

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

Head: 28 Civil Aviation Department Subhead:

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the number of inspections conducted in every airport every year and their main purposes. Are there any random surprise inspections? If so, what is the number? If not, what are the reasons?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Hong Kong International Airport (HKIA) is the only licenced aerodrome in Hong Kong. In 2007, CAD conducted 225 inspections on the HKIA including 170 random surprise inspections. The main purpose of these inspections is to monitor the performance of the aerodrome licence holder (i.e. the Airport Authority) in aerodrome safety and aviation security so as to ensure that its operations comply with all relevant international and local airport safety and aviation security standards.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 17.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

How much resources have been earmarked by the Civil Aviation Department for monitoring the construction of new facilities in the airport?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Airport Authority (AA) is responsible for planning as well as coordinating with its business partners the development of new facilities at the Hong Kong International Airport. For those facilities undertaken by AA, the AA is responsible for monitoring the construction of such facilities. The role of the Airport Standards Division of the Civil Aviation Department is to monitor the AA's performance in aerodrome safety and aviation security, including the safety and security implications of the facilities on airport operations. The resources required are primarily staff costs and related operating expenses. They are part of the overall provision under Head 28 Civil Aviation Department Programme (2) (\$33.5 million for 2008-09 (Estimate)), but we do not have a breakdown of the provision that relates to such monitoring work.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 19.3.2008

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

Head: 28 Civil Aviation Department

Subhead:

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In 2008-09, the Civil Aviation Department will monitor aircraft noise and flight routes, and implement the noise abatement programme. Please provide:

- (a) the number of cases where aircraft noise level exceeded the standard during landing and take-off from 2004-05 to 2006-07;
- (b) the details of and timetable for implementing the noise abatement programme; and
- (c) the expenditure incurred.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The Schedule to the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) stipulates that all subsonic jet aircraft landing and taking off in Hong Kong shall comply with the standards of noise in Chapter 3 of Volume I Part II of Annex 16 to the Convention on International Civil Aviation. There have been no cases of contravention since the enactment of the requirement in 2002.
- (b) As an ongoing effort, the Civil Aviation Department (CAD) will continue to monitor aircraft noise and flight routes round the clock through the Aircraft Noise and Flight Track Monitoring System (the System). The System comprises 16 noise monitors installed near the landing and take-off paths at the Hong Kong International Airport. CAD will also continue to implement the noise abatement programme through design of flight paths, landing and take-off procedures, and prohibition of aircraft which cannot meet international standards to minimise the nuisance caused by aircraft noise.
- (c) The estimated annual staff cost involved is about \$2.3 million. The recurrent repair and maintenance cost of the System is about \$1.6 million per year.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 19.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In 2008-09, what will be the expenditure involved in reviewing the policy on the avoidance of fatigue in aircrews? Please provide further information such as the implementation timetable and roadmap, etc.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

On the policy on the avoidance of fatigue in aircrews, the Civil Aviation Department (CAD) has published detailed guidelines requiring Hong Kong airlines to establish flight time limitations (FTL) schemes for their crew members (including flight crews and cabin crews) in accordance with the standards and recommended practices promulgated by the International Civil Aviation Organization. The FTL schemes should ensure that crew members have adequate rest so that they can perform their duties effectively. CAD conducts flight inspections and documentation checking to ensure compliance by airlines with the associated FTL requirements. In addition, Hong Kong airlines are required to file with CAD reports of crew fatigue incidents.

In the light of the operational experience with the introduction of new and longer range aircraft types for ultra-long haul flights, we need to review the FTL provisions from time to time. The FTL working group, chaired by CAD and comprising CAD's appointed medical assessors and representatives of airline pilot associations, flight attendant associations and airlines, meets regularly to review the policy and to update the guidelines on the avoidance of fatigue in aircrews.

The above work is undertaken by CAD's existing staff as part of their normal duties under Programme (1). There is no separate breakdown on the manpower and expenditure involved for this particular duty.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 20.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Is it possible to explain the reasons for the re-scheduling of two inspections of local maintenance organizations to 2008?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The reasons for re-scheduling two local maintenance organization inspections from 2007 to 2008 are as follows :

1. As a result of a delay in the opening of a new maintenance facility by the maintenance organisation concerned, the inspection originally planned for November 2007 was postponed to February 2008.
2. Due to the unavailability of the aircraft concerned at the time of the scheduled inspection in December 2007, a combined aircraft and maintenance organization inspection of the organisation concerned was postponed to mid January 2008. The combined inspection comprises a review and examination of the associated maintenance procedures and is one that requires an aircraft undergoing maintenance to be present at the maintenance facility for inspection.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 18.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Is it possible to reveal the content of the Universal Safety Oversight Audit Programme of the International Civil Aviation Organization and the estimated expenditure involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The International Civil Aviation Organization (ICAO) established the Universal Safety Oversight Audit Programme (USOAP) in January 2005. Under USOAP, ICAO will conduct comprehensive on-site audits on all Contracting States to ensure that their safety oversight systems comply with international standards regarding operation and airworthiness of aircraft, airport, personnel licensing, etc.

According to the work plan of USOAP, the audit team will visit Hong Kong in 2009 to conduct a comprehensive system audit of our civil aviation system.

The estimated cost of the audit to be borne by the Civil Aviation Department (CAD) is around \$400,000. All other related tasks will be undertaken by CAD's existing staff as part of their normal duties and there is no separate breakdown on the expenditure involved.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 17.3.2008

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

Head: 28 Civil Aviation Department

Subhead:

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the studies (including in-house studies or those entrusted to consultants) conducted by the Department for the purposes of formulating and assessing policies, please provide the relevant information in the following format:

- (1) For those consultancy studies that have been earmarked funds in 2007-08, please provide information in the following format :

Name of Consultant (if any)	Content	Revised Estimates (\$)	Progress of Studies (under planning / in progress / completed)	The follow-ups taken by the Administration on the study reports and their progress (if any)	If completed, have they been released to the public? If yes, through which channels? If no, what are the reasons?

- (2) Are there any funds earmarked for conducting consultancy studies in 2008-09? If yes, please provide the following information :

Name of Consultant (if any)	Content	Expenditure (\$)	Progress of Studies (under planning / in progress / completed)	Will the studies be released to the public if they are expected to be completed in the 2008-09 financial year? If yes, through which channels? If no, what are the reasons?

Asked by: Hon. EU Yuet-mee, Audrey

Reply:

The Civil Aviation Department has not earmarked any funds in 2007-08 and 2008-09 to conduct consultancy studies for the purposes of formulating and assessing policies.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 18.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Budget emphasizes that as an international and regional aviation hub, Hong Kong has to improve its competitiveness. However, the enhancement of our runway capacity has been slow and it will only be increased from 54 movements/hour to 58 movements/hour in 2009, and then to 68 movements/hour not until 2015. The Guangzhou Baiyun International Airport, our neighbouring competitor, has decided to commence the construction of a third runway next year. By 2010, its runway capacity will reach 106 movements/hour during peak hours while Shenzhen's will be 63 movements/hour. Will the Administration consider allocating additional resources to expedite the slow enhancement of the runway capacity at the Hong Kong International Airport so that it will be increased to 68 movements/hour by 2011 instead of 2015? If not, what are the reasons?

Asked by: Hon. CHENG Jinghan, Albert

Reply:

Following the Government's pledge in May 2007 that it would increase the runway capacity at the Hong Kong International Airport (HKIA) to 58 movements per hour in 2009, the 2008-09 Budget mentions that with the support of the Airport Authority (AA) and the industry, we are confident that the capacity of the existing runways can be gradually increased to 68 aircraft movements per hour by 2015. In other words, we need not wait until 2015 to increase the runway capacity beyond 58 movements per hour.

The operating environment of the HKIA is unique, with high terrains together with a complicated and restrictive airspace surrounding the airport. Despite these constraints, we aim to further increase the runway capacity to 62 movements per hour by 2011 and to 68 movements per hour by 2015. We have worked out this timeline after taking into account the time required to introduce a wide range of improvement measures, the need for all concerned parties to be properly trained and get used to the new procedures, the need for the Civil Aviation Department to conduct detailed assessments to confirm the safety of the new measures, and the 12-month period, i.e. 6 months before and 6 months after the commissioning of the new Air Traffic Control Centre (expected to be in end 2012), during which the operational procedures should remain unchanged to ensure safe air traffic operations throughout the transition. There is no room for compressing the timeline

without compromising aviation safety.

We also stand ready to consider if the target runway capacity of 68 movements per hour can be further increased when our ongoing liaison with the civil aviation authorities of the Mainland and Macao results in an improvement in the use of airspace and the co-ordination of air traffic management in the Pearl River Delta region.

As mentioned in the 2008-09 Budget, the AA intends to start within 2008 the engineering and environmental feasibility studies on the proposal of building a third runway at the HKIA. The runway capacity will be further increased if the third runway is built.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 26.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

During 2008-09, the Civil Aviation Department will review the policy on the avoidance of drug and alcohol abuse in personnel holding aviation safety-sensitive posts. Among such personnel, how many of them were involved in drug and alcohol abuse at their posts in 2005-06, 2006-07 and 2007-08? What are the specific details of the review?

Asked by: Hon. LAU Kin-yee, Miriam

Reply:

Hong Kong airlines are required to file with the Civil Aviation Department (CAD) reports of drug or alcohol abuse incidents. In the past three financial years, CAD has not received any report of drug or alcohol abuse by personnel holding aviation safety-sensitive posts.

According to Annex 1 to the Convention on International Civil Aviation, holders of licences (including flight crews and air traffic controllers) shall not exercise the privileges of their licences while under the influence of any psychoactive substance (including alcohol and psychostimulants) which might render them unable to safely and properly exercise their privileges. Furthermore, in accordance with the Air Navigation (Hong Kong) Order 1995 (Cap 448C), a person shall not, when acting as a member of the crew of any aircraft, be under the influence of drink or a drug to such an extent as to impair his capacity so to act.

To ensure compliance with the requirements, CAD, in consultation with its appointed medical assessors and representatives of airlines and pilots, reviews the implementation of the policy from time to time and is now considering the publication of a Code of Practice to prevent drug and alcohol abuse by personnel holding aviation safety-sensitive posts.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 20.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the 2008-09 Budget that the Administration will increase the capacity of the two existing runways of the Hong Kong International Airport progressively from the present 54 movements per hour to 58 movements per hour in 2009 and to 68 movements per hour by 2015. In this regard, will the Administration deploy additional air traffic management staff in the 2008-09 financial year? If so, please provide the number of additional staff and the amount of financial provision involved.

Asked by: Hon. HO Chung-tai, Raymond

Reply:

In 2008-09, eight additional posts of air traffic management staff will be created to undertake the related work. The annual staff cost, in terms of notional annual mid-point salary value, is \$6.2 million.

It is envisaged that we would need additional air traffic management posts to cope with the workload upon the increase in the runway capacity to 68 movements per hour by 2015. We are working out the required manpower resources which will be sought through the established procedures.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 26.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

There will be an increased provision of \$12.4 million (4.2%) to fill job vacancies and to create 19 posts in 2008-09. Please provide a breakdown of the new posts specifying the ranks, job duties and the salaries.

Asked by: Hon. YOUNG Howard

Reply:

The information on the 19 posts to be created in 2008-09 is set out below:

10 Air Traffic Control Officer II

The ten posts will provide the necessary manpower support for the new Civil Aviation Department (CAD) building project team and will be responsible for the planning and design of the operational requirements of the new air traffic control system; testing and evaluation of the new systems; designing and evaluating new operating procedures; and conducting conversion training to existing controllers. The annual staff cost, in terms of notional annual mid-point salary value, is \$7.5 million.

4 Air Traffic Control Officer II

The four posts will be responsible for manning a new Departure Upper control position to cope with the increasing traffic in the Hong Kong Terminal Control Area. The annual staff cost, in terms of notional annual mid-point salary value, is \$3.0 million.

1 Senior Operations Officer and 1 Operations Officer

The two posts will be responsible for designing and developing new flight procedures and reviewing the existing procedures for aircraft operations in the Hong Kong Flight Information Region. The officers will also conduct study and simulation of traffic for enhancing air traffic management efficiency and capacity. The annual staff cost, in terms of notional annual mid-point salary value, is \$1.6 million.

1 Senior Operations Officer and 1 Operations Officer

The two posts are needed to strengthen Safety Management System support and will be responsible for establishing safety policies, implementing safety procedures, overseeing air traffic control operations and training, ensuring compliance with regulatory requirements, conducting internal audits, safety assessment and incident investigation. The annual staff cost, in terms of notional annual mid-point salary value, is \$1.6 million.

1 Assistant Information Officer

The post is needed to strengthen the support of the department's Public Relations Office which is at present staffed only by one Senior Information Officer. The annual staff cost, in terms of notional annual mid-point salary value, is \$0.3 million.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 18.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that the department will develop implementation plans and procure equipment for the study and trials of the satellite-based Communications, Navigation, Surveillance / Air Traffic Management (CNS/ATM) Systems during 2008-09. What are the plans and how much resources will be allocated?

Asked by: Hon. YOUNG Howard

Reply:

The implementation plan of the International Civil Aviation Organization (ICAO) for satellite-based CNS/ATM Systems is an evolving programme that is reviewed from time to time, taking into account global developments on new technology. The Civil Aviation Department will plan and acquire relevant system components with reference to the latest implementation requirements as specified by ICAO. The implementation plan in 2008-09 is as follows –

- (a) Arrival Metering and Sequencing System – its operational trial will start in April 2008;
- (b) Advanced Surface Movement Guidance and Control System – its operational trial will commence in May 2008; and
- (c) Pre-Departure Clearance via 2-way data link – trials are being conducted with various airlines and the system will be put into operational use in June 2008.

The expenditure required for the CNS/ATM Systems in 2008-09 is estimated to be \$37 million.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 20.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In 2008-09, the department will continue to monitor the allocation of runway slots and time-keeping performance of airlines in the light of expected traffic growth. What is the concrete plan and the resources involved?

Asked by: Hon. YOUNG Howard

Reply:

In 2008-09, the Civil Aviation Department (CAD) will continue to monitor the allocation of runway slots and the time-keeping performance of airlines, with a view to maintaining an orderly flow of traffic in and out of the Hong Kong International Airport (HKIA). Apart from the day-to-day monitoring work, the overall situation of slots usage and time-keeping performance of airlines at the HKIA will be reported regularly to the Scheduling Advisory Committee chaired by the Deputy Director-General of Civil Aviation and comprising representatives from airlines and the Airport Authority for review and appropriate follow-up actions. The above work is undertaken by CAD's existing staff as part of their normal duties under Programme (5). There is no separate breakdown on the resources involved in relation to such monitoring work.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 26.3.2008

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

Head: 28 Civil Aviation Department

Subhead:

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details of the resources allocated and schedules of taking forward necessary statutory procedures for the development of heliports.

Asked by: Hon. YOUNG Howard

Reply:

To enhance cross-boundary helicopter services, the existing heliport at the rooftop of the Macau Ferry Terminal at Sheung Wan will be expanded. A tenancy agreement was awarded to a heliport operator in early 2007 for the expansion and the operation of the heliport from July 2007 and the expansion works are scheduled for completion in mid 2009. The heliport operator intends to apply for an aerodrome licence in accordance with the Air Navigation (Hong Kong) Order 1995 (the Order) so that scheduled services will be allowed at the heliport. The Civil Aviation Department (CAD) is discussing with the heliport operator the requirements for the grant of the licence and will process the application in accordance with the provisions of the Order once received.

The above work is undertaken by CAD's existing staff as part of their normal duties under Programme (2) and Programme (5). There is no separate breakdown on the manpower and expenditure involved.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 26.3.2008

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

Head: 28 Civil Aviation Department

Subhead:

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration will monitor the noise and flight tracks of aircraft operating to and from the Hong Kong International Airport in 2008, and implement the noise abatement programme. Please provide the details of the related tasks and the estimated expenditure involved.

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

In 2008-09, the Civil Aviation Department (CAD) will continue to monitor aircraft noise and flight routes round the clock through the Aircraft Noise and Flight Track Monitoring System (the System). The System comprises 16 noise monitors installed near the landing and take-off paths at the Hong Kong International Airport. CAD will also continue to implement the noise abatement programme through design of flight paths, landing and take-off procedures, and prohibition of aircraft which cannot meet international standards to minimise the nuisance caused by aircraft noise.

The estimated annual staff cost involved is about \$2.3 million. The recurrent repair and maintenance cost of the System is about \$1.6 million per year.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 19.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In 2008-09, what are the preparatory works for the Universal Safety Oversight Audit Programme of the International Civil Aviation Organization (ICAO)? Please provide details of the schedule for implementing the programme and the resources involved.

Asked by: Hon. YOUNG Howard

Reply:

The International Civil Aviation Organization (ICAO) established the Universal Safety Oversight Audit Programme (USOAP) in January 2005. Under USOAP, ICAO will conduct comprehensive on-site audits on all Contracting States to ensure that their safety oversight systems comply with international standards regarding operation and airworthiness of aircraft, airport, personnel licensing, etc.

According to the work plan of USOAP, the audit team will visit Hong Kong in 2009 to conduct a comprehensive system audit of our civil aviation system.

To prepare for the coming audit, the Civil Aviation Department (CAD) has established a working group to coordinate the review and updating of the existing safety oversight systems to ensure their compliance with the latest applicable ICAO standards and recommended practices.

The estimated cost of the audit to be borne by CAD is around \$400,000. All other related tasks will be undertaken by CAD's existing staff as part of their normal duties and there is no separate breakdown on the expenditure involved.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 20.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Security

Question:

During 2008-09, what will be the expenses incurred and manpower allocated to implement the Hong Kong Civil Aviation Security Training Programme in accordance with Annex 17 of ICAO on aviation security?

Asked by: Hon. YOUNG Howard

Reply:

The Hong Kong Civil Aviation Security Training Programme (HKCASTP) sets out the training standards and requirements that airport operators, aircraft operators, aircraft catering supplies and stores operators, and other relevant organisations are required to meet in training their personnel involved with or responsible for the implementation of the Hong Kong Aviation Security Programme. The Airport Standards Division of the Civil Aviation Department (CAD) is responsible for developing, implementing and maintaining the HKCASTP, and monitoring the compliance of such operators and organizations with the HKCASTP through security audits and inspections which are conducted on a regular basis. The above work is undertaken by CAD's existing staff as part of their normal duties under its Airport Standards Programme. There is no separate breakdown on the expenses incurred and manpower allocated for this particular duty.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 20.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

During 2008-09, the Department will monitor airfield enhancement works at the HKIA, including the design and construction of new taxiways, additional parking stands and remote terminal concourse to ensure these new facilities meet aerodrome licensing standards. How much provision will be allocated for the enhancement works?

Asked by: Hon. YOUNG Howard

Reply:

The Hong Kong International Airport (HKIA) is operated by the Airport Authority (AA) under an aerodrome licence issued by the Civil Aviation Department (CAD). The airfield enhancement works at the HKIA are funded by the AA, so no allocation of provision is required under Head 28 CAD. The CAD is responsible for monitoring such works to ensure that the new facilities will meet aerodrome licensing standards.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 19.3.2008

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

Head: 28 Civil Aviation Department Subhead:

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details and resources involved to refine the air traffic control procedures and effect improvement to facilities, with a view to promoting flight safety and operational efficiency and enhancing the capacity of the air traffic control systems?

Asked by: Hon. YOUNG Howard

Reply:

Regarding the refinement of the air traffic control procedures, the Civil Aviation Department (CAD) will study and devise means to increase the handling capacity of the existing air traffic control system. The objective is to develop an airspace management plan which encompasses re-designed arrival and departure route structures, air traffic control operating procedures, airspace sectorisation and utilisation so as to achieve high capacity operations in a progressive, safe and orderly manner. One Senior Operations Officer and one Operations Officer posts will be created in 2008-09 to cope with the increased workload on design and development of new flight procedures and review of the existing procedures for aircraft operations in the Hong Kong Flight Information Region. The estimated annual staff cost of these two posts, in terms of notional annual mid-point salary value, is \$1.6 million.

As regards improvement to facilities, the software of the existing air traffic control facilities will be modified and the system database will be updated so as to provide additional radar control positions. The estimated expenditure for the improvement facilities is \$9.6 million.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 26.3.2008