Examination of Estimates of Expenditure 2016-17 Reply Serial No.

THB(T)001

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0720)

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:

It is mentioned in the Estimates that the Civil Aviation Department (CAD) will "provide schedule co-ordination and slot allocation services to airlines and other aircraft operators". Please advise on the respective percentages of delays caused by non-weather reasons out of all departing flights over the past five years (please list by reason).

Asked by: Hon CHAN Kam-lam (Member Question No. 2)

Reply:

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, unexpected aircraft unserviceability and airlines' ad hoc service changes.

The total numbers of departure passenger flights delayed by more than 15 minutes at the Hong Kong International Airport in the past five years are shown in the table below. The CAD does not have a breakdown of the number of flight delays caused by the above-mentioned attributable factors.

Year	Total number of passenger departure flights	Year-on-year percentage change of total number of passenger departure flights	Number of passenger flights delayed by more than 15 minutes on departure Note	Percentage of delayed passenger departure flights Note
2011-12	141 750	+6.1%	31 185	22%
2012-13	148 593	+4.8%	40 120	27%
2013-14	155 723	+4.8%	48 274	31%
2014-15	166 441	+6.9%	56 590	34%
2015-16 (Up to 31 January 2016)	142 793	---	57 117	40%

Note

A departure flight is delayed when its actual departure time at the parking stand is later than the time of the slot allocated by the CAD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1092)

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:

The Government has indicated that it will monitor aircraft noise and flight tracks, and implement the noise abatement programme in 2016-17. Will the Government inform this Committee:

(1) of the details of the above measures, the operating expenses, staffing establishment and estimated expenditure on salaries involved;

(2) of the respective estimated expenditure on salaries for the Assistant Director-General of Civil Aviation (Airport Standards) and Senior Operations Officer (Environmental Management) under the Programme of Airport Standards;

(3) of the reasons for failing to solve the problem of aircraft noise at root over the years;

(4) whether it will set standards for the problem of aircraft noise to assess the effectiveness of noise abatement measures; and

(5) 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 no, what are the reasons?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 3)

Reply:

(1) to (4)

The Civil Aviation Department (CAD) has implemented a number of aircraft noise abatement measures based on the guidelines 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 at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;

(ii) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the Hong Kong International Airport (HKIA) are required to use the southbound route via the West Lamma Channel. This measure aims at reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;

(iii) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures so as to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

(iv) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required 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;

(v) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;

(vi) the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, such as Ma Wan, and reduces the impact of aircraft noise on these areas; and

(vii) starting from late March 2014, the CAD no longer allowed aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo

aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The CAD also monitors the noise caused by aircraft operations through 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 HKIA, and a computer to correlate the noise data with the aircraft flight tracks recorded by the CAD's radar system. In 2016-17, the estimated expenditure for the maintenance of the ANFTMS is $2.5 million. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

For 2016-17, the notional annual salary cost at mid-point of the Assistant Director-General of Civil Aviation (Airport Standards) and the Senior Operations Officer (Environmental Management) under Programme (2) Airport Standards are $1,973,400 and $1,309,080 respectively.

(5) The NEF contours, which are used primarily for land use planning purpose, do not measure or monitor the daily noise level of aircraft. For daily monitoring purpose, the ANFTMS is a more appropriate tool. The noise data collected by the ANFTMS are consolidated and regularly uploaded onto the CAD's website for the information of the public.

- End -

Examination of Estimates of Expenditure 2016-17 Reply Serial No.

THB(T)003

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1093)

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:

Will the Government inform this Committee of the estimated full-year expenditure on the salaries of the Director-General of Civil Aviation and Deputy Director-General of Civil Aviation in 2016-17?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 4)

Reply:

For 2016-17, the notional annual salary cost at mid-point of the Director-General of Civil Aviation is $2,831,400. The total notional annual salary cost at mid-point of the two Deputy Directors-General of Civil Aviation is $4,581,600, including one permanent post and one supernumerary post.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2560)

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:

The Civil Aviation Department (CAD) states in this Programme that it will continue to co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region in 2016-17. Please inform this Committee of the following:

(1) Whether there is a schedule for optimising the airspace design of the PRD region? If yes, what are the details?

(2) What are the operating expenses, staff establishment and salary expenditure for the aforesaid work in 2016-17?

(3) What are the operating expenses, staff establishment and salary expenditure under Programme (3) in 2016-17?

(4) What is the salary expenditure for the Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) in 2016-17?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 47)

Reply:

(1) and (2)
The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, based on the principles of joint airspace planning, use of common

standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted.

Over the years, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have also been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

In 2016-17, the CAD will continue discussions on the PRD airspace management through the TWG in order to enhance the use of airspace in a progressive manner.

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

(3) For 2016-17, the total number of staff involved under Programme (3) including general administrative support staff is 487. The total provision for 2016-17 is $425.8 million, comprising operating expenses of $100.6 million, and annual salaries in terms of notional annual mid-point salary of $325.2 million.

(4) For 2016-17, the notional annual salary cost at mid-point of the Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) is $1,973,400.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2464)

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:

(1) Please provide the annual number and details of the measures to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region in the past 10 years.

(2) Please provide the annual number and details of the reviews and evaluations of air traffic control and flight procedures for airports in the PRD region in the past 10 years.

(3) Please provide details of arrival flights on missed approaches in the past five years, including the number of flights, flight number, aircraft type, time and date of occurrence, Standard Instrument Arrival (STAR) procedures or other arrival procedures, missed approach procedures and reasons.

(4) Please provide details of the flights using Route M503 since the commissioning of it, including the number of flights, flight number, aircraft type and date.

Asked by: Hon Albert HO Chun-yan (Member Question No. 40)

Reply:

(1) and (2)
The Civil Aviation Administration of China, the Civil Aviation Department (CAD) and the Civil Aviation Authority of Macao jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to rationalise the air traffic management arrangements in the PRD region, in order to optimise the use of and enhance flight safety in the PRD airspace with a view to supporting air traffic growth in the PRD region. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, based on the principles of joint airspace planning, use of

common standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted.

Over the years, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

Since the establishment of the TWG in 2004, more than 40 meetings at different levels have been held in the Mainland, Hong Kong and Macao, which were mainly attended by officers of the aviation authorities of the three sides.

(3)
The statistics of missed approaches for the past five years are tabulated below:

Year	Due to weather (Note 1)	Due to operational reasons (Note 2)	Total
2011	139	73	212
2012	145	92	237
2013	238	114	352
2014	233	102	335
2015	235	121	356

Note 1: The term "weather" here refers to unfavourable wind conditions, heavy rain, low visibility, significant windshear, etc.

Note 2: Reasons include runway not available (e.g. due to other traffic or suspected foreign objects), and other flight operations considerations as reported by pilots, etc.

The CAD does not have a breakdown of missed approaches in respect of flight number, type of aircraft, occurrence time or type of approach. Typically, missed approaches could take place on all four runways i.e. 07L, 07R, 25L and 25R irrespective of types of approach and aircraft types, and the published standard missed approach procedure for the respective runway would be followed by aircraft carrying out missed approach.

(4)
From the implementation of air route M503 on 7 January 2016 to 29 February 2016, a total of 1 981 flights had operated on air route M503. Flight operation via M503 is on a daily basis. Aircraft types include A330, A320, B737, B747 and B777.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0220)

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:

The third runway of the Hong Kong International Airport (HKIA) is targeted for completion in 2023. With the expansion of the HKIA, the demand for air traffic control (ATC) staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2016-17 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 4)

Reply:

The CAD will take into account the latest development at the HKIA to recruit and train the ATC staff to support operational needs. The CAD regularly provides the ATC officers at various ranks with both in-house and overseas specialised training, and such training courses are also planned for 2016-17.

In-house training courses are conducted by the CAD staff as part of their normal duties and no additional expenses will be incurred. In 2016-17, overseas specialised training courses will be arranged for the various ranks of the ATC staff on various aspects related to the performing of the ATC duties and related work, including Airspace Design, Flight Procedure design, Air Traffic Management Safety Investigation and Analysis, Instructional Techniques, etc. The estimated expenditure involved is $4.35 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0221)

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:

It is mentioned in Matters Requiring Special Attention in 2016-17 that the Civil Aviation Department (CAD) will continue to co-ordinate with neighbouring Area Control Centres (ACCs) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region. Please elaborate on the staffing provision and work involved.

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 5)

Reply:

The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted.

Over the years, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have also been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

In 2016-17, the CAD will continue discussions on the PRD airspace management through the TWG in order to enhance the use of airspace in a progressive manner, with a view to further increasing the air transport capacity in the PRD region.

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0140)

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:

It is expected that there will be a net increase of nine posts including one supernumerary post in the Civil Aviation Department (CAD) in 2016-17. Please state why the supernumerary post is required and also the nature of the other eight posts.

Asked by: Dr Hon LAU Wong-fat (Member Question No. 6)

Reply:

The net increase of nine posts in 2016-17 involves the creation of ten new posts and deletion of one time-limited post upon its expiry. The rank, nature and purpose of the posts concerned are summarised as follows:

No. of post to be created (+)/ deleted (-) and rank	**Nature**	**Purpose**
+1 Administrative Officer Staff Grade B (AOSGB)	Supernumerary	To strengthen the administrative control and management of the CAD, and to take forward various key projects, e.g. review manpower demand and supply for the Three-Runway System (3RS) project, regulation of unmanned aircraft systems, etc.
+1 Chief Executive Officer	Time-limited	To provide executive, clerical and secretarial support to the supernumerary AOSGB post.
+1 Senior Executive Officer		
+1 Personal Secretary I		
+1 Assistant Clerical Officer		
+1 Senior Operations Officer	Time-limited	To perform planning and co-ordination work in respect of the implementation of the 3RS.
+1 Air Traffic Control Officer I		
+1 Electronic Engineer		
+1 Operations Officer	Permanent	To strengthen the air cargo security controls under the Regulated Agent Regime.
+1 Air Traffic Flight Services Officer II		
-1 Operations Officer	Time-limited	To reinforce the new air cargo security standards.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2768)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

The provision for Programme (1) Flight Standards in 2016-17 is $115.6 million. Will the Government advise on:

(1) the amount of provision earmarked for examining the applications for flying Unmanned Aircraft System (UAS); and

(2) whether there is any estimation of the number of applications for flying the UAS weighing more than seven kilogrammes (kgs) (without its fuel)? If yes, on what basis is such estimation arrived at? If no, what are the reasons?

Asked by: Hon Andrew LEUNG Kwan-yuen (Member Question No. 16)

Reply:

(1) Processing of applications for operating the UAS is undertaken by the Civil Aviation Department (CAD)'s existing staff as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

(2) In the past three years, less than 3% of applications processed by the CAD for operating the UAS involved UAS exceeding seven kgs (without its fuel). Presently, the UASs available in market in Hong Kong are mostly small in size, weighing not more than seven kgs (without its fuel). Therefore, the number of the applications for operating the UAS exceeding seven kgs (without its fuel) is not expected to rise significantly. The CAD will continue to monitor the trend of applications received.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2882)

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:

In Matters Requiring Special Attention in 2016-17 under Programme (4), the Civil Aviation Department (CAD) stated that it will "continue to enhance the maintenance programme for the existing air traffic control (ATC) systems to meet the air traffic growth". Will the Government inform this Committee of the following:

(1) How much resources and manpower has the CAD allocated to air traffic control in the past three years? What are the results?

(2) In a recent fatal aircraft accident in the Tolo Channel, a Senior Safety Officer of the CAD, who was also an experienced flying instructor, died when a light aircraft he was flying at his leisure time plunged into the sea. What emergency actions has the CAD taken in this accident? Will the CAD provide death gratuity and suitable psychological counselling to the bereaved family? If yes, what are the details?

(3) With the growth in air traffic, Hong Kong's demand for flight crew increases steadily. Will the CAD process more local and overseas flight crew examination papers in line with the circumstances? If yes, what are the details? If no, what are the reasons?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 11)

Reply:

(1) In order to meet the air traffic growth at the Hong Kong International Airport (HKIA) as well as traffic transiting the Hong Kong Flight Information Region (HKFIR), the CAD has been deploying resources to perform air traffic control services. The total number of relevant staff in the CAD establishment viz. Air Traffic Control Officers I (ATCO I), ATCO II, ATCO III and Student Air Traffic Control Officers (SATCO)

who provide such services, and the total annual salaries, in the past three financial years are tabulated as follows:

	No. of staff	Total Annual Salaries (notional annual mid-point salary) $ million
2013-14	273	212.70
2014-15	273	224.98
2015-16	274	243.16

The CAD also provides training to ATCOs to ensure that they meet and maintain the standard required for discharging the air traffic control duties. In the past three years, over 120 Certificates of Competence were issued to the licensed ATCOs. In addition to in-house training courses conducted by the CAD existing staff, the actual expenditure on overseas specialised training courses attended by various ranks of the ATC staff on various aspects related to the performing of the ATC duties and related work are listed as follows:

	Actual Expenditure $ million
2013-14	1.22
2014-15	0.91
2015-16	7.41 [Note] (provisional)

Note: Including training for the newly appointed SATCOs

The CAD has continued to refine and implement various air traffic management enhancement measures such that the runway capacity of the HKIA has been increased from 63 runway movements per hour in 2013 to the maximum capacity of 68 for the existing two-runway system in October 2015. At the same time, improvement measures have also been implemented in the HKFIR to enhance route capacity, the number of transiting flights handled has accordingly been increased from about 223 000 in 2013 to 250 000 in 2015.

In addition, the CAD has stepped up maintenance efforts for the existing ATC systems. The average annual expenditure for the existing Air Traffic Management System (ATMS) in 2013-14 and 2014-15 was $5.9 million. The system's capability has been enhanced to handle increasing volume of air traffic and ensure its safe and reliable operations. This proactive maintenance programme, as part of the regular equipment maintenance work, has been in place and no additional cost would be incurred from 2015-16 onwards.

(2) In the event of aircraft accident or incident occurs within the HKFIR, there is a Departmental Emergency Procedures Manual which sets out the instructions on emergency arrangement. For the aircraft accident occurred on 27 February 2016, upon receipt of the notification of the incident from the Hong Kong Police Force, the CAD followed the established procedures and activated immediately the emergency alerting procedures and deployed the search and rescue operation with the relevant departments and search and rescue units. The Chief Inspector of Accidents had

ordered an inspector's investigation of the accident in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations. The investigation is on-going. The investigation team had conducted witness interviews and examined the aircraft wreckage for an initial assessment.

As the deceased pilot of this aircraft accident was an officer of the CAD, the CAD had closely liaised with the officer's family to follow up on the payment of the death gratuity in accordance with established civil service rules and procedures, and would provide necessary assistance to the family as far as possible.

(3) As a result of the expanding airline businesses, the number of applications for flight crew examinations has increased in recent years. In this connection, the number of local and overseas flight crew examination papers processed by the CAD in 2015 is about two times the number in 2014. However, as the examination is conducted on a one-off basis for each flight crew, the CAD expects that the number will remain at a similar level in 2016.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0206)

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:

Regarding "tariff filings processed", will the Civil Aviation Department (CAD) advise this Committee:

(a) whether the estimation that the number of filings processed this year will be 186 less than that of last year is based on considerations about economic outlook; if yes, the details; if no, the reasons for that;

(b) of the circumstances that warrant making tariff filings to the CAD; and

(c) of the number of filings rejected in the past three years and the reasons concerned?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 1)

Reply:

(a) and (b)

In accordance with bilateral Air Services Agreements (ASAs) signed between Hong Kong and its aviation partners, tariffs for the carriage of passengers and cargo to be charged by airlines shall be approved by the relevant aeronautical authorities. The CAD is the aeronautical authority in Hong Kong responsible for the processing of tariff filings by airlines. Airlines providing scheduled air services to and from Hong Kong shall file with the CAD tariffs according to the provisions in the ASAs. Airlines file tariffs with the CAD from time to time depending on their sales strategy and the prevailing demand for their services, etc. The CAD observes that the number of filings is rather stable in the past years. The estimated number of tariff filings for 2016 reflects a moving average of a three-year period.

(c) In the past three years, the CAD processed about 8 900 tariff filings and about 120 filings were not approved. According to the provisions in the ASAs, tariffs shall be

charged at reasonable levels, due regard being paid to all relevant factors including the cost of operating the services, interests of users, reasonable profit, etc. The CAD will take into account all relevant factors and the justifications provided by airlines. In accordance with the provisions in the ASAs, the CAD will reject the filings if such proposed tariffs are considered not reasonable or the justifications provided for such proposed tariffs are considered insufficient.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0461)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2016-17, during 2016-17, the Department will commission the new air traffic control (ATC) systems and ensure their safe, stable and reliable operation. Given that the Administration has stated that the new ATC systems will be ready for operation in the first half of 2016, will the Administration inform this Committee the latest progress and the latest commission date? Has the Civil Aviation Department (CAD) overcome all the outstanding hardware-related problems and software-related problems concerning the new ATC systems? Please provide details about the outstanding problems.

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 29)

Reply:

Ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has conducted stringent acceptance tests and comprehensive safety assessment on the new ATC systems in accordance with international aviation safety management standards and established government procedures, to ensure that the systems operation is in compliance with the contract conditions and safety arrangement requirements. Seven out of the eight major systems of the new ATC systems have been put into use by phases since 2013.

For the remaining Air Traffic Management System (ATMS), all the acceptance test events have been completed in September 2015 in accordance with the requirements specified in the contract. The CAD is generally satisfied with the test results with all outstanding priority items addressed by the system supplier.

Meanwhile, the CAD has been delivering training sessions to ATC staff and relevant operation staff on an on-going basis, to help them acquire the necessary competency and build up confidence to perform operational duties with the new ATMS.

According to the current progress and subject to further review on the system and staff readiness, the new ATMS should be ready for operation by June 2016 to handle live air traffic in a progressive manner. The Government reported the latest progress of the implementation plan of the new ATMS to the Legislative Council Panel on Economic Development on 24 March 2016.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2380)

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:

During 2016–17, the Civil Aviation Department (CAD) will "continue to monitor aircraft noise and flight tracks, and implement the noise abatement programme." What are the specific measures? What is the estimated expenditure involved? What are the specific criteria for assessing the effectiveness? In addition, concerning the long-standing aircraft noise problem suffered by the residents in Ma Wan, are there any specific measures to rectify the problem? Will more resources be allocated in this respect?

Asked by: Hon Michael TIEN Puk-sun (Member Question No.42)

Reply:

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization (ICAO) to alleviate the noise impact on local communities, including Ma Wan. These measures include:

(a) aircraft departing to the northeast of the Hong Kong International Airport (HKIA) are required to adopt the noise abatement take-off procedures so as to reduce noise impact on areas in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

(b) the CAD has implemented a set of flight procedures whereby aircraft which use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, in particular Ma Wan, and reduces the impact of aircraft noise on these areas;

(c) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports; and

(d) starting from late March 2014, the CAD no longer allowed aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities.

Apart from the above measures which can alleviate the noise impact in Ma Wan, with the advancement of aviation technology, aircraft engines are quieter than before, and the improved design of airframe has also helped reduce noise significantly. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The ratios of newer-model aircraft in their fleets are on the rise. To alleviate the aircraft noise impact at Ma Wan, the CAD will continue to monitor and liaise actively with airlines on progress in fleet modernisation.

In addition to the above, the CAD has implemented other measures which can alleviate the overall noise impact on local communities:

(a) 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 at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;

(b) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the HKIA are required to use the southbound route via the West Lamma Channel. This measure aims at reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island; and

(c) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required 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.

The CAD also monitors the noise caused by aircraft operations through 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 HKIA, and a computer to correlate the noise data with the aircraft flight tracks recorded by the CAD's radar system. One of the NMTs is located

at Ma Wan. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

In 2016-17, the estimated expenditure for the maintenance of the ANFTMS is $2.5 million. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1899)

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:

The Civil Aviation Department (CAD) has adopted the new Air Traffic Control (ATC) systems to improve air traffic control and air navigation services. However, the media have alleged many times that there are deficiencies in the ATC systems. While the CAD has denied any malfunctioning of the system, has it put in place any air traffic control contingency or emergency measures? If yes, please give an overview of the relevant measures.

The Transport and Housing Bureau and the Airport Authority Hong Kong insist on building the third runway. In the face of increasing air traffic in future, how will the CAD ensure air traffic safety, apart from updating the system and employing staff?

Asked by: Hon WONG Yuk-man (Member Question No. 24)

Reply:

Ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has conducted stringent acceptance tests and comprehensive safety assessment on the new Air Traffic Management System (ATMS), which is part of the ATC systems, in accordance with international aviation safety management standards and established government procedures to ensure that the system operation is in compliance with the contract conditions and safety management requirements.

The ATMS is designed with three levels of operating systems, namely the Main System, the Fallback System and the Ultimate Fallback System (UFS). The Main System is a self-contained system capable to deliver on its own the full ATMS system capacity, functions and capabilities. The Fallback System is a separate but identical system to the Main System for continuing the operations of the ATMS in case the Main System becomes inoperative or defective. At all times, the Main System and the Fallback System will back

up each other, allowing operational staff to discharge air traffic control duties without interruption. The UFS is a separate system fully independent from the Main System and the Fallback System. Although highly unlikely, in the event that both the Main and Fallback Systems fail, the UFS will be used for the provision of air traffic control service.

The CAD has always strived to ensure aviation safety with high professionalism and rigour. To this end, the CAD will continue to:

(a) refine air traffic operating procedures to enhance flight safety and route capacity of the Hong Kong Flight Information Region; and

(b) implement the safety management system in accordance with International Civil Aviation Organization's requirements to reduce risk and ensure a high level of safety in our air traffic services.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1562)

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:

Please list by year and type the complaints concerning airlines received in the past five years, including but not limited to complaints relating to services, oversale of air tickets and overcharging of fuel surcharge.

Asked by: Hon YIU Si-wing (Member Question No. 338)

Reply:

The number of complaints concerning airlines' services received by the Civil Aviation Department in the past five years is summarised in the table below:

Year	2011	2012	2013	2014	2015
No. of complaints	25	65	128	213	147

The complaints received concern diverse issues and there is no ready breakdown on the nature of the complaints.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5407)

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:

In this regard, would the Civil Aviation Department (CAD) provide in the table below details of the duty visits made by the Director-General of Civil Aviation (DGCA) in the past three years, including the date of visit, place of visit, size of entourage, purpose of visit, expenses on hotel accommodation, air tickets and meals and total expenditure for each visit? Please provide the amounts and the names of the sponsors of the sponsorships received (if any) of each visit.

Date of visit	Place of visit	Size of entourage	Purpose of visit	Hotel accommodation expenses	Air ticket expenses	Meal expenses	Total expenditure

Asked by: Hon CHAN Chi-chuen (Member Question No. 166)

Reply:

Details of the overseas duty visits made by the DGCA in 2013-14, 2014-15 and 2015-16 with expenses incurred are provided in the table below. There is no sponsorship received for the visits.

Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only ($)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
22-26.6.2013	Bangkok / Thailand	3	Chaired the 24th Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) of the International Civil Aviation Organization (ICAO) meetings	9,699	8,403	1,797	19,899
27-28.6.2013	Beijing / China	1	Attended a meeting with the Civil Aviation Administration of China (CAAC) to discuss co-operation on aviation matters and the opening ceremony of the ICAO Asia and Pacific Regional Sub-office				
28-31.10.2013	Beijing / China	5	Attended the signing ceremony of the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations between the CAAC, the CAD and the Civil Aviation Authority of Macao (CAAM). Also attended meetings with the civil aviation authorities and the search and rescue agencies of the	8,937	4,413	N/A	13,350

Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only ($)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			Mainland to discuss search and rescue matters.				
27-29.4.2014	Bangkok / Thailand	4	Attended meetings with the ICAO Asia and Pacific Office on matters related to ICAO APANPIRG and the 51st ICAO DGCA Conference	3,725	2,771	106	6,602
26-29.5.2014	Chengdu / China	1	Attended the China Central-West Region Airport Construction Summit 2014 and acted as a Panel Member on Trends of Airport Development	5,521	3,829	N/A	9,350
8-9.7.2014	Guangzhou / China	4	Paid courtesy visits to Guangzhou Air Command, etc and attended meetings with various Mainland agencies to discuss air traffic control matters	2,901	N/A	389	3,290
11-12.8.2014	Shenzhen / China	3	Attended meetings with the Mainland aviation authority to discuss the impact of the Three-Runway System project	3,088	N/A	9	3,097
7-12.9.2014	Kuala Lumpur / Malaysia	5	Chaired the 25th ICAO APANPIRG meetings	11,152	4,516	198	15,866
7-8.1.2015	Beijing / China	5	Attended meetings with the	2,891	5,982	348	9,221

Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only ($)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			CAAC to discuss aviation matters				
1-7.2.2015	Montreal / Canada	6	Attended ICAO Second High-level Safety Conference 2015 and representing APAC region attended the Planning and Implementation Regional Group – Regional Aviation Safety Group Global Coordination Meetings	10,663	30,894	N/A	41,557
12-13.2.2015	Guangzhou / China	3	Attended meetings with the Mainland aviation authority to discuss air traffic control matters	2,885	N/A	447	3,332
6-8.5.2015	Fukuoka / Japan	1	Attended as the chairman of the APANPIRG and delivered a presentation at the Asia Pacific Conference 2015 of the Civil Air Navigation Services Organization (CANSO)	4,762	6,329	103	11,194
13-14.5.2015	Guangzhou / China	4	Attended the Pearl River Delta (PRD) Region Airport Operation Seminar	3,529	N/A	388	3,917
21-22.5.2015	Bangkok / Thailand	3	Attended the Regional Aviation Safety Group (RASG)-APANPIRG Coordination Meeting and APANPIRG/25	6,127	3,037	121	9,285

Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only ($)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			Midterm Review Meeting				
6-10.9.2015	Bangkok / Thailand	4	Chaired the 26th ICAO APANPIRG meetings	9,514	2,879	65	12,458
26-29.10.2015	Manila / Philippines	7	Attended the ICAO 5th RASG Meeting and 3rd Regional Aviation Security Coordination Forum cum 52nd DGCA Conference, Asia and Pacific Region, moderated one of the agenda items of the DGCA Conference, and signed a technical arrangement on airworthiness	7,132	2,927	N/A	10,059
18.1.2016	Guangzhou / China	5	Attended meetings with the Mainland aviation authority to discuss air traffic control matters	N/A	N/A	502	502

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5411)

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:

In a report of the Director of Audit earlier on, the Civil Aviation Department (CAD) was criticised for blundering seriously in the replacement of the air traffic control (ATC) systems, and delaying the commissioning date of the new ATC systems repeatedly. Even after spending almost $100 million to improve it, the CAD still could not feel assured to use the new system. The stability of the new system was in question. It was worried that the system might pose problems to aviation safety in Hong Kong. Meanwhile, the CAD has spent $2 billion of public funds to build its new headquarters. The CAD was criticised for providing shower facilities in its Director-General's office and constructing an additional 1 500 square metres (m^2) floor area without approval. Has the CAD conducted reviews in respect of the recommendations in the Director of Audit's report? Please set out the remedial measures taken by the CAD up to now. How will the additional 1 500 m^2 floor area be put into good use?

Asked by: Hon CHAN Chi-chuen (Member Question No. 170)

Reply:

The CAD accepts the recommendations made by the Audit Commission and the Public Accounts Committee (PAC) of the Legislative Council (LegCo) regarding the new CAD headquarters project and the administration of the air traffic control and related services. The CAD has accordingly taken follow-up actions as appropriate. Details of the actions were reported to the LegCo as included in the Government Minute in response to the PAC Report No. 63 on 20 May 2015 and the Government Minute in response to the PAC Report No. 63A and No. 64 on 28 October 2015. In short, regarding the 1 500 m^2 expansion area, the CAD has obtained approval of the Property Vetting Committee to use part of the area for its office use. With the assistance from the Government Property Agency, the remaining area has all been taken up by other government departments for official use.

As regards the implementation of the new ATC systems project, ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has

been conducting stringent acceptance tests and comprehensive safety assessment on the new Air Traffic Management System (ATMS) in accordance with international aviation safety management standards and established Government procedures, in order to ensure that the system operation complies with the contract conditions and safety requirements.

With air traffic safety being the paramount concern, both the CAD and the Transport and Housing Bureau have appointed independent consultants to further ensure the safety, reliability, stability and system and staff readiness of the new ATC systems operations. According to the independent consultants' assessment, the ATMS is safe, stable and reliable and in line with good practice in other ATC centres overseas. According to current progress and subject to further review on system and staff readiness by the independent consultant, the new ATMS should be ready for operation by June 2016 to handle live air traffic in a progressive and phased manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7176)

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:

(1) Please advise on the numbers and the respective salaries and allowances of Air Traffic Control Officers I (ATCO I), Air Traffic Control Officers II (ATCO II), Student Air Traffic Control Officers (SATCO), Flight Procedure Designers and Airspace Designers of the Civil Aviation Department (CAD).

(2) Since the publication of the Report No. 63 of the Director of Audit in 2014, please advise on the position of Part 4 of the Report, i.e. the administration of the air traffic control service related charges, overdue charges, as well as the collection of en-route navigation charges.

(3) Please list the names of airlines which involved overdue charges of $250,000 or more and the respective overdue amount.

Asked by: Hon Albert HO Chun-yan (Member Question No. 41)

Reply:

(1) For 2016-17, the notional annual salary cost at mid-point of the ATCO grade at different ranks and the corresponding establishment are tabulated below:

Rank	Notional Annual Mid-point Salary for each post	Establishment (as at 29 February 2016)
ATCO I	$1,309,080	34
ATCO II	$1,013,760	162
ATCO III / SATCO	$441,300	78

There is no breakdown of provision for allowances by individual grades.

Flight procedures and airspace designs are also undertaken by the ATCOs who have completed the specialised training on relevant subjects.

(2) Having taken into account the recommendations concerning the administration of air traffic control service related charges set out in Part 4 of Chapter 4 of the Director of Audit's Report No. 63, the CAD has re-examined the level of the en-route navigation charge (ENC) rate and the revised rate has been implemented on 1 October 2015. The CAD will continue to review the ENC rate in accordance with the Government's established policies and procedures, as well as conduct a review after implementing the ENC level recommended in each fees and charges review so as to ensure that the charge level is conducive to achieving full-cost recovery and adhering to the Government's "user pays" principle.

The CAD has also taken effective follow-up actions to prevent the loss of revenue of the ENC, including demanding banker's guarantees from operators with unsatisfactory ENC payment records, reminding the airline operators of their contractual obligation to pay the ENC and taking legal actions against defaulting airline operators as appropriate.

(3) As at 29 February 2016, nine airline operators have overdue charges of $250,000 or more, with a total of $12.4 million. The CAD has already referred these cases to the Department of Justice to take recovery actions, and therefore cannot disclose the details of the airline operators concerned.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5950)

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:

Has the Government been monitoring the noise level at Ma Wan on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 168)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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)[1]. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Ma Wan include:

---

[1] The NMTS are located at Ma Wan (Park Island), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Tung Chung (Caribbean Coast), Ting Kau (Ma Wan Marine Control Centre), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road).

(a) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

(b) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;

(c) the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, in particular Ma Wan, and reduces the impact of aircraft noise on these areas; and

(d) starting from late March 2014, the CAD no longer allows aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

As regards the impact of the 3RS operation on the noise level at Ma Wan, the aircraft noise impact assessment in the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (The NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project. Under the Environmental Permit issued for the 3RS project, the Airport Authority Hong Kong (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Ma Wan. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5952)

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:

Has the Government been monitoring the noise level at Discovery Bay on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 170)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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)[1]. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website. As aircraft operating into and out of the HKIA do not normally overfly Discovery Bay, the CAD does not have any plan at this stage to install an NMT at that location.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization to alleviate the aircraft noise

[1] The NTMs are located at Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Tung Chung (Caribbean Coast), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road).

impact. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

As regards the impact of the 3RS operation on the noise level at Discovery Bay, the aircraft noise impact assessment under the Environmental Impact Assessment Report approved by the Director of Environmental Protection showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5953)

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:

Has the Government been monitoring the noise level at Tung Chung North on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 171)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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)[1]. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Tung Chung include:

---

[1] The NMTs are located at Tung Chung (Caribbean Coast), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road).

(a) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports; and

(b) starting from late March 2014, the CAD no longer allows aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

As regards the impact of the 3RS operation on the noise level at Tung Chung North, the aircraft noise impact assessment under the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (The NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project. Under the Environmental Permit issued for the 3RS project, the Airport Authority Hong Kong (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Tung Chung. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5954)

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:

Has the Government been monitoring the noise level at Tung Chung South on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 174)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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)[1]. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Tung Chung include:

---

[1] The NMTs are located at Tung Chung (Caribbean Coast), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road).

(a) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports; and

(b) starting from late March 2014, the CAD no longer allows aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

As regards the impact of the 3RS operation on the noise level at Tung Chung South, the aircraft noise impact assessment in the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project. Under the Environmental Permit issued for the 3RS project, the Airport Authority Hong Kong (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Tung Chung. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5956)

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:

Has the Government been monitoring the noise level at Belvedere Garden, Tsuen Wan on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 176)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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)[1]. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Tsuen Wan include:

---

[1] The NMTs are located at Tsuen Wan (Greenview Court, Yau Kom Tau), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Tung Chung (Caribbean Coast), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road).

(a) 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 at reducing the number of aircraft overflying populated areas such as Tsuen Wan, Shatin, Sham Tseng and Tsing Lung Tau;

(b) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

(c) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports; and

(d) starting from late March 2014, the CAD no longer allows aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

As regards the impact of the 3RS operation on the noise level at Tsuen Wan, the aircraft noise impact assessment in the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project. Under the Environmental Permit issued for the 3RS project, the Airport Authority Hong Kong (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Tsuen Wan. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5962)

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:

Has the Government been monitoring the noise level at Kingswood Villas on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 182)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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)[1]. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website. As aircraft operating into and out of the HKIA do not normally overfly Tin Shui Wai (Kingswood Villas), the CAD does not have any plan at this stage to install an NMT at that location.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization to alleviate the aircraft noise impact. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

- End -

[1] The NMTs are located at Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Tung Chung (Caribbean Coast), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road).

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4767)

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:

Did the Civil Aviation Department (CAD) conduct any Search and Rescue Exercise (SAREX) in the previous financial year? If yes, what were the details? If no, what were the reasons? When will the exercise be conducted again to strengthen the CAD's co-operation and co-ordination with other government departments as well as the relevant Mainland and overseas agencies?

Asked by: Hon MA Fung-kwok (Member Question No. 70)

Reply:

To enhance the CAD's capabilities in search and rescue operations in the event of aircraft accidents, the CAD successfully conducted a long range SAREX on 15 December 2015, simulating an aircraft in distress and ditched into the sea at about 50 nautical miles east of Hong Kong. Five search and rescue organisations participated in the exercise, including the CAD, the Hong Kong Garrison of the People's Liberation Army Forces, the Nanhai Rescue Bureau of the Mainland Ministry of Transport, the Government Flying Services and the Hong Kong Observatory.

In accordance with the Standards and Recommended Practices (SARP) published by the International Civil Aviation Organization, the CAD conducts the SAREX from time to time with a view to strengthening co-operation and co-ordination in search and rescue operations between the CAD and the other search and rescue organisations. The exercise also provides qualified air traffic control officers, aircrew and other search and rescue units likely to be involved in such operations with continued training and familiarisation with search and rescue techniques.

The CAD will keep in view the schedule of the next SAREX, taking into account of the training needs of the department and the other relevant organisations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4607)

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:

In view of the global development trend of major airports, an increasing number of commercial flights will change to satellite-based accurate navigation in the approach/departure procedures. However, the Civil Aviation Department (CAD) has yet to take proactive actions to apply this technology and develop more flight paths for aircraft approach or departure in limited airspace. Will the Government inform this Committee of the following:

(1) For the work to refine air traffic operating procedures and improve air traffic control and air navigation facilities, what will be the provision earmarked under the 2016-17 Budget?

(2) Though the Airport Authority Hong Kong has plans to include controllers responsible for "surface control" in its establishment, there has been a great shortage of air traffic control officers. Will the Government inform this Committee whether the CAD will improve the pay package of air traffic control officers or expand the training schemes for local air traffic control officers so as to retain talents; and of the average remuneration of local air traffic control officers in the past three years?

(3) The time-keeping performance of airlines and other aircraft operators is affected by limitations posed by the existing aircraft stands. Will the Government inform this Committee of the provision under the 2016-17 Budget earmarked for facilitating the CAD to monitor the time-keeping performance; and whether the existing air traffic control system has been able to automatically perform the monitoring and statistical work so that no additional provision has to be earmarked under the 2016-17 Budget?

Asked by: Hon Claudia MO (Member Question No. 85)

Reply:

(1) The CAD utilised satellite-based navigation technology and implemented the first set of satellite-based flight procedures at the Hong Kong International Airport (HKIA) in 2006, in line with the roadmap promulgated by the International Civil Aviation Organization with regard to the use of new air navigation technologies. Since then, the CAD has taken heed of the latest satellite-based navigation capability and progressively optimised the design of flight paths and flight procedures, which resulted in enhancement to flight safety and operational efficiency. Currently, satellite-based flight procedures, including approach and departure procedures, are implemented at the HKIA.

In 2016-17, the CAD will continue to implement a number of enhancement measures to improve air traffic management efficiency, including the refinement of air traffic operating procedures to enhance flight safety and air-route capacity of the Hong Kong Flight Information Region (HKFIR). The above work is undertaken by existing staff of the CAD as part of their normal duties under Programme (3), and there are no additional expenses involved.

Regarding improvement of air navigation facilities, the CAD has continued to implement the latest satellite-based technology in enhancing flight tracking capabilities and flight safety. An estimated expenditure of $1.2 million will be incurred in 2016-17. The CAD continues its effort to bring in the latest technology gradually through a replacement plan for the existing air navigation facilities.

(2) The CAD reviews the manpower of air traffic controllers regularly in order to cope with the growth in air traffic at the HKIA as well as within the HKFIR. There are currently 78 Air Traffic Control Officers III (ATCOs III) and Student Air Traffic Control Officers (SATCOs) [training ranks in the Air Traffic Control Officer (ATCO) grade] in the CAD establishment. Majority of ATCO IIIs and SATCOs are undergoing various stage of specialised training for taking up air traffic control duties. To fill anticipated vacancies as a result of retirement in the ATCO grade, the CAD plans to recruit three ATCO IIIs/SATCOs in 2016-17.

The annual salaries in term of notional annual mid-point salary for the ATCO grade at different ranks in the past three years are:

Rank	2013-14 ($)	2014-15 ($)	2015-16 ($)
ATCO I	1,153,800	1,222,560	1,309,080
ATCO II	882,300	934,860	1,013,760
ATCO III/SATCO	402,840	421,800	441,300

(3) The existing scheduling software of the CAD is capable of producing the on-time-performance statistical data of airline operations. Those for general or business aviation operations are calculated manually.

Monitoring of the time-keeping performance of airlines and other aircraft operators are undertaken by the existing CAD staff as part of their normal duties under Programme (3). There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5053)

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:

The Financial Secretary mentioned in paragraph 148 of the 2015-16 Budget Speech that he had "asked all policy bureau to achieve more efficient use of resources through re-engineering and re-prioritising" and "launched the '0-1-1' envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services." Please inform this Committee of the implementation of the "0-1-1" envelope savings programme by the Civil Aviation Department (CAD) in 2015-16 and 2016-17, the services affected by the programme and details of the expenditure involved.

Asked by: Hon SIN Chung-kai (Member Question No. 28)

Reply:

The "0-1-1" envelope savings programme is a fiscal planning tool aimed at achieving more efficient use of public resources through greater efforts in re-engineering and re-prioritisation such that the savings can be re-deployed to the implementation of new or enhanced services. With the provision of safe and efficient air traffic control services being the paramount concern of the CAD, the CAD has implemented the following major measures in order to deliver the target savings in 2016-17:

(a) Savings on maintenance expenses and services as a result of the planned implementation of the new air traffic control (ATC) systems

The new ATC systems have employed advanced technologies with more levels of system resilience to ensure safe, reliable and stable air traffic operations. Besides, some recently commissioned ATC systems are still within the warranty period. System support and maintenance work have been streamlined to improve efficiency and achieve the same level of performance as compared with the existing ATC systems.

(b) Savings on energy savings measures

The CAD has embarked on various energy saving measures including optimization of energy performance of air conditioning systems, streamlining procedures for more efficient use of backup generators to support ATC systems resulting in less consumption of fuel oils, dismantling lighting tubes, and automatically switching office computers to hibernate mode after office hours, etc.

(c) Synergy savings under the operations and maintenance services contract with Electrical and Mechanical Services Trading Fund (EMSTF)

Based on experience gained by EMSTF in operations and maintenance of electrical and mechanical / building services facilities in support of ATC systems and more levels of system resilience, some of the performance requirements have been reviewed and adjusted without adversely impacting the ATC operations.

These measures will not affect the standards of CAD's services to the industry and the public and the savings arising from these measures are sufficient to meet the "0-1-1" target. Indeed, the estimate for the CAD for 2016-17 is higher than that for 2015-16 by 1.6%, reflecting efficiency savings to be achieved through the "0-1-1" programme and new resources allocated to the CAD for delivering new/improved services.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3441)

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:

Regarding "providing information to the Transport and Housing Bureau (THB) for air services negotiations", please inform this Committee of the following:

(1) What information did the Civil Aviation Department (CAD) provide to the THB for air services negotiations in each of the past three years?

(2) Did the information mention, inter alia, the development of civil aviation in our neighbouring places and the development of low-cost carriers (LCC)? If yes, what are the details?

(3) What will be the work details and the estimated expenditure in respect of the above matters in 2016-17?

Asked by: Hon WU Chi-wai (Member Question No. 100)

Reply:

(1) The CAD provided information and statistics regarding airlines' operations on the relevant routes to the THB to facilitate air services negotiations with our aviation partners.

(2) The information which the CAD provided to the THB was primarily information and statistics regarding airlines' operations on the relevant routes.

(3) The CAD will continue to support the THB in air services negotiations by providing the necessary information and statistics on air services to and from Hong Kong. The work involved is undertaken by the existing staff of the Air Services and Safety Management Division as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3442)

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:

In paragraph 148 of the Budget Speech 2015-16, the Financial Secretary mentioned that he had "asked all policy bureaux to achieve more efficient use of resources through re-engineering and re-prioritising." He had "also launched the '0-1-1' envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services." Please advise this Committee on the implementation details of the "0-1-1" envelop savings programme undertaken by the Civil Aviation Department (CAD) in 2015-16, 2016-17 and 2017-18, the services affected and the details of the expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 103)

Reply:

The "0-1-1" envelope savings programme is a fiscal planning tool aimed at achieving more efficient use of public resources through greater efforts in re-engineering and re-prioritisation (R&R) such that the savings can be re-deployed to the implementation of new or enhanced services. With the provision of safe and efficient air traffic control services being the paramount concern of the CAD, the CAD has implemented the following major measures in order to deliver the target savings through 2016-17 to 2017-18:

(a) Savings on maintenance expenses and services as a result of the planned implementation of the new air traffic control (ATC) systems

The new ATC systems have employed advanced technologies with more levels of system resilience to ensure safe, reliable and stable air traffic operations. Besides, some recently commissioned ATC systems are still within the warranty period. System support and maintenance work have been streamlined to improve efficiency and achieve the same level of performance as compared with the existing ATC systems.

(b) Savings on energy savings measures

The CAD has embarked on various energy saving measures including optimization of energy performance of air conditioning systems, streamlining procedures for more efficient use of backup generators to support ATC systems resulting in less consumption of fuel oils, dismantling lighting tubes, and automatically switching office computers to hibernate mode after office hours, etc.

(c) Synergy savings under the operations and maintenance services contract with Electrical and Mechanical Services Trading Fund (EMSTF)

Based on experience gained by EMSTF in operations and maintenance of electrical and mechanical / building services facilities in support of ATC systems and more levels of system resilience, some of the performance requirements have been reviewed and adjusted without adversely impacting the ATC operations.

These measures will not affect the standard of CAD's services to the industry and the public and the CAD plans to continue with its efforts in promoting R&R for achieving efficiency gains under the "0-1-1" programme in 2017-18. Indeed, the estimate for the CAD for 2016-17 is higher than that for 2015-16 by 1.6%, reflecting efficiency savings to be achieved through the "0-1-1" programme and new resources allocated to the CAD for delivering new/improved services.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4658)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in a report of the Director of Audit, the Civil Aviation Department (CAD) was granted funding by the Finance Committee in 2008 to purchase a new generation air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, but the system is not yet fully commissioned, thus impairing the efficiency of the Hong Kong International Airport in handling air traffic. It is mentioned under this Programme that the system will be commissioned in 2016-17. Please inform this Committee whether the CAD has confirmed that all the queries previously raised by different parties, including the CAD staff, about the Autotrac 3 system have been resolved. What measures will be introduced in response to the recommendations in the report of the Director of Audit, and what will be the expenditure involved for such measures?

Asked by: Hon WU Chi-wai (Member Question No. 29)

Reply:

The CAD accepts the recommendations made by the Audit Commission regarding the administration of the air traffic control and related services. The CAD has accordingly taken follow-up actions as appropriate. Details of the actions were reported to the Legislative Council as included in the Government Minute in response to the PAC Report No. 63A and No. 64 on 28 October 2015.

Ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has conducted stringent acceptance tests and comprehensive safety assessment on the new ATC systems in accordance with international aviation safety management standards and established Government procedures, to ensure that the systems operation is in compliance with the contract conditions and safety requirements. Seven out of the eight major systems of the new ATC systems have been put into use by phases since 2013. For the remaining Air Traffic Management System (ATMS), all the acceptance test events have been completed in September 2015 in accordance with the requirements

specified in the contract. The CAD is generally satisfied with the test results with all outstanding priority items addressed by the system supplier.

With air traffic safety being paramount concern, both the CAD and the Transport and Housing Bureau have appointed independent consultants to further ensure the safety, reliability, stability and system and staff readiness of the new ATC systems operations. According to the independent consultants' assessment, the ATMS is safe, stable and reliable and in line with good practice in other ATC centres overseas. According to current progress and subject to further review on system and staff readiness by the independent consultant, the new ATMS should be ready for operation by June 2016 to handle live air traffic in a progressive and phased manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4687)

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:
Regarding the provision of support for the negotiation and implementation of Hong Kong's air services agreements under this Programme, please advise this Committee of the following:

(1) What were the ports added or suspended in each of the past three years by type of traffic right?

(2) What are the number of ongoing negotiations on air services agreements and their details as of December 2015?

Asked by: Hon WU Chi-wai (Member Question No. 101)

Reply:

(1) Every year, ports are being added or suspended subject to an airline's network planning and market strategy. In the past three years, the number of new and suspended ports is tabulated as follows. It should be noted that a decision to add or suspend ports may not be related to the availability of traffic rights, and may be due to airlines' commercial considerations.

New Ports

Type of traffic right	2013	2014	2015
Third/Forth freedom[1]	1. Da Nang 2. Guadalajara 3. Hohhot 4. Hulunbeier 5. Irkutsk	1. Calgary 2. Huangshan 3. Indianapolis 4. Kagoshima 5. Mexico City	1. Boston 2. Changzhou 3. Cheongju 4. Davao 5. Detroit

[1] In respect of scheduled international air services, third/fourth freedom right refers to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first Party, traffic coming from or destined to the home state/region of the carrier.

	6. Mahe Island 7. Wuyishan 8. Yangon	6. Minneapolis 7. Udon Thani 8. Washington 9. Xishuangbanna 10. Yekaterinburg	6. Dusseldorf 7. Hiroshima 8. Kalibo 9. Krabi 10. Kumamoto 11. Lanzhou City 12. Luoyang 13. Miyazaki 14. Nha Trang 15. Stockholm 16. Xining 17. Yiwu
Fifth freedom[2]	1. Chittagong 2. Lagos 3. Muscat 4. Vienna 5. Yerevan		1. Ashgabat 2. Beirut 3. Hahn 4. Maastricht 5. Turkmenbashi
Total:	13	10	22

Suspended Ports

Type of traffic right	2013	2014	2015
Third/Forth freedom	1. Boston 2. Cheongju 3. Denver 4. Detroit 5. Hahn 6. London Gatwick 7. Lanzhou City 8. Shenzhen 9. Urumqi	1. Charleston 2. Hulunbeier 3. Islamabad 4. Kalibo 5. Luoyang 6. Moscow Vnukovo 7. Stockholm	1. Karachi 2. Krasnoyarsk 3. London Stansted 4. Minneapolis 5. Yichang
Fifth freedom	1. Cairo	1. Beirut 2. Kabul 3. Komatsu 4. Kozhikode 5. Tbilisi 6. Thiruvananthapuram 7. Yerevan	1. Ciudad del Este 2. Lagos 3. Milan Bergamo
Total:	10	14	8

[2] In respect of scheduled international air services, fifth freedom rights refer to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first State, traffic coming from or destined to a third Party.

(2) The Government has been progressively liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. As of December 2015, Hong Kong has signed Air Services Agreements with 64 aviation partners. We shall seek to further liberalise existing air services agreements / arrangements and to negotiate new air services agreements / arrangements with other aviation partners as opportunities arise.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4688)

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:

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

(1) the number of air traffic control staff estimated to be recruited this year (including the respective numbers of these recruits for filling the vacancies from officers leaving the service and for new posts created to cope with the increasing workload) and the expenditure involved;

(2) the attrition rate of the Student Air Traffic Control Officers (SATCO) recruited in each of the past three years (2013-14, 2014-15 and 2015-16) (please provide a breakdown by the number of recruits and year); and

(3) the differences between the conditions of service for the Air Traffic Control Officer II (ATCO II) recruited from overseas and promoted locally in the past two years (2014-15 and 2015-16), and the ratio of local and overseas staff at the rank of ATCO II and higher ranks.

Asked by: Hon WU Chi-wai (Member Question No. 102)

Reply:

(1) To fill anticipated vacancies as a result of wastage in the Air Traffic Control Officer (ATCO) grade, the Civil Aviation Department (CAD) plans to recruit three ATCO IIIs/SATCOs in 2016-17. The expenditure involved in terms of notional annual mid-point salary value is $1.3 million.

(2) In the past three years, a total of 29 SATCOs were appointed to fill vacancies in the ATCO grade (all in 2013-14). Two officers subsequently resigned, representing 6.9% of the 29 SATCOs recruited.

(3) The CAD has not recruited any ATCO II from overseas in the past two years (2014-15 and 2015-16). The salary scale for the ATCO II is the same regardless of whether they are local or expatriate officers. At present, the CAD has eight officers on overseas agreement terms and 148 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II is 1:18.5.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2876)

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

Question:

1. Please list out the number of applications for refund/exemption of Air Passenger Departure Tax (APDT) in each year by reasons of making applications, as well as the amount involved.

2. In the past three years, with regard to the efforts in monitoring the refund of APDT from airline operators to persons buying air tickets but not departing Hong Kong eventually, has the Civil Aviation Department (CAD) discovered any cases where operators gave false information and did not actually make refund to passengers?

3. As the CAD will strengthen the monitoring work during the year, please provide the estimated funding and manpower resources involved, as well as the increase over the resources required in 2015-16.

Asked by: Hon CHAN Kam-lam (Member Question No. 10)

Reply:

1. The number of applications for refund/exemption of Air Passenger Departure Tax (APDT) and the amount involved in the past three years are tabulated as follows –

Reasons for applying for APDT refund/ exemption [(1)]	Number of applications		
	2013	2014	2015 [(2)]
(1) Transit and transfer passengers	12 951	14 824	16 290
(2) Officials of international organisations, consuls, consular staff and members of their families forming part of their households	3 306	2 998	2 373
(3) Passengers under 12 years of age	1 023	648	470

(4) Passengers departing from Hong Kong by aircraft being used for diplomatic or ceremonial, etc. purposes of the government of any country	480	456	320
(5) Others[3]	85	49	50
Total	**17 845**	**18 975**	**19 503**
Amount involved in successful applications for APDT refund/exemption ($)	2,137,080	2,266,560	2,328,000

Note (1): Since most of the passengers eligible for exemption from APDT are not required to pay APDT in the first place when they purchase the air tickets, there is no need for such passengers to apply for APDT refund/exemption.

Note (2): Provisional figures subject to adjustments.

Note (3): Mainly Mainland passengers who arrive at the SkyPier via the sea route for the purpose of transferring to an aircraft that departs from Hong Kong.

2. Section 14(1) of the Air Passenger Departure Tax Ordinance (the Ordinance) (Cap. 140) stipulates that the APDT paid to an operator by a passenger who does not depart by air from Hong Kong on the occasion in respect of which he has paid APDT, shall be refunded by the operator. CAD has all along been reminding airlines that they are required to make full refund of APDT to the passengers concerned under the above circumstances, and that no charge shall be imposed for the APDT refund. Since early 2016, CAD has required airlines to furnish information on the number of passengers who have paid APDT but do not depart from Hong Kong, so as to strengthen the monitoring of airlines in making APDT refund to the passengers concerned free of charge.

3. Monitoring the collection of APDT by airlines is part of the regular duties of CAD staff under Programme (6) "Air Passenger Departure Tax Administration". There are six staff involved in the monitoring of the collection of APDT under the programme concerned. CAD will absorb the work of enhanced monitoring from within its existing manpower and resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0134)

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

Question:

The Civil Aviation Department (CAD) will require operators to furnish information on persons buying air tickets but not departing Hong Kong eventually, so that it can strengthen the monitoring of the arrangement on Air Passenger Departure Tax refund. Has the Government detected any loopholes in this respect that have to be plugged?

Asked by: Dr Hon LAU Wong-fat (Member Question No. 3)

Reply:

Section 14(1) of the Air Passenger Departure Tax Ordinance (the Ordinance) (Cap. 140) stipulates that the Air Passenger Departure Tax (APDT) paid to an operator by a passenger who does not depart by air from Hong Kong on the occasion in respect of which he has paid APDT, shall be refunded by the operator.

CAD has all along been reminding airlines that they are required to make full refunds of APDT to the passengers under the above circumstances, and that they are not allowed to impose any charge for the APDT refund. Since early 2016, CAD has required airlines to furnish information on the number of passengers who have paid APDT but do not depart from Hong Kong, so as to strengthen the monitoring of airlines in making APDT refund to the passengers concerned free of charge. CAD has also issued letters to the Board of Airline Representatives in Hong Kong (the Board) and individual airlines which are not members of the Board, reminding them of the relevant statutory requirements.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3139)

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

Question:

The Consumer Council pointed out on 15 October last year that the Civil Aviation Department (CAD) had no mechanism to monitor the refund arrangement for the Air Passenger Departure Tax (APDT), and that some airlines even imposed an administration fee on passengers for APDT refunds. As the CAD will continue to monitor the collection of the APDT, will the Government inform this Committee of:

(a) the estimated expenditure of the work in 2016-17;

(b) the number and rank of the officers responsible for the work;

(c) the specific work plan of these officers, and whether clear guidelines on refund and penalties for contraventions will be set out;

(d) the progress or timetable of the work in 2016-17;

(e) the basis for calculating the rate of administration fees currently payable to airlines, helicopter companies and other agents in connection with the collection of the APDT;

(f) the amount of administration fees payable by the Government in the past five years and the estimated expenditure involved in 2016-17; and

(g) the way in which the Government will review the rate of administration fees.

Asked by: Hon SIN Chung-kai (Member Question No. 80)

Reply:

(a) & (b) Monitoring the collection of APDT by airlines is part of the regular duties of CAD staff under Programme (6) "Air Passenger Departure Tax Administration". There are six staff involved in the monitoring of the collection of APDT under the programme concerned.

(c) & (d) CAD has all along been reminding airlines that APDT paid to an airline by a passenger who does not depart by air from Hong Kong on the occasion in respect of which he has paid APDT, shall be refunded in full by the airline under section 14(1) of the Air Passenger Departure Tax Ordinance (the Ordinance) (Cap. 140) without imposing any charges on the passengers concerned for the APDT refund. CAD has required airlines to provide the relevant information so as to facilitate the monitoring of airlines in making APDT refund to the passengers concerned free of charge. CAD will maintain communication with the trade to follow up on the Consumer Council's recommendations.

(e), (f) & (g) Under the Ordinance, airlines and helicopter companies are required to collect APDT from departing passengers and handle APDT refund on behalf of the Governm ent, while the Government will pay administration fees to the relevant companies in regard to every passenger who has paid APDT. The level of administration fees is determined based on the costing information provided by the companies concerned. Besides, CAD has set up an Air Passenger Departure Tax Counter at the Hong Kong International Airport, where a contractor, to whom service fees are paid by the Government, processes applications for exemption and refund of APDT. The service concerned is acquired through open tender procedures, and the service fees are based on the tender results.

The estimated expenditure for the administration fees paid to the relevant companies in regard to APDT in 2016-17 is $62.95 million. The expenditure in the past five years (2011-12 to 2015-16) is tabulated below:

Year	Expenditure ($ million)
2011-12	46.78
2012-13	49.24
2013-14	54.17
2014-15	57.14
2015-16 (revised estimate)	60.42

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0736)

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

Question:

It is mentioned in the Estimates that the Civil Aviation Department (CAD) will "continue to review the Hong Kong Aviation Security Programme in the light of international standards and relevant considerations." Please advise on the resources earmarked this year for conducting the review.

Asked by: Hon CHAN Kam-lam (Member Question No. 29)

Reply:

The CAD always keeps abreast of the latest international aviation security standards and reviews the Hong Kong Aviation Security Programme as appropriate to ensure that Hong Kong's aviation security is in compliance with the international requirements. The aforesaid work is part of the regular duties under Programme (2) Airport Standards. There is no specific breakdown of expenditure for such work.

- End -