The services under this programme will not be affected by the reduced provision.

CONTROLLING OFFICER'S REPLY

FSTB(Tsy)124

(Question Serial No. 4760)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (6) Air Passenger Departure Tax Administration
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Financial Services and the Treasury
This question originates from: Estimates on Expenditure Volume 1 Page 505 (if applicable)

Question (Member Question No. 50):

It is mentioned under *Matters Requiring Special Attention* of this Programme that the Administration will monitor the government VIP service provided by the Airport Authority Hong Kong (“AA”). How will the AA’s handling of foreign officials’ departure tax be monitored? What are the details?

Asked by: Hon. WONG Kwok-hing

Reply:

The Protocol Division is responsible for monitoring the provision of government VIP services by the Airport Authority Hong Kong (AA). Where appropriate, the Protocol Division may arrange VIP services at the airport for foreign officials.

According to the Air Passenger Departure Tax Ordinance, certain foreign officials (e.g. consuls, consular staff and diplomats) are exempted from payment of Air Passenger Departure Tax (APDT). They can apply for refund if the tax paid should have been exempted. The AA, the Protocol Division and the Civil Aviation Department have implemented various measures with a view to stepping up the monitoring of the processing of APDT refund applications from foreign officials, including verification of records on refund acknowledgments from diplomats, enhancing the supervision of the refund procedures by supervisory staff, and tightening the verification of the refund arrangement.

CONTROLLING OFFICER'S REPLY

S-FSTB(Tsy)01

(Question Serial No. S0022)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Air Passenger Departure Tax Administration

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Financial Services and the Treasury

This question originates from: Estimates on Expenditure Volume 1 Page 112 (if applicable)

Question:

According to the figures provided by the Administration (Reply Serial No. FSTB(Tsy)007), the number of passengers applying for refund/exemption of the air passenger departure tax ("APDT") in the past five years accounts for a very small percentage of the total number of passengers eligible for tax exemption. In this connection, please advise -

How does the Administration inform eligible passengers of the tax refund arrangement? What is the cost involved?

Asked by: Hon. LEUNG Kenneth

Reply:

In the past five years, the number of passengers applying for refund or exemption of APDT accounts for a very small percentage of the total number of passengers eligible for tax exemption because the airlines did not collect APDT from the majority of the passengers eligible for tax exemption. Therefore, there was no need for passengers to apply for refund / exemption of APDT.

The Civil Aviation Department ("CAD") has set up an APDT counter at the Departure Hall in Terminal 1 of the Hong Kong International Airport to answer passengers' enquiries and handle their applications for APDT refund / exemption. Information on the exemption conditions and refund procedures is also published on the website of the CAD.

It is part of the regular duties of the Finance Division of the CAD to inform passengers about the tax refund / exemption arrangement. As such, we do not have a detailed breakdown of the cost involved.

CONTROLLING OFFICER'S REPLY

S-FSTB(Tsy)02

(Question Serial No. S0023)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Air Passenger Departure Tax Administration

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Financial Services and the Treasury

This question originates from: Estimates on Expenditure Volume 1 Page 112 (if applicable)

Question:

According to the figures provided by the Administration (Reply Serial No. FSTB(Tsy)007), the number of passengers applying for refund/exemption of the air passenger departure tax ("APDT") in the past five years accounts for a very small percentage of the total number of passengers eligible for tax exemption. In this connection, please advise the staff establishment and costs involved in administering APDT in the Civil Aviation Department ("CAD") in 2013-14.

Asked by: Hon. LEUNG Kenneth

Reply:

APDT administration is part of the regular duties of the Finance Division of the CAD. The department does not have a dedicated establishment for APDT administration. Therefore, there is no separate breakdown on the manpower and costs involved.

CONTROLLING OFFICER'S REPLY

SB200

(Question Serial No. 3282)

Head: (28) Civil Aviation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Security

This question originates from: Estimates on Expenditure Volume 1 Page 107 (if applicable)

Question (Member Question No. 406):

The rate of inspections conducted on all regulated agents on the register of regulated agents once every two years dropped to 95% in 2013. Please explain.

Asked by: Hon. CHEUNG Kwok-che

Reply:

In 2013, the rate of inspections conducted by the Civil Aviation Department (CAD) on regulated agents once every two years dropped to 95%. This was mainly due to the fact that with effect from 15 July 2013, the International Civil Aviation Organization implemented new air cargo security standards to its contracting states and Hong Kong also enhanced its air cargo security regulated agent regime (RAR) accordingly on the same day. One of the major amendments was to extend the application of the RAR from cargo carried on passenger aircraft to cargo carried on all-cargo aircraft. As such, the CAD had to deploy some of the manpower and time intended for inspecting regulated agents to promote and publicise the new regime through various channels, and to verify whether the documents newly submitted by over 1 300 regulated agents met the enhanced air security requirements to ensure their compliance with the new regime. The inspection rate was thus slightly affected in 2013 but it is expected to reach 100% in 2014.