

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

Reply Serial No.

THB(T)001

Question Serial No.

2807

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:

What are the respective percentages of delays in passenger flights to and from the Hong Kong International Airport (HKIA) over the past 3 years (i.e. from 2010-11 to 2012-13)? What is the average duration of delay? What was the major cause of the delay? Does the Administration have any short-term measures to minimise flight delays? Will the discussion on the plan for the construction of the third runway at the HKIA be expedited as a result?

Asked by: Hon. CHAN Hak-kan

Reply:

The percentage of passenger flights delayed by more than 15 minutes at the HKIA and the average duration of delay in the past three years are shown in the table below:

Year	Percentage of flights delayed by more than 15 minutes ^{Note 1}		Average delay (minutes)	
	Arrivals	Departures	Arrivals	Departures
2010-11	23%	23%	23	18
2011-12	24%	22%	21	18
2012-13 ^{Note 2}	29%	27%	19	19

Notes

- 1 A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the CAD.
- 2 Based on traffic statistics up to 23 February 2013.

Flight delays are mainly caused by bad weather, air route and airspace restrictions or closure, and airlines' operational issues such as aircraft checks and maintenance.

The Civil Aviation Department (CAD) closely monitors the on-time performance (OTP) of airlines and will stipulate the need for improvement for airlines with repeated poor performances. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other air traffic management authorities, improved the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA so as to provide further support to airlines.

The Government has given in-principle approval for the Airport Authority Hong Kong (AA) to adopt the three-runway system as the future development option for the HKIA. Currently, AA is working on the statutory Environmental Impact Assessment (EIA) and other related planning work. The EIA is expected to be completed in around two years. Upon obtaining all statutory approvals as well as funding approval of the Finance Committee of the Legislative Council, the construction works will start and the three-runway system is expected to commence operation in 2023.

Name in block letters:	<u>NORMAN LO</u>
Post Title:	<u>Director-General of Civil Aviation</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)002

Question Serial No.

1690

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:

The Administration has indicated that it will monitor the noise and flight tracks of aircraft, and implement the noise abatement programme in 2013-14. Will the Administration inform this Committee:

- (a) of the details of the above measures and the expenditure involved;
- (b) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (c) whether it will set standards to assess the effectiveness of noise abatement measures; and
- (d) whether it will provide information about aircraft noise at various times in different months, including the aircraft noise exposure forecast (NEF) contour maps at various times each month, so that the public will understand better the scope of aircraft noise impact at various times. If yes, what are the details? If not, what are the reasons?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

(a)&(b) The Civil Aviation Department (CAD) has devised and implemented a number of aircraft noise abatement measures following the policies of the International Civil Aviation Organization (ICAO):

(i) between midnight and 07:00 a.m., arriving aircraft are required to land from the southwest, subject to acceptable operational and safety considerations. This measure aims to reduce the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;

(ii) subject to acceptable operational and safety considerations, aircraft departing to the northeast of the airport between 11:00 p.m. and 07:00 a.m. are required to use the

southbound route via the West Lamma Channel. This measure aims to reduce the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;

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

(iv) all aircraft on approach to the airport from the northeast between 11:00 p.m. and 07:00 a.m. are encouraged to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered; and

(v) to abate aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation and the Civil Aviation (Aircraft Noise) Ordinance (Cap. 312) are allowed to operate in Hong Kong. This measure is comparable to other major international airports. Our latest statistics indicate that a number of airlines have started using quieter passenger and cargo aircraft such as B777-300ER, A330-200, A380, B777-200F and B747-8F. The CAD will continue to follow up and communicate actively with airline operators on their progress in fleet modernisation.

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

The CAD monitors the noise generated by aircraft along the flight paths by a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport and a computer to associate the noise data with the aircraft flight tracks as recorded by the CAD's radar system. In 2013-14, the estimated expenditure for the maintenance of the ANFTMS is \$3.06 million, including the yearly maintenance cost and the procurement of two mobile NMTs. The implementation of the above noise abatement measures and monitoring is undertaken by the CAD's existing staff as part of their regular duties under Programme (5).

- (c) The noise abatement measures are devised according to international standards and the guidelines promulgated by the ICAO. The CAD will continue to monitor the international development of such measures.
- (d) The noise data collected by the NMTs are uploaded regularly onto the CAD's website.

Noise Exposure Forecast (NEF) contour does not measure or monitor the daily noise level of aircraft but is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes.

Name in block letters:	<u>NORMAN LO</u>
Post Title:	<u>Director-General of Civil Aviation</u>
Date:	<u>25.3.2013</u>

Examination of Estimates of Expenditure 2013-14
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)003

Question Serial No.

0513

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

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the departmental records management work over the past three years (2010-11, 2011-12, 2012-13):

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

(d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

Regarding the departmental records management work over the past three years:

- (a) The Departmental Secretary of the Civil Aviation Department (CAD) is designated as the Departmental Records Manager to oversee departmental records management practices and procedures according to the guidelines and instructions of the GRS. He is assisted by 24 members of the executive and clerical grades in various divisions, sections and teams, who are also responsible for executive and clerical duties. Routine records management work, for example filing and registry work, is undertaken by two Confidential Assistants, three Assistant Clerical Officers, and three Clerical Assistants on a full-time basis.
- (b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	1967 to 2008	879 files in 70 linear metres	Six months to seven years	No

- (c) There have not been records transferred to the GRS for retention.

(d) Information on records which have been approved for destruction by the GRS is as follows:

Category of records	Years covered by the records	Number and linear metres of records	Year that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1990 to 2000	12 files in 0.6 linear metres	2012	Six months to seven years	No
Programme records	1980 to 1998	492 files in 18 linear metres	2011	Seven to thirty years	No

Name in block letters: NORMAN LO
Post Title: Director-General of Civil Aviation
Date: 25.3.2013

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

Reply Serial No.

THB(T)004

Question Serial No.

1100

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:

Will the Administration inform this Council:

- (a) the number of air traffic controllers planned to be recruited and their estimated salary expenditure in the financial year of 2013-2014;
- (b) the number, contents and estimated expenditure of the training projects for air traffic controllers to be conducted in the financial year of 2013-2014.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The Civil Aviation Department (CAD) plans to recruit 25 Student Air Traffic Control Officers (SATCOs) in 2013-14 to fill vacancies in the Air Traffic Control Officer (ATCO) grade. The expenditure involved in terms of notional annual mid-point salary is \$9.69 million.
- (b) All SATCOs will receive comprehensive in-house and overseas training in order to be qualified as fully fledged ATCOs. These courses include fundamental air traffic control, aviation English language, basic aerodrome and radar control, flying training and specialised air traffic control licence courses. In 2013-14, 11 in-house training courses are scheduled for the SATCOs. As these in-house training courses are conducted by the CAD's staff as part of their normal duties, no additional expenses are involved.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013

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

Reply Serial No.

THB(T)005

Question Serial No.

1106

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:

The third runway at the Airport is targeted for completion in 2023. With the expansion of the Airport, there will be an increase in the demand for air traffic control staff. Does the Civil Aviation Department (CAD) have any plan for the provision of training to relevant staff in the 2013-14 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The CAD regularly reviews the need for training of Air Traffic Control (ATC) personnel to cater for staff wastage and the provision of air traffic services at the Hong Kong International Airport (HKIA). Since 2007, the CAD has recruited 120 Student Air Traffic Control Officers (SATCOs) for comprehensive specialised training, and so far 65 SATCOs have been awarded ATC ratings to take up ATC operational duties. It is expected that around 40 more SATCOs who are currently at various stages of training will complete their training by 2016. They will join the ATC operational team in batches to support the expected air traffic growth at the HKIA. The CAD will take into account the latest development at the HKIA to recruit and train additional ATC staff in time to support new operations, including the west apron development and the proposed third runway.

In-house training is conducted by the CAD's staff as part of their normal duties, and hence no additional expenses are involved.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 25.3.2013

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

Reply Serial No.

THB(T)006

Question Serial No.

1107

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 mentioned under *Matters Requiring Special Attention* in 2013-14 that the department will continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA). Is the current runway capacity sufficient to meet the need of air services in the next three to five years? Is there any target set for enhancing the runway capacity? If yes, what is the target and the expenditure involved?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The current runway capacity is sufficient to meet the air services demand for the next three to five years. The Civil Aviation Department (CAD) will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present 63 movements per hour progressively to the target of 68 movements per hour in 2015.

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

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

25.3.2013

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

Reply Serial No.

THB(T)007

Question Serial No.

1111

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:

Please tabulate the number of aircraft distress calls or requests for emergency assistance as received by the Civil Aviation Department (CAD) in the past two years (i.e. 2010-11 to 2011-12) and, among which, the number of cases classified as urgent or dangerous.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

When the aircraft calls for assistance are received by the CAD, its Air Traffic Control unit (ATC) will alert the appropriate units in accordance with the CAD Emergency Procedures Alerting List preset for different levels of emergencies. If there is no imminent danger to the aircraft, the ATC will initiate a “Local Standby” to alert the Airport Fire Contingent and the Airport Authority Hong Kong to attend to the landing of the aircraft in question. If the aircraft is in imminent danger or is expected to have difficulties in making a normal landing, the ATC will initiate a “Full Emergency Standby”, and government departments and organisations outside the airport will be alerted to assist. For example fire appliances and ambulances will be dispatched from town to the airport and hospitals will be prepared to receive casualties.

The number of aircraft calls for assistance received by the CAD in the past two years (i.e. 2010-11 and 2011-12) is as follows:

Year	Total number of requests for assistance	Number of requests that need full emergency standby
2010-11	175	3
2011-12	158	0

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

25.3.2013

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

Reply Serial No.

THB(T)008

Question Serial No.

0157

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:

As recommended by the International Civil Aviation Organization (ICAO), the Civil Aviation Department (CAD) conducted the Search and Rescue Exercise (SAREX) annually before 2008. Long-range and short-range search and rescue exercises and training were held with different departments and rescue organisations of other countries. However, there have been no such kinds of exercises after 2008. What are the reasons? Will there be any impact on Hong Kong when it needs to coordinate aeronautical information with a view to conducting rescue operation in the region? Has the Administration earmarked any provision for conducting the above-mentioned exercises and training in 2013-14 budget?

Asked by: Hon. MA Fung-kwok

Reply:

Annex 12 to the Convention on International Civil Aviation stipulates that regular training should be provided and appropriate SAREX be arranged for the search and rescue personnel. The Civil Aviation Department (CAD) has been conducting the SAREX in accordance with the stipulated requirements to enhance its capabilities and strengthen its cooperation and coordination with government departments as well as the relevant Mainland and overseas agencies. The last SAREX was conducted by the CAD in December 2012. On top of this, the CAD has provided regular search and rescue refresher training for its officers to maintain their search and rescue proficiency.

The next SAREX is tentatively planned to be conducted in late 2014. It will be carried out by existing staff and there will be no additional expenses involved.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 25.3.2013

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

Reply Serial No.

THB(T)009

Question Serial No.

1987

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:

On “recruit and train more air traffic control staff to meet air traffic services demand”, please advise:

- (a) the estimated expenditure of the Civil Aviation Department (CAD) in this respect in 2013-14;
- (b) how the recruitment and training will tie in with the planning of the third runway and the development of the western part of the midfield area;
- (c) the items that are included in the specific work plan; and
- (d) the progress or timetable for 2013-14.

Asked by: Hon. SIN Chung-kai

Reply:

The CAD plans to recruit 25 Student Air Traffic Control Officers (SATCOs) in 2013-14 to fill vacancies in the Air Traffic Control Officer (ATCO) grade. The expenditure involved in terms of notional annual mid-point salary is \$9.69 million. In 2013-14, in-house training, to be conducted by the CAD’s staff as part of their normal duties, will be provided and hence no additional expenses are involved.

The CAD regularly reviews the need for recruitment and training of Air Traffic Control (ATC) personnel to cater for staff wastage and the provision of air traffic services at the Hong Kong International Airport (HKIA). Since 2007, the CAD has recruited 120 SATCOs for comprehensive specialised training, and so far 65 SATCOs have been awarded ATC ratings to take up ATC operational duties. It is expected that around 40 more SATCOs who are currently at various stages of training will complete their training by 2016. They will join the ATC operational team in batches to support the expected air traffic growth at the HKIA. The

CAD will take into account the latest development at the HKIA to recruit and train additional ATC staff in time to support new operations, including the west apron development and the proposed third runway.

Name in block letters: NORMAN LO
Post Title: Director-General of Civil Aviation
Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)187

Question Serial No.

3603

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:

What is the Department's estimated expenditure on the training of air traffic control staff in 2013-14? Is there currently any shortage of such staff? What is the estimated expenditure on the salaries of air traffic control staff in 2013-14?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Since 2007, the Civil Aviation Department (CAD) has recruited 120 Student Air Traffic Control Officers (SATCOs) for comprehensive specialised training, and so far 65 SATCOs have been awarded Air Traffic Control (ATC) ratings to take up ATC operational duties. It is expected that around 40 more SATCOs who are currently at various stages of training will complete their training by 2016. They will join the ATC operational team in batches to support the expected air traffic growth at the Hong Kong International Airport and the current staffing level is adequate.

In 2013-14, in-house training, to be conducted by CAD's staff as part of their normal duties, will be provided and hence no additional expenses are involved. The estimated expenditure on the salaries of the ATC staff in 2013-14 is \$200 million.

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

28.3.2013

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

Reply Serial No.

THB(T)188

Question Serial No.

3604

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:

What was the respective percentage of delays of passenger flights to and from the Hong Kong International Airport (HKIA) in the past five years (up to 2012-13)? What was the average duration of delay? Which regions (i.e. ports of the arrival flights and destinations of the departure flights) were mainly involved? What initiatives are taken by the Administration to minimise flight delays? What improvement to the problem of flight delays is expected after the commissioning of the third runway?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The percentage of passenger flights delayed by more than 15 minutes at the HKIA and the average duration of delay in the past five years are shown in the table below:

Year	Percentage of flights delayed by more than 15 minutes ^{Note 1}		Average delay (minute)	
	Arrivals	Departures	Arrivals	Departures
2008-09	20%	18%	16	14
2009-10	19%	15%	20	13
2010-11	23%	23%	23	18
2011-12	24%	22%	21	18
2012-13 ^{Note 2}	29%	27%	19	19

Notes

1 A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the Civil Aviation Department (CAD).

2 Based on traffic statistics up to 23 February 2013.

We do not compile statistics showing breakdown of the delays of arrival and departure flights into regions.

The Civil Aviation Department (CAD) closely monitors the on-time performance (OTP) of airlines and will stipulate the need for improvement for airlines with repeated poor performances. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other air traffic management authorities, improved the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA so as to strengthen support to airlines.

Flight delays are attributable to a number of factors, such as bad weather, air route and airspace restrictions or closure, and airlines' operational issues. With the availability of a third runway, the airport's capacity will be increased and the overall flight delay can be expected to reduce.

Name in block letters:	<u>NORMAN LO</u>
Post Title:	<u>Director-General of Civil Aviation</u>
Date:	<u>28.3.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)189

Question Serial No.

4272

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:

- (a) How many more civil servants will the Administration recruit in 2013-14? Please give a breakdown by grade and rank. What is the expenditure involved?
- (b) What are the duties of Student Air Traffic Control Officers (SATCOs) of the Civil Aviation Department (CAD) and Aerodrome Control Trainees (ADCTs) of the Airport Authority Hong Kong (AA)? What are the differences between them and do the duties of SATCOs completely cover those of ADCTs?
- (c) In view of the persistent increase in the runway capacity, instead of using unstable resources of contract staff, why does the CAD not recruit ADCTs directly to ensure a steady supply of manpower resources?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) In 2013-14, the CAD plans to recruit five additional civil servants to fill newly created posts. The annual staff costs of these posts, in terms of notional annual mid-point salary value, are \$1.4 million. The details are as follows:

Grade	Rank	Number	\$ million
Operations Officer	Assistant Operations Officer	1	0.34
Air Traffic Flight Services Officer	Air Traffic Flight Services Officer III	3	0.67
Air Traffic Control Officer	Student Air Traffic Control Officer	1	0.39
		5	1.40

- (b) SATCOs are trained to take up both aerodrome control positions in the Aerodrome Control Tower and radar control positions in the Air Traffic Control Centre (ATCC), while ADCTs are trained to take up duties relating to aerodrome control only.
- (c) As the training process of ADCTs is shorter than that of SATCOs, the recruitment of ADCTs by AA could ensure sufficient and continuous supply of specific air traffic control personnel to cope with the growing air traffic movements at the Hong Kong International Airport. The CAD will continue to review the staffing needs regularly and make adjustment as necessary.

Name in block letters: NORMAN LO
Post Title: Director-General of Civil Aviation
Date: 28.3.2013

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

Reply Serial No.

THB(T)190

Question Serial No.

4273

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

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the details, schedule and initial expenses regarding “planning the reprovisioning of the Air Traffic Control Centre (ATCC) and implementing the replacement of the air traffic control systems” as highlighted in paragraph 18.

Asked by: Hon. WONG Kwok-hing

Reply:

The project comprises the setup of a new ATCC in the new Civil Aviation Department (CAD) Headquarters building, and the replacement of the existing air traffic control (ATC) systems to meet the growing demand of air traffic. Construction of the ATCC was completed in December 2011 and installation of the new ATC systems is underway. So far, about \$320 million has been spent on the ATC systems replacement project. Subject to satisfactory completion of system integration and testing, and training of operational and technical staff, the new ATCC is expected to commence operation in 2014.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013

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

Reply Serial No.

THB(T)191

Question Serial No.

4274

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

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) In paragraph 18, it is stated that “regulating air navigation services and operations including conducting incident investigations”. According to the level of severity, how many incidents were investigated by the Civil Aviation Department (CAD) in 2012-13; and how many of the investigations had been completed?
- (b) In 2013-14, how much resources will the Administration provide for aviation safety so as to ensure the safety of the airport, flights and passengers?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The CAD investigates all air traffic control related incidents in which there is a loss of standard separation between aircraft. In 2012-13, investigation had been conducted on 12 incidents. Of these investigations, 11 had been completed and one is being finalised. There was no risk of collision in all of these incidents.
- (b) The CAD has established the Air Traffic Management Standards Office with an establishment of five professional staff to perform safety oversight of air navigation services (ANS) operations and systems in compliance with applicable Standards and Recommended Practices prescribed by the International Civil Aviation Organisation. To ensure the continued provision of ANS in a safe and efficient manner, a sum of about \$0.5 million has been budgeted in 2013-14 for staff training on safety management. In addition, a provision of \$220 million has been made in 2013-14 for the maintenance and enhancement of various ANS systems to support the safe provision of ANS.

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

28.3.2013

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

Reply Serial No.

THB(T)192

Question Serial No.

4595

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

- (1) How many air traffic control staff are expected to be recruited this year? How many of them will fill vacant posts and how many will be additional manpower to cope with the increased workload? What will be the expenditure involved? What will be the expenditure involved in the training of air traffic control staff?
- (2) What are the wastage rates of Student Air Traffic Control Officers (SATCOs) in each of the past five years (2008-09, 2009-10, 2010-11, 2011-12, 2012-13)? (Please list the information by the number of officers recruited and year)
- (3) What are the remuneration package for Air Traffic Control Officers II (ATCO II) recruited overseas and for staff promoted locally in the past two years (2011-12, 2012-13)? What is the proportion of local to expatriate staff at the rank of the ATCO II and higher ranks?

Asked by: Hon. WU Chi-wai

Reply:

- (1) The Civil Aviation Department (CAD) plans to recruit 25 Student Air Traffic Control Officers (SATCOs) in 2013-14. Apart from filling one newly created post in 2013-14, the new recruits are for filling existing and anticipated retirement vacancies in the Air Traffic Control Officer (ATCO) grade. The expenditure involved in terms of notional annual mid-point salary value is \$9.69 million. Specialised in-house training will be provided for the SATCOs which will be conducted by the CAD staff as part of their normal duties with no additional expenses involved.

- (2) In the past five years, the CAD recruited a total of 84 SATCOs to fill vacancies in the ATCO grade. The yearly breakdown, with the number of SATCOs recruited and left service is given in the table below:

Year	2008-09	2009-10	2010-11	2011-12	2012-13
SATCOs recruited	15	31	38	-	-
SATCOs left service	9	6	5	2	5

The CAD has been closely monitoring the training progress and wastage rate of the SATCOs. As the ATCO training capacity has been fully employed for the large number of serving SATCOs, the CAD has temporarily suspended the SATCO recruitment in the past two years. The next SATCO recruitment exercise will be conducted in 2013-14 to fill the consequential vacancies.

- (3) The CAD has not recruited any ATCO II from overseas in the past two years (2011-12, 2012-13). The salary scale for ATCO II is the same regardless of where they were recruited. At present, the CAD has 20 officers on overseas agreement terms and 134 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II is 1:7.

Name in block letters: NORMAN LO
 Post Title: Director-General of Civil Aviation
 Date: 28.3.2013

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

Reply Serial No.

THB(T)305

Question Serial No.

4939

Head: 708 – Capital Works Reserve Fund : Subhead 8032XJ – Replacement of
Capital Subventions and Major (No. & title): Air Traffic Control System
Systems and Equipment

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) The Civil Aviation Department is replacing the air traffic control (ATC) system. Please advise which countries design the new system, and in which area the estimated expenditure in 2013-14 will be used for.
- (b) What is the expected increase in the efficiency in processing aeronautical data after replacement of the ATC system?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The new ATC system comprises a number of sub-systems which were procured under eight contracts. Suppliers of the major sub-systems include companies from the United States of America, Austria, Hong Kong, Canada, Switzerland and Germany. The estimated expenditure of \$556.53 million in 2013-14 will be used to settle partial payment for system installation and testing.
- (b) The new ATC system adopts state-of-the-art technology, which will connect the sub-systems via a high speed network. The system is 100 times faster than the existing network and will significantly increase the efficiency of aeronautical data processing.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013