

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

**THB(T)022**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0066

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In regard to “flight crew and aircraft maintenance licences issued” under the Indicators, please provide the following information:

- (a) The respective numbers of flight crew licences and aircraft maintenance licences issued in 2009; and
- (b) The respective estimated numbers of flight crew licences and aircraft maintenance licences to be issued in 2010.

Asked by: Hon. IP Wai-ming

Reply:

The requested information is as follows :

	(a)	(b)
	<u>2009 (Actual)</u>	<u>2010 (Estimate)</u>
	Number	Number
flight crew licences	1 472	1 842
aircraft maintenance licences	190	238

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO \_\_\_\_\_

Post Title \_\_\_\_\_ Director-General of Civil Aviation \_\_\_\_\_

Date \_\_\_\_\_ 12.3.2010 \_\_\_\_\_

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

**THB(T)023**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0067

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in paragraph 16 under the programme that the Administration will “recruit and train up more air traffic control staff to meet air traffic services demand” in 2010-11. With regard to this, please provide the following information:

- (a) the time frame for the recruitment exercise to start;
- (b) the grades and numbers of staff to be recruited; and
- (c) the training budget.

Asked by: Hon. IP Wai-ming

Reply:

In 2010-11, the Civil Aviation Department plans to recruit 30 Student Air Traffic Control Officers. Recruitment will commence in April 2010 and the training provision required in 2010-11 is \$8.67 million.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 12.3.2010

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

**THB(T)006**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0124

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In the Matters Requiring Special Attention in 2010-11, the Civil Aviation Department (CAD) mentioned that it will enhance the Flight Time Limitations (FTL) Schemes of Hong Kong air operators in line with the development in international practice in 2010-11. Please advise :

- (a) In what ways are the existing FTL Schemes of Hong Kong air operators differ from international practice?
- (b) Will the FTL Schemes incur additional expenditure?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The air operators' FTL Schemes have been established in accordance with the requirement of the International Civil Aviation Organization (ICAO) and with reference to international best practices. The FTL requirement document is reviewed and enhanced by CAD in consultation with the industry, taking into consideration the latest developments in international practices and in the light of operational experience. The latest version of the requirement document will incorporate the ICAO's concept of fatigue risk management.
- (b) The above work is undertaken by the existing staff of CAD as part of their normal duties under Programme (1). No additional expenditure is required.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

12.3.2010

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

**THB(T)007**

Question Serial No.

0125

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:

In Matters Requiring Special Attention, the Civil Aviation Department (CAD) mentioned for years that it would continue to co-ordinate with neighbouring Area Control Centres (ACCs) to rationalize and optimize the airspace design of the Pearl River Delta (PRD) region. Please advise:

- (a) What kind of work is involved in the co-ordination? How can we take advantage of our strength in having more international flights?
- (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? Please provide the relevant figures.
- (c) Will any additional expenses be incurred?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The co-ordination between the CAD and the neighbouring ACCs mainly involves the development of short term and long term measures to enhance the airspace design and increase air route capacities. Enhancement measures are being developed in phases based on the principles of joint airspace planning, use of common standards and harmonized flight procedure design. Currently, we are providing air navigation services to 93 airlines operating scheduled services to 148 destinations. Throughout these co-ordination processes, the CAD shared our experience in handling international air traffic, airspace and flight procedure design with our neighbouring ACCs, thereby enhancing the overall airspace capacity in the PRD region in a collaborative manner.
- (b) The co-ordination has made steady progress with various measures implemented in phases. Through the collaborative effort of Hong Kong CAD, the Civil Aviation Administration of China and the Macao Civil Aviation Authority, an additional handover point and a corresponding air route have been established between the Guangzhou and Hong Kong Flight Information Regions to cater for flights overflying Hong Kong and landing in Guangzhou. The initiative has enhanced the air route capacities for flights operating to and from northern China.

In addition, a set of shortened arrival routes for aircraft from the west and north of Hong Kong was also introduced in October 2009. Since then, each flight arriving Hong Kong from the Mainland, Southeast Asia or Europe using the new routes has been able to save up to about 210 km in flight journey or 14 minutes in flight time.

As regards the long-term airspace and air traffic management planning, the ACCs concerned have established a special working group to optimize regional airspace design; to standardize interface and protocols of air traffic control systems; and to establish additional civil air routes for flights operating to and from the Mainland.

While efforts are being made to enhance the use of the PRD airspace, CAD has been taking measures to gradually increase the runway capacity of the two existing runways of the Hong Kong International Airport, with a view to achieving the target of 68 aircraft movements per hour by 2015.

- (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 additional expense involved.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 12.3.2010

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

**THB(T)008**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0171

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) mentions that for local flight crew examinations, the number of examination papers processed was 3 818 in 2008 and 1 098 in 2009 and is estimated to be 1 280 in 2010. The decrease in the number of local flight crew examination papers processed in 2009 was due to local airlines recruiting fewer direct entry pilots as a result of the economic downturn, while the 2010 figure is based on the estimated increase in the number of aircraft on the Hong Kong Civil Aircraft Register in 2010. Please advise:

- (a) Apart from the projection made according to the figures in the Hong Kong Civil Aircraft Register, is there any other information indicating a decrease in the number of local flight crew examinations in 2010?
- (b) As the number of the examinations significantly decreases, how much expenditure will be reduced accordingly?
- (c) How to ensure that local airlines will continue to train local pilots and accord priority to recruiting them?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The number of flight crew examinations is market-driven and subject to fluctuations of the global economy. Since there are signs of recovery in the airline business as indicated by a gradual increase in flight movements from the latter half of 2009, we expect a mild increase in the demand for flight crew examinations in 2010.
- (b) The decrease in expenditure due to the decrease in the number of examination papers processed is minimal. The workload of the Personnel Licensing Office responsible for processing the examination papers is reviewed regularly and CAD will flexibly redeploy their staff to perform other duties as necessary.
- (c) The recruitment and training policies of flight crew are the sole responsibility of the air operators. The key role of CAD is to approve the training programmes and examination arrangements for the training schemes of the local pilots established by Hong Kong air operators in accordance with established procedures.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)029**

Head: 28 – Civil Aviation Department

Subhead 000 – Operational  
(No. & title): expenses

Question Serial No.

0173

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the following information on the procurement of services of employment agencies (EAs) by the department from 2006-07 to 2009-10 in the form of a table :

- (a) the number of contracts signed with the EAs;
- (b) the contract sum and term of service for each EA;
- (c) the number and duties of workers supplied under each contract signed with EAs;
- (d) details of the pay of workers supplied under each contract signed with EAs including monthly salaries and daily wages;
- (e) the percentage change in the number of EAs, the number of contracts, the number of workers employed and the total expenditure in each year over the previous year;
- (f) if more than one EA was hired to supply workers, please list the number and the total value of contracts awarded to each EA, and the number of workers supplied under it;
- (g) the highest, median and lowest pay of workers supplied under it;
- (h) the proportion of workers supplied by the EAs in the existing staff in the department in each year; and
- (i) the proportion of expenditure on procuring the services of the EAs in departmental expenditure.

Asked by: Hon. WONG Kwok-hing

Reply:

	Type of Contract	2009-10 (Note 1)	2008-09	2007-08	2006-07
(a),(e)&(f) Number of contracts signed with EAs	Others	2 (-33.3%)	3 (NA)	-	-
	T-contract (Note 2)	5 (0%)	5 (0%)	5 (+66.7%)	3



(b) Contract sum for each EA (\$ million)	Others	0.06 to 0.14 (-81.3%) (Note 3)	0.75 (NA)	-	-
	T-contract (Note 2)	0.13 (+116.7%) to 2.7 (+68.8%)	0.06 (-14.3%) to 1.6 (+33.3%)	0.07 (-79.4%) to 1.2 (+33.3%)	0.34 to 0.9
(b) Term of service for each EA	Others	6 months (+50%) to 17 months (-5.6%)	4 months (NA) to 18 months (NA)	-	-
	T-contract (Note 2)	4 months (+100%) to 12 months (0%)	2 months (0%) to 12 months (0%)	2 months (-83.3%) to 12 months (0%)	12 months
(c),(e)&(f) Number of workers supplied by each EA and their duties	Others	1 (-85.7%) General office support	7 (NA) General office support	-	-
	T-contract (Note 2)	1 (0%) to 7 (+40%) Professional information technology support and system development	1 (0%) to 5 (0%) Professional information technology support and system development	1(0%) to 5 (25%) Professional information technology support and system development	1 to 4 Professional information technology support and system development
(d) and (g) Details of the pay of workers supplied under each contract signed with EA, including monthly salaries and daily wages highest, median and lowest salaries	Others	The contracts Civil Aviation Department (CAD) entered into with the EAs specified the service charged by the EAs in providing agency workers. CAD generally does not specify the wages of agency workers, except with regard to the wages of non-skilled workers. Hence, the information requested is unavailable to CAD.			
	T-contract (Note 2)				
(e) Number of EAs	Others	2 (+50.0%)	1 (NA)	-	-
	T-contract (Note 2)	5 (0%)	5 (0%)	5 (+66.7%)	3

(e) Total expenditure to each EA for the year (\$ million)	Others	0.03 (-40.0%) to 0.32 (-36.0%)	0.50 (NA)	-	-
	T-contract (Note 2)	0.13 (+116.7%) to 2.7 (+68.8%)	0.06 (-14.3%) to 1.6 (+33.3%)	0.07 (-79.4%) to 1.2 (+33.3%)	0.34 to 0.9
(h) Proportion of workers supplied by the EAs in the existing staff in the department (Note 4)		1.9%	2.4%	1.2%	0.9%
(i) Proportion of expenditure on procuring the services of the EAs in departmental expenses		0.7%	0.6%	0.4%	0.3%

NA = Not applicable

*figures in ( ) denotes percentage of change*

Note 1 Position as at 28.2.2010.

Note 2 T-contract refers to term contracts centrally administered by the Office of the Government Chief Information Officer.

Note 3 The highest sum is used as the comparable base.

Note 4 The percentage of agency workers as compared with total staff which includes the establishment and non civil service contract staff is for a specific date only and is not representative of the situation for the concerned financial year.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)024**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0222

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In the Brief Description of this Programme, the Administration states in paragraph 14 that the declared runway capacity of the Hong Kong International Airport will be increased to 60 movements per hour in 2010. In this connection, please provide the following information:

- (a) What is the maximum capacity of the two existing runways on an hourly basis?
- (b) When will the capacity of the two existing runways be exceeded according to projection?
- (c) Does the Administration have any plan to increase the runway capacity and what is the amount of funds that will be involved?

Asked by: Hon. IP Wai-ming

Reply:

- (a) The maximum hourly capacity for the existing two runways is currently set at 58 movements per hour.
- (b) & (c)

According to the Civil Aviation Department's runway capacity enhancement plan, the capacity of the existing two runways will be progressively increased to 68 movements per hour by 2015. With this and the midfield expansion project to be carried out by the Airport Authority, the handling capacity of the airport is expected to cope with air traffic demand up to 2020.

The above increase in the runway capacity will be achieved by the use of the new air traffic control systems now being procured, and the additional manpower to provide the air traffic control service. In this connection, 25 new air traffic controller posts will be created within 2010-11. The annual staff cost of the 25 air traffic controller posts in terms of notional annual mid-point salary value is \$16.54 million.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 12.3.2010

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

**THB(T)025**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0224

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

With respect to the statements that the Department will “develop a replacement plan for the existing radar, navigational aids and radio communication systems” and “continue ... the study and trials of the satellite-based CNS/ATM Systems” under the Matters Requiring Special Attention in 2010-11, please provide the following information:

- (a) the reason for replacing the existing radar, navigation aids and radio communication systems, as well as the estimated cost required in 2010-11; and
- (b) the scope, content, timeframe of the study of the satellite-based CNS/ATM Systems, as well as the estimated cost required in 2010-11.

Asked by: Hon. IP Wai-ming

Reply:

- (a) Many of the existing radar, navigational aids and radio communications systems have been in operation since the opening of the Hong Kong International Airport (HKIA) in 1998. With enhanced maintenance measures, the usable life of the systems is expected to be around 15 to 20 years.

In order to ensure that these systems will continue to support a safe, reliable, efficient and effective air transport system for the HKIA, the Civil Aviation Department (CAD) has planned to develop an implementation programme for the replacement of the existing radar, navigational aids and radio communication systems by 2010-11. As part of the preparation work, CAD will conduct a market survey on the latest technology, formulate the overall replacement programme for the installation of individual systems, and establish a cost estimate for the project.

- (b) The scope for the study and trials of the CNS/ATM Systems is to plan for the transition from the existing terrestrial-based to the new satellite-based systems with reference to the latest requirements of the International Civil Aviation Organization as well as international developments. It mainly covers the procurement and setup of trial system for conducting a comprehensive evaluation of the various system elements to establish the operational/engineering requirements, system configuration and implementation programme for the elements that are applicable to the operating environment of Hong Kong.

The current programme up to 2015-16 mainly covers:-

- i. Aeronautical telecommunications using advance data link and satellite technology for ground-to-ground and air-to-ground communications among air traffic controllers, pilots and other aviation stakeholders;
- ii. Operational trial on use of electronic flight strip system for air traffic control operations;
- iii. Performance-based navigation using Global Navigation Satellite System;
- iv. Automatic Dependent Surveillance – Broadcast for enhanced surveillance; and
- v. Satellite-based navigation system like Ground-based Augmentation System for precision approach and landing at the HKIA.

The estimated expenditure in 2010-11 is \$31 million.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)026**

Question Serial No.

0238

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

According to paragraph 24 under Matters Requiring Special Attention in 2010-11, the Administration indicated that it would continue to “regularly review the demand for helicopter services and take forward projects and initiatives on the development of heliports and provision of helicopter services”. With respect to the above statement, please provide the following information:

- (a) the annual domestic helicopter movements from 2007-08 to 2009-10;
- (b) the annual helicopter movements to Mainland China, Macao and Taiwan from 2007-08 to 2009-10;
- (c) the annual cross-boundary helicopter movements to regions other than Mainland China from 2007-08 to 2009-10;
- (d) the number and location of civil heliports in Hong Kong;
- (e) the amount involved in the project on the provision of helicopter services to be implemented in 2010-11; and
- (f) the specific details and relevant expenditure of the initiatives to be implemented in 2010-11.

Asked by: Hon. IP Wai-ming

Reply:

- (a) The numbers of domestic helicopter movements in the following financial years are as follows:

<u>Year</u>	<u>No. of movements</u>
2007-08	3 007
2008-09	2 204
2009-10	2 663 (Figures up to December 2009)

- (b) There were no helicopter flights between Hong Kong and the Mainland and between Hong Kong and Taiwan from 2007-08 to 2009-10. The numbers of helicopter movements between Hong Kong and Macao in the following financial years are as follows:

<u>Year</u>	<u>No. of movements</u>
2007-08	17 436
2008-09	16 598
2009-10	12 120 (Figures up to December 2009)

- (c) Further to the information in (b) above, there were no helicopter services between Hong Kong and other places from 2007-08 to 2009-10.
- (d) There are three heliports/helipads, two owned by the Government and one owned by the private sector, where helicopter passenger flights can operate. The heliport at the rooftop of the inner pier of the Macau Ferry Terminal at Sheung Wan is owned by the Government and operated by a commercial operator for cross-boundary services under a lease. The temporary government helipad in Wan Chai adjacent to the entrance of the Cross Harbour Tunnel is used by the Government Flying Service and a domestic helicopter service operator. The helipad owned by the private sector is at the rooftop of the Peninsula Hotel for domestic helicopter services.
- (e) & (f) A permanent government helipad is being built near the Hong Kong Convention and Exhibition Centre to allow shared-use by the Government Flying Service and domestic commercial helicopter service operators. The total project cost of the government helipad, under Capital Works Reserve Fund Head 707 New Towns and Urban Area Development, is about \$59.1 million. The construction works commenced in January 2010 for completion in about two years.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 12.3.2010

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

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

Programme:

Controlling Officer:      Director-General of Civil Aviation

Director of Bureau:      Secretary for Transport and Housing

Question:

It is expected that there will be an increase of 32 non-directorate posts in the Civil Aviation Department in 2010-11. What posts will be added? What are their purposes?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

New Post(s) to be added in 2010-11	Purposes
1    Air Traffic Control Officer I	To oversee the overall operations of the Air Traffic Control Centre and Tower, and administer the deployment of operational controllers.
10   Air Traffic Control Officer II	To provide manning for new control positions.
4    Air Traffic Control Officer II	To strengthen the capacity for contingency manning in order to maintain a sustainable level of service delivery for air navigation services.
4    Air Traffic Control Officer II	To strengthen the service of Air Traffic Flow and Capacity Manager.
6    Air Traffic Control Officer III / Student Air Traffic Control Officer	To provide manning for new control positions and extend service hours for existing control positions.
1    Senior Operations Officer (Aviation Administration)	To enhance support to staff training and development.
1    Operations Officer (Aviation Administration)	
1    Senior Electronics Engineer	
1    Senior Operations Officer (Senior Operations Inspector)	To cope with the increase in service demand in relation to the safety oversight on Hong Kong air operators and Hong Kong registered aircraft for Flight Standards and Airworthiness Division.
1    Operations Officer (Airworthiness)	
1    Operations Officer (Aviation Administration)	To provide additional staff support for Air Traffic Management Standards Office.
1    Electronics Engineer	



Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)016**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0596

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On enhancing the Flight Time Limitations (FTL) Schemes of Hong Kong air operators, what were the work progress and expenditure involved in 2009-10? What are the work objectives and estimated expenditure for 2010?

Asked by: Hon. LEE Wing-tat

Reply:

The air operators' FTL Schemes have been established in accordance with the requirement of the International Civil Aviation Organization (ICAO) and with reference to international best practices.

In 2009-10, the FTL requirement document was reviewed and enhanced by the Civil Aviation Department (CAD) in consultation with the industry, taking into consideration the latest developments in international best practices and in the light of operational experience. The latest version of the requirement document, which is planned to be published in 2010-11, will incorporate the ICAO's concept of fatigue risk management. The air operators of Hong Kong are expected to submit their revised schemes to CAD for approval before the end of 2010-11.

The above work is undertaken by the existing staff of CAD as part of their normal duties under Programme (1). No additional expenditure is required.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 12.3.2010

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

**THB(T)017**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0597

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the liaison with overseas aeronautical authorities on mutual recognition of aircraft maintenance organisations, what were the work progress of the department and the expenditure involved for the past two years (i.e. 2008-09 and 2009-10)? What are the work objectives and estimated expenditure for 2010-11?

Asked by: Hon. LEE Wing-tat

Reply:

In the past two years, the Civil Aviation Department (CAD) signed an arrangement with Singapore on mutual recognition of aircraft maintenance organisations. The mutual recognition arrangement obviates the need for repetitive audit work on aircraft maintenance given that the standards of the maintenance organisations at the partner countries are assured by the oversight from their respective civil aviation authorities. It provides more business opportunities to the Hong Kong maintenance organisations and the flexibility to the Hong Kong air operators in selecting their maintenance contractors.

The above work is undertaken by CAD's existing staff as part of their normal duties under Programme (1) and there is no additional expenditure involved. The expenditure on meetings and inspections to establish the co-operation arrangement were \$40,000 and \$54,000 in 2008-09 and 2009-10 respectively.

CAD will continue to explore new co-operation arrangements with other civil aviation authorities and refine the existing co-operation arrangements. The estimated expenditure for this purpose is \$122,000 in 2010-11.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2010

Reply Serial No.

Examination of Estimates of Expenditure 2010-11

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

**SB182**

Question Serial No.

0598

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

Programme : (2) Airport Standards

Controlling Officer : Director-General of Civil Aviation

Director of Bureau : Secretary for Security

Question :

Regarding the preparations for the International Civil Aviation Organization (ICAO) second cycle security audit, please advise this Committee the work progress, the manpower and expenditure involved in 2009-10.

Asked by : Hon. LEE Wing-tat

Reply :

According to the latest report of the ICAO, Hong Kong is not on the list for the second cycle of aviation security audit in the current financial year. Nevertheless, the Civil Aviation Department will actively prepare for any possible audit to be conducted on Hong Kong in the future and to ensure that our aviation security system continues to operate effectively. The work will be undertaken by existing staff without involving additional manpower and expenditure.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **NORMAN LO** \_\_\_\_\_

Post Title \_\_\_\_\_ Director-General of Civil Aviation \_\_\_\_\_

Date \_\_\_\_\_ 16.3.2010 \_\_\_\_\_

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

**THB(T)018**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0599

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In the past two years (i.e. 2008-09 to 2009-10), what are the progress, expenditure and effectiveness of the work of improving the efficiency of air traffic management in order to further enhance the runway capacity? What are the targets and estimated expenditure in 2010-11?

Asked by: Hon. LEE Wing-tat

Reply:

In the past two years, the Civil Aviation Department (CAD) implemented a series of enhancements to flight procedures and airspace to improve the air traffic management efficiency and increase the runway capacity. For the past two years (i.e. 2008-09 and 2009-10), CAD enhanced the Radar Data Processing and Display System to accommodate additional ATC controller working positions and the Standard Instrument Arrivals procedures to the Hong Kong International Airport respectively.

With these enhancement measures, the runway capacity had been increased from 55 movements per hour in April 2008 to 59 movements per hour by end March 2010. We plan to further increase the runway capacity to 61 movements per hour by end March 2011, and then progressively to 68 movements per hour by 2015.

To support these services, 24 air traffic controller posts were created during 2008-09 and 2009-10 and another 25 air traffic controller posts will be created in 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value are \$18 million and \$16.54 million respectively.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2010

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

**THB(T)001**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0604

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Developing a replacement plan for the existing radar, navigational aids and radio communication systems is among the matters requiring special attention in 2010-11. Please provide the details of the plan with the estimated expenditure and expected completion date.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

Many of the existing radar, navigational aids and radio communications systems have been in operation since the opening of the Hong Kong International Airport (HKIA) in 1998. With enhanced maintenance measures, the usable life of the systems is expected to be around 15 to 20 years.

In order to ensure that these systems will continue to support a safe, reliable, efficient and effective air transport system for the HKIA, the Civil Aviation Department (CAD) has planned to develop an implementation programme for the replacement of the existing radar, navigational aids and radio communication systems by 2010-11. As part of the preparation work, CAD will conduct a market survey on the latest technology, formulate the overall replacement programme for the installation of individual systems and establish a cost estimate for the project.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **NORMAN LO** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director-General of Civil Aviation** \_\_\_\_\_

Date \_\_\_\_\_ **15.3.2010** \_\_\_\_\_

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

**THB(T)002**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0605

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of the noise abatement programme, please inform this Committee of the work targets, costs and scheduled completion date of this programme in 2010-11.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

In 2010-11, the Civil Aviation Department (CAD) will continue to implement the noise abatement programme to minimise the nuisance caused by aircraft noise through design of flight paths, landing and take-off procedures, and prohibition of flights operated by aircraft which cannot meet international aircraft noise standards. CAD will study the feasibility of new noise abatement flight paths and procedures.

The estimated annual staff cost involved is about \$2.33 million. The study on new noise abatement flight paths and procedures is scheduled to be completed in 2010-11 with an estimated expenditure of about \$0.25 million in 2010-11. The annual recurrent repair and maintenance cost of the equipment and systems for monitoring aircraft noise is about \$1.85 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

**Director-General of Civil Aviation**

Date \_\_\_\_\_

**15.3.2010**





- (b) Concerning domestic helicopter services, the construction works for the permanent government helipad near the HKCEC commenced in January 2010 and are expected to be completed in about two years. CAD will continue to work with the helicopter industry in drawing up the detailed operational procedures for the helipad.

In relation to cross-boundary helicopter services, the Government has reserved a site in the Kai Tak Development Area for use as a second cross-boundary heliport in the future. CAD will be involved in the planning for the development of this heliport.

As far as CAD is concerned, only staff costs will be involved in the above initiatives and they have been included in the provisions under Programme (5).

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)010**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0757

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under “Matters requiring Special Attention in 2010-11” that the Civil Aviation Department (CAD) will monitor airfield enhancement works at the Hong Kong International Airport (HKIA), including the design and construction of additional parking stands and associated taxiway system in the mid-field of the HKIA. Please advise on the progress and timetable (including commencement and completion dates) of the enhancement works and the expenditure involved.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The HKIA is operated by the Airport Authority (AA) under an aerodrome licence issued by the 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, it will carry out, using its own funding, the mid-field expansion project to provide additional aircraft stands and apron facilities and a new passenger concourse in phases, having regard to the increase in the air traffic demand. The preliminary study on the project will be completed in 2010.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2010

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

**THB(T)011**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0758

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding improvement on the efficiency of air traffic management for further enhancement of the runway capacity, please inform this Committee of the relevant work plan for this year (i.e. 2010-11). The original design capacity of the Hong Kong International Airport (HKIA) at Chek Lap Kok is 80 to 85 movements per hour, but the estimated capacity for 2010 will only be enhanced to 60 movements per hour, an increase of two movements per hour over 2009. What are the factors on which the estimate is based? Is the estimate too conservative? Will it be possible to exceed the target of 60 movements per hour this year (i.e. 2010-11)?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In order to further enhance the runway capacity, the Civil Aviation Department (CAD) will continue to work hand in hand with the airline operators to assess the traffic demand and to enhance the air traffic management and flight procedures. CAD will also work with the Airport Authority (AA) to improve the airfield infrastructure at the HKIA. 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 (PRD) region.

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 61 movements per hour by end March 2011, and then progressively to 68 movements per hour by 2015. We have worked out this runway capacity enhancement plan taking into account the time required for a number of measures to be introduced, such as the work required to conduct detailed assessments to confirm the safety of the new operating procedures; the time required for all concerned parties to be properly trained and get used to the new procedures; the testing, evaluation and transition to the use of the new air traffic control systems now being procured, and the additional manpower to be properly trained to provide the air traffic control service.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**NORMAN LO**

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2010

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

**THB(T)012**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0759

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the work to 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 what will be the work progress in 2010-11, and are there any plan and target established for the related work this year?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2010-11, the Civil Aviation Department in collaboration with the neighbouring ACCs in the PRD, will continue to pursue the optimisation of the airspace and associated air traffic management co-ordination in the region. Specifically, :

- (i) As regards the long-term airspace and air traffic management planning, the ACCs concerned have established a special working group to optimise regional airspace design and to standardise interface and protocols of air traffic control systems. Work planned for the year includes a feasibility study on creating an additional handover point and to establish additional civil air routes for flights overflying the Hong Kong Flight Information Region and operating to and from the Mainland; and
- (ii) We will study the possible means to enhance the co-ordination process for departure flights and exchange of air traffic services information among the PRD airports.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)013**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0760

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2010-11, the Civil Aviation Department (CAD) mentioned that it would refine air traffic operating procedures and improve air traffic control (ATC) and air navigation facilities to enhance flight safety and capacity of the Hong Kong Flight Information Region (HKFIR). Please provide details and schedule of the work. What is the estimated expenditure involved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

CAD is committed to enhancing flight safety and capacity of the HKFIR through regular reviews of the air traffic operating procedures and improvements to ATC as well as air navigation facilities. In 2010-11, CAD will:

- (i) continue the progressive implementation of the new air traffic planning and arrival sequencing system to assist ATC operations, and
- (ii) rationalise the air route structure to the south of the HKFIR.

The work items associated with the above developments are mainly related to procedure design and ATC workflow refinement. They are to 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 15.3.2010

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

**THB(T)014**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0761

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The financial provision in 2010-11 has increased by \$20.3 million (6.6%) compared with the revised estimate of 2009-10, one of the reasons was to fill vacancy and to create 25 new posts. How many vacant posts are required to be filled? What are the vacant and new posts? What is the expenditure for each of these posts?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

As at 1 March 2010, there are 10 vacancies within the air traffic control officer grade. The 25 new posts to be created are one Air Traffic Control Officer I (ATCO I), 18 Air Traffic Control Officer II (ATCO II) and six Air Traffic Control Officer III (ATCO III)/ Student Air Traffic Control Officer (SATCO). The notional annual mid-point salary value for each of these posts are :

- (i) ATCO I – \$981,000
- (ii) ATCO II – \$750,120
- (iii) ATCO III/SATCO – \$343,200

In 2010-11, the Civil Aviation Department plans to recruit 30 SATCOs to fill the new and vacant posts.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)015**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0762

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the air traffic control staff, how many staff will be recruited this year (i.e. 2010-11)? What will be the expenditure involved? For the training of air traffic control staff, how many staff will need to undergo training? What will be the expenditure involved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2010-11, the Civil Aviation Department plans to recruit 30 Student Air Traffic Control Officers, and the annual staff cost in terms of the notional annual mid-point salary is \$10.3 million. These 30 new recruits will have to undergo training and the required training provision in 2010-11 is \$8.67 million.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)027**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1132

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Why has the Civil Aviation Department failed to meet the target set for flight operations and cabin safety inspections in the past two years, i.e. 2008 and 2009?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

As a result of the global economic downturn in the latter part of 2008 and in 2009, the number of flights operated by the airlines had reduced in the last two years. The number of flight operations and cabin safety inspections was therefore slightly adjusted. The manpower released was redeployed to cope with other more urgent tasks during that period. These include the preparation for a safety oversight audit on Hong Kong conducted by the International Civil Aviation Organization from February to March 2009 and the subsequent follow-up actions, as well as the assessment and approval of the safety management systems of air operators.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **NORMAN LO** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director-General of Civil Aviation** \_\_\_\_\_

Date \_\_\_\_\_ **16.3.2010** \_\_\_\_\_



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

**THB(T)028**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1133

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Air Traffic Engineering and Standards Division is implementing the replacement of the air traffic control (ATC) systems. Please advise:

- (a) What is the progress of the replacement of the ATC systems?
- (b) Would the replacement incur additional expenditure for the Civil Aviation Department (CAD), such as in providing training for staff in the operation of the new systems?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (a) The CAD is closely working with the Government Logistics Department in the procurement of the new ATC systems and the progress has been satisfactory. It is anticipated that the new equipment/systems will be delivered in phases starting from end 2010. Upon satisfactory installation, testing and commissioning of the new ATC systems, the new ATC centre is scheduled for operation by end 2013.
- (b) The new ATC systems will enhance the operational efficiency and capacity of the CAD's air traffic control services. Comprehensive training programmes are being developed to ensure that all technical and operational staff are familiarised with the new ATC systems. Since provision has been made for the equipment contractors to provide technical and operational training, additional funding for training by the CAD is not necessary.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **NORMAN LO**

Post Title \_\_\_\_\_ **Director-General of Civil Aviation**

Date \_\_\_\_\_ **16.3.2010**

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

**THB(T)019**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1849

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the recruitment and training of air traffic control staff by the Civil Aviation Department (CAD) in the past two years (i.e. 2008-09 and 2009-10), please provide the details, reasons and expenditure involved. Please also provide the objectives and estimated expenditure for their recruitment and training in 2010-11.

Asked by: Hon. LEE Wing-tat

Reply:

CAD recruited 15 and 31 Student Air Traffic Control Officers (SATCO) respectively in 2008-09 and 2009-10 to fill up vacancies in the Air Traffic Control Officer grade. All these new recruits have to undergo specific training in order to be qualified as fully-fledged air traffic control officers, which includes overseas flying training, basic aerodrome control and radar control techniques courses, and aviation English language training. The recruitment and training expenditure involved in 2008-09 and 2009-10 is \$4.45 million and \$8.41 million respectively.

In 2010-11, CAD plans to recruit 30 SATCOs. The recruitment and training provision required in 2010-11 is \$10.27 million.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)020**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1850

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding air services, please advise:

- (a) the number of complaints received by the Civil Aviation Department (CAD) each year in the past two years (i.e. 2008-09 and 2009-10), details of the complaints and the follow-up actions taken; and
- (b) the time generally required to process and resolve the problems.

Asked by: Hon. LEE Wing-tat

Reply:

- (a) The number of complaints which CAD received in 2008-09 and 2009-10 is tabulated below:

Financial Year	Complaints about airlines' tariffs, such as fuel surcharges	Complaints about flight delays and cancellations	Total
2008-09	9	4	13
2009-10*	1	3	4

\*from 1 April 2009 to 5 March 2010

Following the established practice, CAD has looked into the above complaints and, where applicable, approached the airlines concerned for more information. After clarifying the relevant matters, CAD has replied to the complainants and, where necessary, requested the airlines concerned to take appropriate actions to address the problems identified.

- (b) Depending on the complexity of individual cases, the time required for handling each complaint ranges from one to four weeks in general.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2010

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

**THB(T)021**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1862

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government conducted any study on increasing the helicopter services between Hong Kong and the Pearl River Delta (PRD) Region? What is the progress and expenditure involved?

Asked by: Hon. LEE Wing-tat

Reply:

A Consultancy Study on Helicopter Traffic Demand and Heliport Development in Hong Kong (the Study), which was commissioned by the Civil Aviation Department (CAD), was completed in 2002. The cost of the Study was around \$3.38 million. According to the Study, there would be potential demand for cross-boundary helicopter services to Macao and the PRD.

Following up the recommendations of the Study, the Government embarked on a project to expand the heliport at the Macau Ferry Terminal to cater for the anticipated increasing demand in cross-boundary helicopter services. After an open tender exercise, a lease was granted to an operator in 2007 for the expansion and the operation of the heliport and the expansion project was completed in October 2009, thereby increasing the capacity of the heliport to 55 000 movements per year.

In addition, the Government has reserved a site in the Kai Tak Development Area for use as a second cross-boundary heliport in the future. The two cross-boundary heliports should be able to provide sufficient capacity to meet the forecast demand up to at least 2020.

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 manpower and expenditure involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO \_\_\_\_\_

Post Title \_\_\_\_\_ Director-General of Civil Aviation \_\_\_\_\_

Date \_\_\_\_\_ 15.3.2010 \_\_\_\_\_

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

**THB(T)030**

Head: 28 – Civil Aviation Department

Subhead 000 – Operational  
(No. & title): expenses

Question Serial No.

2362

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Please provide information on the employment and anticipated employment of temporary staff to provide services from 2007-08 to 2010-11:

	2010-11	2009-10	2008-09	2007-08
Number of temporary staff employed	( )	( )	( )	( )
Total expenditure on salaries of temporary staff employed	( )	( )	( )	( )
Percentage of temporary staff employed in the total number of staff in the department	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

- (b) Please provide a breakdown of the number of temporary staff by length or anticipated length of employment for each year from 2007-08 to 2010-11:

Length of employment	Number of staff in 2010-11	Number of staff in 2009-10	Number of staff in 2008-09	Number of staff in 2007-08
6 months	( )	( )	( )	( )
1 year	( )	( )	( )	( )
2 years	( )	( )	( )	( )
3 years	( )	( )	( )	( )
More than 3 years	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) and (b) The Civil Aviation Department has not employed any temporary staff other than the non-civil service contract staff in the three years from 2007-08 to 2009-10 and has no plan to employ any temporary staff in 2010-11.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2010

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

**THB(T)031**

Head: 28 – Civil Aviation Department

Subhead 000 –  
(No. & title): Operational  
expenses

Question Serial No.

2363

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on outsourced services (including property management, security, cleansing, telecommunications and information technology, statistics, etc., but excluding construction works) in the format set out below:

	2010-11	2009-10	2008-09	2007-08
Total number of outsourced service contracts	( )	( )	( )	( )
Total value of outsourced service contracts	( )	( )	( )	( )
Total number of workers employed under outsourced service contracts	( )	( )	( )	( )
Number of posts under outsourced service contracts replaced by permanent staff employed by the Government	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

For the next three years (i.e. 2010-11 to 2012-13), how many posts under outsourced service contracts can be replaced by permanent staff employed by the Government?

Asked by: Hon. WONG Kwok-hing



Reply:

(a) The details of the outsourced services of the Civil Aviation Department (CAD) are as follows :

	<b>2010-11</b> (Note 1)	<b>2009-10</b>	<b>2008-09</b>	<b>2007-08</b>
Total number of outsourced service contracts (Note 2)	-	9 (+12.5%)	8 (+14.3%)	7 (NA)
Total value of outsourced service contracts (\$ million) (Note 3)	-	11.92 (+132.4%)	5.13 (-55.7%)	11.59 (NA)
Total number of workers employed under outsourced service contracts (Note 4)	-	31 (+29.2%)	24 (-17.2%)	29 (NA)
Number of posts under outsourced service contracts replaced by permanent staff employed by the Government	-	0 (NA)	0 (NA)	0 (NA)

*Figures in ( ) denote year-on-year changes*

Note 1: Figures are not available as the number of outsourced service contracts varies from time to time in the light of changing service needs and operational requirements.

Note 2: It represents the number of outsourced service contracts awarded in the concerned financial year.

Note 3: Contract duration lasts from one month to two years.

Note 4: Only those contracts with specified minimum number of staff to be supplied are counted.

(b) There is no plan to create civil service post to replace the existing outsourced service contracts in the coming three financial years (i.e. 2010-11 to 2012-13).

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2010

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

**THB(T)032**

Head: 28 – Civil Aviation Department

Subhead 000 –  
(No. & title): Operational  
expenses

Question Serial No.

2364

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Please provide the following information on the employment of non-civil service contract (NCSC) staff to provide services:

	2010-11	2009-10	2008-09	2007-08
Number of NCSC staff	( )	( )	( )	( )
Total expenditure on the salaries of NCSC staff	( )	( )	( )	( )
Number of NCSC staff converted to civil servants				
Number of NSCS staff who had chances for conversion to civil servants on permanent terms but failed to do so	( )	( )	( )	( )
Percentage of NCSC staff in the total number of staff in the department	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

- (b) Please provide a breakdown of the number of NCSC staff by length of employment for each year from 2007-08 to 2010-11 in the following table:

Length of employment	Number of NCSC staff in 2010-11	Number of NCSC staff in 2009-10	Number of NCSC staff in 2008-09	Number of NCSC staff in 2007-08
6 months – 1 year	( )	( )	( )	( )
1 year – 3 years	( )	( )	( )	( )
3 years – 5 years	( )	( )	( )	( )
5 years – 10 years	( )	( )	( )	( )
10 years – 15 years	( )	( )	( )	( )

*Figures in ( ) denote year-on-year changes*

- (c) In the coming three years (i.e. from 2010-11 to 2012-13), how many NCSC staff will be able to convert to civil servants on permanent terms?

Asked by: Hon. WONG Kwok-hing

Reply:

(a)

	2010-11 (Note 2)	2009-10	2008-09	2007-08
Number of NCSC staff (Note 1)	-	51 (+59.4%)	32 (0%)	32 (NA)
Total expenditure on the salaries of NCSC staff (\$million)	-	8.89 (-13.5%)	10.28 (+11.7%)	9.2 (NA)
Number of NCSC staff appointed as civil servants (Note 3)	-	1	2	0
Number of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so (Note 4)	-	0 (-100%)	1 (NA)	0 (NA)
Percentage of NCSC staff in the total number of staff in the department (Note 5)	-	6.5% (+51.2%)	4.3% (-2.3%)	4.4% (NA)

Note 1 : Part-time NCSC staff has been included.

Note 2 : Figures are not available as the number of NCSC staff varies from time to time in the light of changing service needs and operational requirements

Note 3 : It refers to those NCSC staff of the department who were subsequently selected through open recruitment and appointed to civil servant posts of the same rank within the department.

Note 4 : It refers to those NCSC staff of the department who were subsequently not selected through open recruitment for appointment to civil servant posts of the same rank within the department.

Note 5 : Total number of staff includes establishment and number of NCSC staff as at 31 March of the concerned financial year.

(b)

Length of employment	Number of NCSC staff in 2010-11 (Note 2 of (a))	Number of NCSC staff in 2009-10	Number of NCSC staff in 2008-09	Number of NCSC staff in 2007-08
6 months – 1 year	-	25 (+177.8%)	9 (-52.6%)	19 (NA)
1 year – 3 years	-	20 (0%)	20 (+81.8%)	11 (NA)
3 years – 5 years	-	5 (+150.0%)	2 (+100%)	1 (NA)
5 years – 10 years	-	1 (0%)	1 (0%)	1 (NA)
10 years – 15 years	-	0 (0%)	0 (0%)	0 (NA)

- (c) Serving NCSC staff, like all other candidates, may apply for civil service posts in response to recruitment advertisements. Qualified candidates will be selected on basis of merits. We are therefore unable to estimate the number of NCSC staff who will be able to be appointed as civil servants on permanent terms in the coming three years, i.e. from 2010-11 to 2012-13.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2010

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

**THB(T)004**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

2479

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the consultations conducted or to be conducted under various programmes for the purposes of formulating and assessing policies (if any), please provide the relevant information in the following format:

For those consultations for which funds have been allocated in 2009-10, please provide information in the following format:

Title/ content of consultation	Revised estimate (\$)	Progress (under planning/ in progress/ completed)	Mode (e.g. written submissions, forums, focus groups) and number of consultations, names of groups consulted and number of people consulted	The follow-ups taken by the Administration on the findings of the consultations 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?
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Asked by: Hon. EU Yuet-mee, Audrey

Reply:

Consultation exercises carried out by the Civil Aviation Department in 2009-10 for the purpose of formulating or assessing major aviation policies include the following:

Title/ content of consultation	Revised estimate (\$)	Progress (under planning/ in progress/ completed)	Mode (e.g. written submissions, forums, focus groups) and number of consultations, names of groups consulted and number of people consulted	The follow-ups taken by the Administration on the findings of the consultations 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?
1 Amendments to the Air Navigation (Dangerous Goods) Regulations and the Dangerous Goods (Consignment by Air) (Safety) Regulations	Absorbed in the day to day operational expenses	Completed	Consultation with the Technical Sub-committee of the Aviation Development Advisory Committee and the local air cargo stakeholders including the Hongkong Association of Freight Forwarding and Logistics Limited, the Hong Kong Shippers' Council, the Board of Airline Representatives Hong Kong, and the Airport Authority through written communication and/or meetings	The relevant amendment regulations became effective on 1 January 2010.	The relevant amendment regulations were gazetted on 23 October 2009 and a press release was issued on 21 October 2009.

2 Revision to liability limits specified in the Carriage by Air Ordinance (Cap. 500)	Absorbed in the day to day operational expenses	Completed	Letters were issued to airlines operating scheduled services to and from Hong Kong, the Board of Airline Representatives Hong Kong, the Hongkong Association of Freight Forwarding and Logistics Limited, the Consumer Council, the Hong Kong Shippers' Council, and the Travel Industry Council of Hong Kong to brief them on the required revision to the liability limits in Cap. 500 in respect of the carriage of passengers, baggage and cargo arising from a review conducted by the International Civil Aviation Organization.	The Carriage by Air (Revision of Limits of Liability) (Montreal Convention) Notice 2009 was gazetted on 11 December 2009 to announce the revision to be made to the liability limits specified in Cap. 500 starting from 30 December 2009.	A press release was issued on 9 December 2009 concerning the Carriage by Air (Revision of Limits of Liability) (Montreal Convention) Notice 2009.
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Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **NORMAN LO**

Post Title \_\_\_\_\_ **Director-General of Civil Aviation**

Date \_\_\_\_\_ **19.3.2010**

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

**THB(T)005**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

2480

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the consultations conducted or to be conducted under various programmes for the purposes of formulating and assessing policies (if any), please provide the relevant information in the following format:

Are there any resources earmarked for conducting consultations in 2010-11? If yes, please provide the following information:

Title/ content of consultation	Expenditure (\$)	Progress (under planning/ in progress/ completed)	Mode (e.g. written submissions, forums, focus groups) and number of consultations, names of groups consulted and number of people consulted	Will the findings be released to the public if they are expected to be completed in the 2010-11 financial year? If no, what are the reasons?

Asked by: Hon. EU Yuet-mee, Audrey

Reply:

Consultation exercises planned to be carried out by the Civil Aviation Department in 2010-11 for the purpose of formulating or assessing major aviation policies include the following:

Title/ content of consultation	Expenditure (\$)	Progress (under planning/ in progress/ completed)	Mode (e.g. written submissions, forums, focus groups) and number of consultations, names of groups consulted and number of people consulted	Will the findings be released to the public if they are expected to be completed in the 2010-11 financial year? If no, what are the reasons?
1 Legislative proposals to amend the Air Navigation (Dangerous Goods) Regulations and the Dangerous Goods (Consignment by Air) (Safety) Regulations	To be absorbed in the day to day operational expenses	Under planning	Consultation with the Technical Sub-committee of the Aviation Development Advisory Committee and the local air cargo industry stakeholders through written communication and/or meetings	The consultation will start in early 2011 and is unlikely to be completed in the 2010-11 financial year.

2 Legislative proposals on Hong Kong Civil Aviation (Investigation of Accidents) Regulations (CAP. 448B) to incorporate the latest international requirements.	To be absorbed in the day to day operational expenses	Under planning	To be determined	The timeframe of consultation has not yet been decided.
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Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 19.3.2010



**CONTROLLING OFFICER'S REPLY TO  
SUPPLEMENTARY QUESTION**

**S-THB(T)01**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

SV017

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration was requested to advise whether the 238 aircraft maintenance licences estimated to be issued in 2010 could ensure the provision of sufficient licensed personnel to meet the demand for aircraft maintenance service and if not, details of the shortfall.

Asked by: Hon. IP Wai-ming

Reply:

Comparing the estimated number of aircraft on the Hong Kong Civil Aircraft Register with that of aircraft maintenance licences in 2010, the estimated number of new aircraft maintenance licences to be issued in 2010 should be sufficient to meet the demand of the aviation industry. The relevant statistics are as follows :

	<u>2009 (Actual)</u> Number	<u>2010 (Estimate)</u> Number
Aircraft on the Hong Kong Civil Aircraft Register	218	240
New aircraft maintenance licences issued/to be issued	190	238
Aircraft maintenance licences in force	1 606	1 844

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO

Post Title \_\_\_\_\_ Director-General of Civil Aviation

Date \_\_\_\_\_ 7.4.2010