

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

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

THB(T)002

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

Question Serial No.

0264

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In paragraph 16 of Detail, it is mentioned under Matters Requiring Special Attention in 2009-10 that the Department will “recruit and train up more air traffic control staff to meet air traffic services demand”. Please provide the specific details of the number of staff to be recruited and the training involved.

Asked by: Hon. HO Chung-tai, Raymond

Reply:

In 2009-10, the Civil Aviation Department plans to recruit 24 Student Air Traffic Control Officers (SATCO) and six Air Traffic Flight Services Officers III (ATFSO III). All SATCO and ATFSO III will be given similar courses on elementary aviation training followed by professional air traffic control training. SATCO will have to undergo a much longer training process, including basic flying training, specialised air traffic control courses plus on-the-job training, and have to pass the required examinations in order to be qualified as fully-fledged air traffic control officers. The entire process takes about five to six years on average.

Signature _____

Name in block letters _____ NORMAN LO _____

Post Title _____ Director-General of Civil Aviation _____

Date _____ 16.3.2009 _____

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

THB(T)003

Question Serial No.

0486

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department mentions that during 2009-10, it will monitor airfield enhancement works at the Hong Kong International Airport, including the north satellite concourse and the additional terminal concourse, parking stands and associated taxiway system in the mid-field of the Airport to ensure that these new facilities meet aerodrome licensing standards. Please advise this Committee of:

- (a) the schedule of the enhancement works, including the commencement and completion dates of the works;
- (b) the expenditure involved for the works; and
- (c) any possible increase or decrease in the works expenditure as a result of the financial tsunami.

Asked by: Hon. LAM Kin-fung, Jeffrey

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 CAD is responsible for monitoring the airfield enhancement works at the HKIA to ensure that these new facilities meet aerodrome licensing standards.

According to the AA, construction of the north satellite concourse started in March 2007 and is scheduled for completion by December 2009. Development of the mid-field area will be undertaken in phases, with phase one (which includes the conceptual design for a passenger concourse and the construction of eight operational remote stands) starting in early 2010 and ending by the second quarter of 2011. Other phases of the mid-field development are still being studied by the AA. These works are funded by the AA and no resources are earmarked under Head 28.

Signature _____

Name in block letters _____

NORMAN LO

Post Title _____

Director-General of Civil Aviation

Date _____

16.3.2009

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

THB(T)004

Question Serial No.

0487

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that during 2009-10, 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 advise:

- (a) What kind of work is involved in the co-ordination?
- (b) What is the progress of the co-ordination? In particular, is there a division of labour already? Has it enhanced the aircraft movements in the region?
- (c) Will any expenses be incurred?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The co-ordination of CAD with the neighbouring ACCs mainly involves:
 - (i) the study and implementation of short-term measures to improve air traffic control (ATC) within the area; and
 - (ii) the development of a medium to long-term plan to optimise the airspace and air traffic management in the region.
- (b) The co-ordination has made steady progress. Through the joint efforts of the relevant ATC units, improvements were made on flight level allocation and flight delays were reduced last year. As regards the medium to long-term airspace and air traffic management planning, the ACCs concerned have established a special working group to further develop and follow up the long-term airspace enhancement measures. Currently, the civil aviation authorities concerned are continuing to be responsible for handling air traffic within their respective airspace. In future, air traffic in the PRD region will be managed under the principles of joint airspace planning, use of common standards and harmonized flight procedure design in accordance with the long-term airspace plan. At present, our target remains to be to gradually increase the capacity of the existing runways to 68 aircraft movements per hour by 2015. We stand ready to consider if the target can be further increased when our ongoing liaison with the civil aviation authorities of the Mainland and Macao results in further improvement in the use of airspace and the co-ordination of air traffic management in the PRD region.

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

Signature _____

Name in block letters _____ NORMAN LO _____

Post Title _____ Director-General of Civil Aviation _____

Date _____ 16.3.2009 _____

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

THB(T)005

Question Serial No.

0488

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that during 2009-10, the Civil Aviation Department will recruit and train up more air traffic control staff to meet air traffic services demand. Please advise:

- (a) How many air traffic control staff will be recruited during 2009-10?
- (b) What is the wastage of air traffic control staff in the past 3 years (i.e. 2006-07, 2007-08 and 2008-09)?
- (c) What are the expenses involved in recruiting these air traffic control staff?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) In 2009-10, the Civil Aviation Department plans to recruit 30 air traffic control staff.
- (b) For the past three years, the numbers of air traffic control staff resigning or retiring from the civil service are as follows –

	<u>2006-07</u>	<u>2007-08</u>	<u>2008-09</u>	<u>Total</u>
Number	9	15	16	40

- (c) The annual staff cost of the 30 air traffic control staff in terms of notional annual mid-point salary value is \$9.42 million.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2009

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

THB(T)001

Question Serial No.

1795

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

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In relation to the fatigue management measures for aircrew mentioned in Programme (1), please provide the details and estimated expenditure of the introduction of the concept of fatigue risk management into the Flight Time Limitations Schemes of Hong Kong air operators by the Civil Aviation Department in 2009-2010.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

Following the latest international practice in fatigue management of aircrew, Civil Aviation Department (CAD) has, since early 2008, been liaising with air operators and aircrew associations to require the updating of the air operators' Flight Time Limitations Schemes (FTLS) to incorporate the concept of fatigue risk management, with a view to avoiding aircrew fatigue especially for ultra long-haul flights. Air operators were asked to carry out detailed studies on the performance of aircrew, and implement the updated FTLS from the second half of 2009 after CAD's approval. As the work is undertaken by CAD's existing staff as part of their normal duties under Programme (1), there is no separate breakdown on the expenditure involved in introducing this concept.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2009

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

THB(T)010

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

Question Serial No.

2192

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The expenditure for air traffic management will increase by 8.6% in the 2009-2010 Estimates. On what areas will the increased expenditure be spent? Please provide a detailed breakdown on the estimated expenditure.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

In 2009-10, the \$26.2 million (8.6%) increase in the financial provision for air traffic management is mainly due to an increase in staff costs. A breakdown of the increase is as follows –

	<u>\$ million</u>
(a) Staff costs for filling vacancies and new posts	21.9
(b) Salary increments	2.3
(c) Civil Service Provident Fund and Mandatory Provident Fund Contributions	0.4
(d) Employment of additional part-time simulator operators	<u>1.6</u>
	<u><u>26.2</u></u>

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2009

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

THB(T)006

Question Serial No.

2226

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The target processing time for applications for carriage of dangerous goods and munitions by air is set at 14 working days per application. What is the estimated expenditure on processing applications for carriage of dangerous goods and munitions by air in 2009? How many applications are expected to be received? Is there any plan to streamline the application procedure to shorten the processing time of 14 days?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

Based on the number of permissions granted in past years, it is estimated that there will be about 45 and 80 applications from airlines for carriage of dangerous goods and munitions of war respectively in 2009. Based on past experience, about 14 working days are required to process an application which involves the collection and examination of the required documentation from the applicant. To fulfill the relevant legal requirements and ensure flight safety, we do not see that there is scope to shorten the processing time at this stage. However, we will review the processing of these applications from time to time with a view to further streamlining the procedures where possible.

The resources needed for processing the applications are primarily staff costs and have been included in the overall provisions under Programme (2). There is no separate breakdown on the expenditure involved.

Signature _____

Name in block letters _____ NORMAN LO

Post Title _____ Director-General of Civil Aviation

Date _____ 16.3.2009

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

THB(T)007

Question Serial No.

2228

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to improving the efficiency of air traffic management in order to further enhance the runway capacity, what are the relevant work plan and targets for 2009-10?

Asked by: Hon. LAU Kin-yee, Miriam

Reply:

Enhancement of the runway capacity at the Hong Kong International Airport requires the support of various stakeholders. In 2009-10, the Civil Aviation Department (CAD) will continue to work hand in hand with air operators to enhance the air traffic management and flight procedures. CAD will also work with the Airport Authority to improve the airfield infrastructure. Furthermore, CAD will continue to liaise with the civil aviation authorities of the Mainland and Macao to improve the use of airspace and co-ordination of air traffic management in the Pearl River Delta region. It is our plan to increase the runway capacity from the existing 56 movements per hour to 58 movements per hour by the end of 2009.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2009

**CONTROLLING OFFICER'S REPLY TO
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THB(T)008

Question Serial No.

2229

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to rationalise and optimise the airspace design of the Pearl River Delta region, please advise on the plan and target of the work concerned in 2009-10, and what resources are involved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2009-10, the Civil Aviation Department (CAD) in collaboration with the civil aviation authorities of the Mainland and Macao will continue to pursue the optimisation of the airspace over the Pearl River Delta (PRD) region. Specifically, the three sides will:

- (a) seek to establish peripheral air routes on the eastern and western PRD area to reduce the bunching up effect of air traffic of the major airports in the area, thereby relieving the pressure on the relevant air traffic control units and reducing overall flight delays; and
- (b) study and plan for a common platform for the exchange of air traffic services information among the PRD airports, with a view to enhancing the efficiency of air traffic management in the area.

The above work will be undertaken by CAD's existing staff as part of their normal duties in air traffic management and 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 16.3.2009

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

FSTB(Tsy)029

Question Serial No.

2434

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

Programme: (6) Air Passenger Departure Tax Administration

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Financial Services and the Treasury

Question:

According to the performance indicator, the estimated tax related cases to be processed in 2009 are fewer than those of 2008. Why is the efficiency of the 2009's planned performance target lower than that of 2008?

Asked by: Hon. WONG Ting-kwong

Reply:

Civil Aviation Department's performance target in respect of Air Passenger Departure Tax is to process 98% of the applications for refund received by post within 29 working days. We achieved 99% in 2008 due to the less than expected number of cases for which the airlines delayed in providing the necessary information. We consider it more prudent to set the target at 98% for 2009.

Signature _____

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2009