

CONTROLLING OFFICER'S REPLY**THB(T)001****(Question Serial No. 2354)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

In this regard, would the Civil Aviation Department provide in the table below details of the duty visits made by the Director-General of Civil Aviation in the past 3 years (2012-13, 2013-14 and 2014-15), including the date of visit, place of visit, size of entourage, purpose of visit, expenses on hotel accommodation, air tickets and meals and total expenditure for each visit? Please provide the amounts and the names of the sponsors of the sponsorships received (if any) of each visit.

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

Asked by: Hon CHAN Chi-chuen (Member Question No. 10)Reply:

Details of the overseas duty visits made by the Director-General of Civil Aviation in 2012-13, 2013-14 and 2014-15 with expenses incurred are provided in the table below. There is no sponsorship received for the visits.

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
28-30.5.2012	Bangkok / Thailand	4	Chaired the Asia/Pacific Air Navigation Planning and	3,388	3,335	169	6,892

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			Implementation Regional Group (APANPIRG) of the International Civil Aviation Organization (ICAO) Midterm Review meetings				
6-9.6.2012	Shanghai / China	2	Attended and made presentation at the 2 nd Airport Construction Summit	8,979	3,034	118	12,131
17-18.6.2012	Macau	8	Attended the Pearl River Delta (PRD) Planning and Implementation Supervisory Group meetings with the Civil Aviation Administration of China (CAAC) and the Civil Aviation Authority of Macao (CAAM)	3,436	N/A	303	3,739
6-15.9.2012	Bangkok / Thailand	7	Chaired the 23 rd ICAO APANPIRG meetings	15,203	3,137	58	18,398
6-13.10.2012	New Delhi/ India	6	Attended the 46th ICAO Conference of Director General of Civil Aviation	20,297	8,010	1,115	29,422
17-18.10.2012	Singapore	2	Attended meetings with the Air Accident Investigation Bureau (AAIB) of Singapore and its 10 th Anniversary Celebration function. Also participated in and	7,503	3,425	50	10,978

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			officiated at the Asian Society of Air Safety Investigators Inaugural Workshop				
5-7.11.2012	Guangzhou / China	6	Paid courtesy visits to and attended meetings with various agencies of the Mainland, including civil aviation authorities, search and rescue agency, etc, to discuss aviation matters	5,164	N/A	380	5,544
22-26.6.2013	Bangkok / Thailand	3	Chaired the 24 th ICAO APANPIRG meetings	9,699	8,403	1,797	19,899
27-28.6.2013	Beijing / China	1	Attended a meeting with CAAC, to discuss cooperation on aviation matters and the opening ceremony of the ICAO Asia and Pacific Regional Sub-office				
28-31.10.2013	Beijing / China	5	Attended the signing ceremony of the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations between CAAC, CAD and AACM. Also attended	8,937	4,413	N/A	13,350

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

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
7-8.1.2015	Beijing / China	1	Attended meetings with the CAAC to discuss aviation matters	2,891	5,982	N/A	8,873
20.1.2015	Shenzhen / China	2	Attended a signing ceremony of the revised Cooperation Arrangement on Aircraft Accident Investigation and Search and Rescue between CAAC and CAD	N/A	N/A	N/A	N/A
1-7.2.2015	Montreal / Canada	6	Attended ICAO Second High-level Safety Conference 2015 and the Planning and Implementation Regional Group – Regional Aviation Safety Group Global Coordination Meetings	10,663	30,894	N/A	41,557
12-13.2.2015	Guangzhou / China	1	Attended meetings with the Mainland aviation authority to discuss aviation matters	2,885	N/A	N/A	2,885

- End -

CONTROLLING OFFICER'S REPLY

THB(T)002

(Question Serial No. 2376)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (-) Not Specified
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under the Programmes that the estimated non-directorate posts of the Civil Aviation Department (CAD) will be reduced from 736 as at 31 March 2015, to 709 as at 31 March 2016, representing a reduction of 27 posts. What are the reasons? The CAD also states that its estimated establishment in 2016 is 730, amongst which 21 are directorate posts. Please list the categories, salaries, allowances and work nature of the 21 directorate posts, and the categories, distribution, salaries, allowances and work nature of the 709 permanent non-directorate posts.

Asked by: Hon CHAN Chi-chuen (Member Question No. 32)

Reply:

Amongst the 27 posts to be deleted, 15 of them are time-limited civil service posts scheduled for deletion in 2015-16 after their work has been substantially completed. The remaining 12 posts are permanent civil service posts which provide back-end office and transport support for the operation of the existing Air Traffic Control (ATC) Centre which is separated from the CAD Headquarters building at present. With the relocation of the ATC Centre to the CAD Headquarters building in 2016, such posts will be deleted in 2015-16.

The annual expenditure in terms of notional annual mid-point salary (NAMS) and nature of work for the 730 posts as at 31 March 2016, including 21 directorate and 709 non-directorate posts, are grouped and summarised in the table below. The total provision for allowances in 2015-16 is about \$6 million for payment of appointment or job-related allowances subject to operational needs.

Category	No. of Directorate Posts	No. of Non-directorate Posts	Total NAMS (\$)	Nature of Work
Assistant Director-General of Civil Aviation level and above				
Director-General of Civil Aviation	1	-	2,644,200	Overseeing operations of the Department at the senior management level
Deputy Director-General of Civil Aviation	1	-	2,139,600	
Assistant Director-General of Civil Aviation	5	-	9,216,000	
Air Traffic Management Related Posts				
Air Traffic Control Officer grade, Air Traffic Flight Services Officer grade and Aeronautical Communications Officer grade	5	457	317,221,500	Provision of air traffic control service, flight information service and alerting service
Air Traffic Engineering Services Related Posts				
Electronics Engineer grade	2	24	22,570,440	Planning, co-ordination, provision and maintenance of the air traffic control systems, radar, navigational aids and communication equipment
Other Civil Aviation Operations Related Posts				
Operations Officer grade	6	96	100,434,720	Regulating the operational safety and airworthiness of aircrafts; licensing, regulating and monitoring the safety and security of aerodromes; implementation of air services arrangements and civil aviation safety policy
Medical and Health Officer grade	-	1	1,222,560	Provision of support to the licensing of flight crew and aircraft maintenance engineer

Category	No. of Directorate Posts	No. of Non-directorate Posts	Total NAMS (\$)	Nature of Work
Statistical Officer grade	-	2	724,830	Processing flight statistics and safety data
Administration Support Posts				
Treasury Accountant grade, Accounting Officer grade, Information Officer grade, Executive Officer grade, Clerical & Secretarial grades, Supplies Officer grade, Librarian grade, Driver grade and Workman grade	1	129	42,950,220	Provision of administrative and logistic support to the Department
Total:	21	709	499,124,070	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)003

(Question Serial No. 1695)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that the number of flight operations and cabin safety inspections conducted by the Civil Aviation Department (CAD) amounted to 143 and 140 in 2013 and 2014 respectively. The target number for 2015, however, has been set at 130 only. Does the CAD see a need to raise the target number of inspections? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (Member Question No. 44)

Reply:

The inspections on flight operations and cabin safety are conducted by the CAD to monitor the local air operators' compliance of their flight operations with the stipulated safety and operational standards, thereby maintaining flight safety. The target number of inspections is set by the CAD at the beginning of the year, taking into account the number of local air operators, the follow-up required to the findings of the past inspections, as well as the operators' applications for adopting new flight procedures for their aircraft received by the CAD. Taking into account the above factors, the target number of inspections to be conducted by the CAD is 130 for 2015. In 2013 and 2014, more inspections were conducted due to increased ad-hoc applications made by the local air operators for adopting new flight procedures for operational needs, as well as follow-up to inspection findings. The CAD will continue to closely monitor the safety performance of air operators, and carry out additional inspections as and when necessary with a view to ensuring aviation safety.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)004****(Question Serial No. 1634)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

The Air Traffic Management Division of the Civil Aviation Department (CAD) is responsible for, inter alia, "providing schedule co-ordination and slot allocation services to airlines and other aircraft operators". What are the respective percentages of delays caused by non-weather reasons out of all departing flights over the past five years? Please list by reasons.

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

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

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

Year	Number of passenger flights delayed by more than 15 minutes on departure ^{Note 1}	Percentage of the total number of departure flights ^{Note 1}
2010-11	28 167	22%
2011-12	30 744	22%
2012-13	37 008	27%
2013-14	48 274	31%
2014-15 ^{Note 2}	47 445	35%

Notes

- 1 A departure flight is delayed when its actual departure time at the parking stand is later than the time of the slot allocated by the CAD.
- 2 Based on traffic statistics up to 31 January 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)005

(Question Serial No. 0136)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will monitor aircraft noise and flight tracks, and implement the noise abatement programme in 2015-16. Will the Government inform this Committee:

- (1) of the details of the above measures, the operating expenses, staffing establishment and estimated expenditure on salaries involved;
- (2) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (3) whether it will set standards to assess the effectiveness of noise abatement measures; and
- (4) whether it will provide information about aircraft noise at various times in different months, including the aircraft noise exposure forecast (NEF) contour maps at various times each month, so that the public will understand better the scope of aircraft noise impact at various times. If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 11)

Reply:

(1) and (2)

The Civil Aviation Department (CAD) has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization (ICAO):

- (i) between midnight and 07:00 am, subject to acceptable operational and safety consideration, arriving aircraft are required to land from the southwest. This

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

- (ii) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the Hong Kong International Airport (HKIA) are required to use the southbound route via the West Lamma Channel. This measure aims at reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;
- (iii) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures so as to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;
- (iv) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered;
- (v) to reduce aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;
- (vi) since February 2012, the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, such as Ma Wan, and reduces the impact of aircraft noise on these areas; and
- (vii) starting from late March 2014, the CAD no longer allowed aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The CAD also monitors the noise caused by aircraft operations through a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMTs) which are located along or

close to the flight paths operating into and out of the HKIA, and a computer to correlate the noise data with the aircraft flight tracks recorded by the CAD's radar system. In 2015-16, the estimated expenditure for the replacement of outdoor NMTs that are obsolete is \$3.36 million. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

- (3) All noise abatement measures are developed according to the international standards and the guidelines promulgated by the ICAO. The CAD will continue to monitor the international development of such measures.
- (4) The noise data collected by the ANFTMS are consolidated and regularly uploaded onto the CAD's website. The 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 HKIA for land use planning purposes.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)006

(Question Serial No. 0137)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

What is the estimated full-year expenditure on the salaries of the Director-General of Civil Aviation and the Acting Director-General of Civil Aviation in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 12)

Reply:

For 2015-16, the notional annual salary cost at mid-point of the Director-General of Civil Aviation (D6) is \$2,644,200. There is no separate provision for an Acting Director-General of Civil Aviation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0138)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

In this Programme, the Government said it would continue to co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta region in 2015-16. Will the Government inform this Committee:

- (1) Whether it has drawn up a timetable for the optimisation of the airspace design of the Pearl River Delta region? If yes, what are the details?
- (2) The respective operating expenditure, staffing establishment and salary expenditure to be involved in the above work in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 13)

Reply:

In 2004, the Civil Aviation Administration of China, the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao set up a Tripartite Working Group (TWG) to devise measures to improve the airspace structure and air traffic management in the Pearl River Delta (PRD) region to optimise the use of the PRD airspace. The TWG drew up the "PRD Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan), stipulating short, medium and long term optimisation targets and measures, with a view to supporting air traffic growth in the PRD region, thereby achieving mutual benefits and a win-win situation to the airports in the region, including Guangzhou, Hong Kong, Shenzhen, Macao and Zhuhai. The ultimate target of the Plan is to achieve joint airspace planning, use of common standards and harmonised flight procedure design for the region, thereby ensuring safe and efficient use of the airspace. We are working closely with the relevant civil aviation authorities to take forward the measures.

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

- End -

CONTROLLING OFFICER'S REPLY

THB(T)008

(Question Serial No. 1536)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway of the Airport is targeted for completion in 2023. With the expansion of the Airport, the demand for air traffic control (ATC) staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2015-16 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 (Member Question No. 18)

Reply:

The CAD will take into account the latest development at the Hong Kong International Airport to recruit and train the ATC staff to support operational needs. The CAD regularly provides the ATC officers at various ranks with both in-house and overseas specialised training, and such training courses are also planned for 2015-16.

In-house training courses are conducted by the CAD staff as part of their normal duties, no additional expenses will be incurred. In 2015-16, overseas specialised training courses will be arranged for the various ranks of the ATC staff on various aspects related to the performing of the ATC duties and related work, including Airspace Design, Air Traffic Management Safety Investigation and Analysis, Airport Collaborative Decision Making, etc. The estimated expenditure involved is \$5.13 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 1538)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2015-16, the Civil Aviation Department (CAD) stated that it 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 adequate to meet flight demands in the coming three to five years? Has any target been set in respect of the enhancement of runway capacity? If yes, what are the target figures? What is the expenditure involved?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 20)

Reply:

The CAD will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present maximum of 66 movements per hour, progressively to the target of the maximum of 68 movements per hour, which will be the practical maximum capacity of the two-runway system of the HKIA, in end 2015. The CAD will continue to work closely with the Airport Authority Hong Kong (AA) as well as airlines to explore possible means to maximise the runway capacity of the existing two-runway system, pending the availability of the Three-Runway System proposal by the AA.

The CAD's air traffic management enhancement work is undertaken by existing staff as part of their normal duties under Programme (3).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)010

(Question Serial No. 0268)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will continue to enhance the maintenance programme for the existing air traffic control (ATC) systems to meet the air traffic growth. What are the relationships between hardware maintenance and traffic growth? How is the expenditure calculated?

Asked by: Hon LAU Wong-fat (Member Question No. 10)

Reply:

Aviation safety is our priority. The CAD, as the aeronautical authority, provides the ATC services for flights operating at the Hong Kong International Airport and flights overflying the Hong Kong Flight Information Region. As the air traffic volume in Hong Kong continues to grow, it is necessary for the CAD to ensure that the ATC system continues to operate safely, reliably and efficiently to provide timely and efficient ATC services for the continuously increasing number of flights. To this end, the CAD will continue to enhance the maintenance programme for the ATC systems to safeguard its steady and satisfactory performance. The total expenditure of the maintenance programme covers expenditure on manpower, hardware and software maintenance.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)011****(Question Serial No. 3288)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

The Financial Secretary mentioned in last year's Budget that government departments and the public sector should conduct expenditure reviews and consider how best to consolidate their services and funding schemes in order to further enhance the efficiency of public services (see paragraph 139 of the 2014-15 Budget). Will the Government inform this Committee of the following:

- (i) in respect of the following listed government department/public organisation with a greater or smaller change/percentage change in their respective estimated established posts in the coming year as compared to last year, the ranks of the posts to be created/deleted and their respective numbers;
- (ii) for the above creation/deletion of posts, the total amounts of annual salaries and fringe benefits involved;
- (iii) the major reasons for the above creation/deletion of posts.

Head of Expenditure	Total number of established posts according to the revised estimate as at 31.3.2015	Total number of established posts according to the estimate as at 31.3.2016	Number of posts created/deleted (% change)
Civil Aviation Department (CAD)	757	730	-27 (-3.6%)

Asked by: Hon LEUNG Kenneth (Member Question No. 2.01)

Reply:

The ranks, annual staff costs in terms of notional annual mid-point salary (NAMS) and reasons of deletion of the 27 posts in the CAD are summarised as follows:

Rank	No. of Posts	Total NAMS (\$)	Reasons for Deletion
Time-limited posts to take forward specific initiatives			
Air Traffic Control Officer II	13	12,153,180	Their duties are to assist in the early implementation stage of the new Air Traffic Control (ATC) systems, including the conduct of the tendering exercises, the finalisation of the system acceptance and integration testing procedures, the conduct of system acceptance, the design and evaluation of air traffic control and flight procedures of the new ATC systems, etc. After deletion of the posts, the remaining work relating to the new ATC Centre will be handled by the existing staff resources.
Electronics Engineer/ Assistant Electronics Engineer	2	1,347,720	
Permanent posts			
Special Driver	3	659,160	Their duties are to support the operation of the existing ATC Centre which is separated from the CAD Headquarters building at present. With the relocation of the ATC Centre to the CAD Headquarters building, which will commence operation in 2016, such posts will be deleted in 2015-16.
Motor Driver	3	581,040	
Clerical Officer	1	373,440	
Assistant Clerical Officer	1	232,920	
Clerical Assistant	2	363,480	
Office Assistant	2	320,400	
Total:	27	16,031,340	

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2430)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

The allocation of civil aviation airspace has to be discussed between the managing authorities of different airspaces, and then determined by the International Civil Aviation Organization. The target of the Civil Aviation Department (CAD) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) Region is beyond its jurisdiction. Could the Government inform this Committee how the provision in respect of this scope in the Budget will be used?

Asked by: Hon MO Claudia (Member Question No. 40)

Reply:

As an air navigation services provider, the CAD is responsible for providing air traffic control services to flights operating at the Hong Kong International Airport (HKIA), as well as flights overflying the Hong Kong Flight Information Region (HKFIR). It is also responsible for designing flight routes and aircraft arrival and departure procedures for the HKFIR, as well as liaising with neighbouring civil aviation authorities in reviewing air traffic management in the region.

Taking into account the robust growth of air traffic in the PRD region, the Civil Aviation Administration of China (CAAC), the CAD and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to rationalise the air traffic management arrangements in the PRD region in order to optimise the use of, and enhance flight safety in, the PRD airspace. The TWG jointly drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted by the three sides. None of these measures concern the allocation of civil aviation airspace as stipulated by the International Civil Aviation Organization.

The CAD has been maintaining close liaison with the CAAC and the CAAM through the TWG to discuss the implementation of the measures set out in the 2007 Plan. So far, a number of airspace enhancement measures in the Plan have been implemented, including the establishment of peripheral flight paths in the PRD region, the addition of handover points, the enhancement of the Zhuhai airspace structure, etc. In 2015-16, the CAD will continue to contribute to the discussions of the TWG, and strive to facilitate progress in the work of the TWG. The work is undertaken by existing staff of the CAD as part of their normal duties under Programme (3), and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)013

(Question Serial No. 2431)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in a report of the Director of Audit, the Civil Aviation Department (CAD) was granted funding by the Finance Committee in 2008 to purchase a new generation air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, but the system is not yet fully commissioned, thus impairing the efficiency of the Hong Kong International Airport in handling air traffic. What is the financial provision to be allocated for the ongoing efficiency enhancement of air traffic management in 2015-16?

Asked by: Hon MO Claudia (Member Question No. 41)

Reply:

Among the eight major ATC system contracts to replace the ATC system, seven of them have been substantially completed as scheduled, and put into operational use since 2013. The remaining Air Traffic Management System will be completed and available for training of air traffic control personnel later this year.

The CAD has already enhanced the operations of and stepped up the maintenance work on the existing ATC system to ensure its steady and satisfactory performance to cope with the air traffic growth in Hong Kong. There is no further plan to enhance the existing ATC system in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)014

(Question Serial No. 0121)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) stated that the number of non-directorate posts will be decreased by 27 to 709 posts as at 31 March 2016. Please inform this Committee of the nature of work, ranks and salaries of these posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 23)

Reply:

The ranks, annual staff costs in terms of notional annual mid-point salary (NAMS) and duties of the 27 posts to be deleted are summarised as follows:

Rank	No. of Posts	Total NAMS (\$)	Duties
Time-limited posts to take forward specific initiatives			
Air Traffic Control Officer II	13	12,153,180	To assist in the early implementation stage of the new Air Traffic Control (ATC) systems, including the conduct of the tendering exercises, the finalisation of the system acceptance and integration testing procedures, the conduct of system acceptance, the design and evaluation of air traffic control and flight procedures of the new ATC systems, etc. The remaining work relating to the new ATC Centre will be handled by the existing staff resources.
Electronics Engineer/ Assistant Electronics Engineer	2	1,347,720	
Permanent posts			
Special Driver	3	659,160	To support the operation of the existing ATC Centre which is separated from the CAD Headquarters building. With the
Motor Driver	3	581,040	
Clerical Officer	1	373,440	

Assistant Clerical Officer	1	232,920	relocation of the ATC to the CAD Headquarters building, which will commence operation in 2016, such posts will be deleted in 2015-16.
Clerical Assistant	2	363,480	
Office Assistant	2	320,400	
Total:	27	16,031,340	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)015

(Question Serial No. 1137)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

Every year, regarding “aircraft registered on the Hong Kong Civil Aircraft Register” (the Register), there is always a great discrepancy between the Civil Aviation Department’s (CAD’s) estimate at the beginning of year and the actual figure at year-end. The estimate for 2013 was an increase of 36 aircraft to 322 aircraft, and it was, as explained, “due to arrival of new aircraft of Hong Kong air operators”, but actually there was only an increase of two aircraft to 288 aircraft. The estimate for 2014 was an increase of 35 aircraft to 323 aircraft, and it was, as explained, “due to fleet expansion of Hong Kong air operators”, but actually there was only an increase of 11 aircraft to 299 aircraft. Will the Government explain the reason for over-estimating the number of aircraft in the past two years? The estimate for 2015 is an increase of 21 aircraft to 320 aircraft. What are the criteria and reasons based on which the Government has made this estimate? What measures will be adopted by the Government to minimise the estimation error?

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 34)

Reply:

The number of aircraft on the Register is compiled by the CAD at the beginning of each year, on the basis of information of the expansion plan and aircraft transfer plan provided by the local airline operators, as well as the applications for aircraft registration and de-registration from private aircraft owners received by the CAD. However, past experience showed that there could be a varying number of applications from private aircraft owners for aircraft registration and de-registration to the CAD during the year, rendering a fluctuation in the number of registered aircraft. The CAD has conducted a review and will, for future estimates, take into account also the past registration and de-registration pattern of private aircraft owners, in projecting the number of aircraft on the Register.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1143)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in a report of the Director of Audit, the Civil Aviation Department (CAD) was granted funding by the Finance Committee in 2008 to purchase a new generation air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, but the system is not yet fully commissioned, thus impairing the efficiency of the Hong Kong International Airport in handling air traffic. What is the financial provision to be allocated for the ongoing efficiency enhancement of air traffic management in 2015-16? What is the planned operational life of the Autotrac 3 system? Is the Autotrac 3 system compatible with the specifications of the most advanced next generation ATC system (NextGen)?

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 40)

Reply:

Among the eight major ATC system contracts to replace the ATC system, seven of them have been substantially completed as scheduled, and put into operational use since 2013. The remaining Air Traffic Management System (ATMS) will be completed and available for training of air traffic control personnel later this year.

The CAD has already enhanced the operations of and stepped up the maintenance work on the existing ATC system to ensure its steady and satisfactory performance to cope with the air traffic growth in Hong Kong. There is no further plan to enhance the existing ATC system in 2015-16.

Normally, the ATC systems have a life span of about 15 years. The new ATMS of the CAD is in full compliance with the latest international air traffic management standards, and is compatible with the most advanced next generation ATC system.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No.1307)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

There were 393 120 aircraft movements at the Hong Kong International Airport (HKIA) in 2014, representing an increase of 5% over the 373 315 movements in 2013. It is however estimated that aircraft movements will only increase by 4% to around 400 000 in 2015. In this connection, please inform this Committee of the factors that have been taken into account in making the estimate. Regarding the increase in aircraft movements, although the runway capacity will be increased to 68 movements per hour in 2015, what measures will the Government put into place to further enhance the HKIA's capacity in view of the demand for air services, air cargo in particular, apart from continuing to improve the efficiency of air traffic management? For example, will consideration be given to extending movement slots to avoid continued diversion of aircraft to nearby airports due to the insufficient capacity in Hong Kong?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 23)

Reply:

The Civil Aviation Department (CAD) projects the growth rate of the aircraft movements at the HKIA each year taking into account a number of factors, including the past growth trends of aircraft movements operating at the HKIA, the number of available runway slots, etc.

The CAD will, in collaboration with the Airport Authority Hong Kong (AA), continue to maximise the capacity of the existing runways and other airport facilities as much as possible. According to a study conducted by the aviation consultant, i.e. the National Air Traffic Services in the United Kingdom, commissioned by the AA in 2008, the practical maximum capacity of the two-runway system (2RS) at the HKIA is some 420 000 movements per year. Given the robust growth in air traffic movements at the HKIA in the past few years, and in the light of the current projection and growth of traffic, the existing 2RS of the HKIA is expected to reach full capacity very soon, and a three-runway system is urgently needed to satisfy the demand of the HKIA.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)018

(Question Serial No. 1367)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) International oil prices have been volatile in the past few years. Please advise whether the Civil Aviation Department (CAD) has raised any objections during vetting of fuel surcharge adjustment applications filed by airlines. If yes, what are the situations in the past five years? Please provide the relevant data.
- (2) Please inform this Committee of any complaints received in the past five years concerning overcharging of fuel surcharge by airlines.

Asked by: Hon YIU Si-wing (Member Question No. 41)

Reply:

- (1) The CAD reviews the passenger fuel surcharge on a monthly basis. The CAD processed about 4 000 filings for passenger fuel surcharge in the past five years, and about 200 filings were not approved.
- (2) The CAD received 15 complaints concerning overcharging of fuel surcharge by the airlines in the past five years.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3666)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2015-16 under this Programme, it is mentioned that the Department would continue to work with the system contractor to resolve the outstanding issues of the new air traffic control (ATC) system and further enhance supervision, with a view to ensuring the early smooth transition of the air traffic control operations to the new ATC Centre. Please inform this Committee of the following:

- (1) What are the outstanding issues of the new ATC system? When will the new system become fully operational? Will it be later than scheduled? If so, what are the reasons?
- (2) What is the total expenditure on handling the new ATC system? Is it different from the original estimate?
- (3) What are the staffing dedicated to the above work and the estimated expenditure on annual emoluments for 2015-16?
- (4) What are the annual operating expenses, staffing and estimated expenditure on annual emoluments under this Programme for 2015-16?
- (5) What are the estimated annual operating expenses, staffing and expenditure on annual emoluments of the Department's Air Traffic Engineering Services Division (AESD) for 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 75)

Reply:

- (1) The Replacement of the ATC System project (the ATC replacement project) was implemented through eight major contracts. Seven of them have been substantially completed as scheduled, and put into operational use since 2013. The remaining Air

Traffic Management System (ATMS) is undergoing a series of stringent tests, and is expected to be completed for staff training which will last for nine months before it commences operation in the first half of 2016.

- (2) The latest estimated cost for the ATC replacement project is about \$1,452 million, which is within the approved funding of \$1,565 million by the Finance Committee.
- (3) The ongoing work for the implementation of the new ATC System will be absorbed by existing staff under Programme (3) - Air Traffic Management and Programme (4) - Air Traffic Engineering Services as part of their normal duties. There is no separate breakdown on the staff cost for the work.

(4) and (5)

The work involved under Programme (4) - Air Traffic Engineering Services is undertaken by the staff of the AESD. The total number of staff of the Division including general administrative support staff is 71. The total provision for the AESD for 2015-16 is \$300 million, comprising operating expenses of about \$259 million, and annual salaries in terms of notional annual mid-point salary of about \$41 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)217****(Question Serial No. 6927)****Head:** (28) Civil Aviation Department**Subhead (No. & title):** (-) Not Specified**Programme:** (-) Not Specified**Controlling Officer:** Director-General of Civil Aviation (Norman LO)**Director of Bureau:** Secretary for Transport and Housing**Question:**

Please provide the respective number of injury on duty (IOD) and fatal IOD cases involving various ranks of Civil Aviation Department (CAD) employees in each of the past five years, as well as the ratio of these injury cases to the total staff in respective ranks. Please indicate the work of the CAD in preventing work injury and promoting occupational safety and health (OSH) each year.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 854)**Reply:**

A breakdown of the IOD cases in the CAD in the past five years is set out below –

Year	Rank	Number of Staff IOD (a)	Total Number of Staff in the Rank (b)	Percentage (a)/(b) x 100%
2010	Office Assistant	1	14	7.1
2011	Air Traffic Flight Services Officer II	1	26	3.8
	Motor Driver	1	10	10.0
2012	Air Traffic Control Officer II	1	126	0.8
	Technical Officer (Architectural)	1	1	100.0
2013	Senior Operations Officer (Airworthiness)	1	11	9.1
	Air Traffic Control Officer II	1	127	0.8
	Workman ^{Note}	1	3	33.3
2014	Motor Driver	1	11	9.1
	Clerical Assistant	1	21	4.8
	Total	10		

Note: Employed on non-civil service contract terms.

There are no fatal IOD cases in the past five years.

The CAD has all along attached importance to the OSH of its staff. A series of measures to promote the OSH have been implemented, including promulgation of the OSH policies, safety guidelines, preventive measures and the OSH-related training courses. The CAD undertakes periodic risk assessments, inspections and reviews of safety and health at the workplace. All the IOD cases will be investigated and followed up with improvement and preventive measures as appropriate. With a view to providing a safe working environment for staff, the OSH is also a regular discussion item at the Departmental Consultative Committee meetings held quarterly.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)218****(Question Serial No. 6928)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

What are the respective numbers of delay in departure and arrival flights over the past five years (with breakdown by duration of delay)?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 855)Reply:

The number and percentage of passenger flights delayed by more than 15 minutes ^(Note 1) at the Hong Kong International Airport in the past five years are shown in the table below:

Year	Delayed between 16 and 60 minutes				Delayed by more than 60 minutes			
	Arrivals		Departures		Arrivals		Departures	
2010-11	23 786	19%	21 260	17%	7 073	6%	6 907	5%
2011-12	26 204	19%	24 001	17%	6 818	5%	6 743	5%
2012-13	29 896	22%	27 863	21%	9 101	7%	9 145	7%
2013-14	35 339	23%	36 871	23%	11 639	7%	11 403	7%
2014-15 (Note 2)	33 585	24%	35 510	26%	11 927	9%	11 935	9%

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.
2. Statistics up to 31 January 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)219

(Question Serial No. 6929)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective numbers of aircraft that made an emergency landing at the Hong Kong International Airport (HKIA) in each of the past five years?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 856)

Reply:

From 2010 to 2014, there were a total of four occurrences of aircraft making emergency landings at the HKIA, two of which took place in 2013, and the other two in 2014.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)220

(Question Serial No. 6930)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective numbers of air traffic incidents that occurred at the Hong Kong International Airport (HKIA) and their casualty tolls in each of the past five years?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 857)

Reply:

From 2010 to 2014, a total of three accident / serious incidents occurred at the HKIA, which all took place in 2010. Only one accident had resulted in injuries; in that accident, 63 persons were injured during the evacuation process.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)221

(Question Serial No. 3384)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

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

- (1) On the work to refine air traffic operating procedures and improve air traffic control and air navigation facilities, what were the expenditure in the past two years and the estimated expenditure in the coming year?
- (2) Though the Airport Authority Hong Kong has plans to include controllers responsible for "surface control" in its establishment, there has been a great shortage of air traffic control officers. Will the Government inform this Committee whether the CAD will improve the pay package of air traffic control officers or expand the training schemes for local air traffic control officers so as to retain talents; and of the average remuneration of local air traffic control officers in the past three years?
- (3) The time-keeping performance of airlines and other aircraft operators is affected by limitations posed by the existing aircraft stands. Will the Government inform this Committee of the expenditure and manpower involved in facilitating the CAD to monitor the time-keeping performance in the coming year; and whether the existing air traffic control system has been able to automatically perform the monitoring and statistical work?

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 61)

Reply:

- (1) In the past two years, the CAD has already implemented a number of satellite-based Performance-based Navigation flight procedures at the Hong Kong International Airport (HKIA).

The CAD has also implemented a series of enhancement measures to air traffic operating procedures. These include refinement of aircraft arrival procedures, establishment of new holding patterns in the air and introduction of a dedicated Flow Management position, etc.

Enhancement of air traffic operating procedures and air traffic control service are undertaken by existing CAD staff as part of their normal duties under Programme (3). Regarding improvement of air navigation facilities, the CAD has continued to implement the latest satellite-based technology in enhancing flight tracking capabilities and flight safety. The actual expenditure incurred in 2013-14 was \$2.65 million and estimated expenditure of \$5.66 million and \$0.91 million will be incurred in 2014-15 and 2015-16 respectively.

The CAD will keep in view the latest technology development and the International Civil Aviation Organization standards to further enhance air traffic management in the Hong Kong Flight Information Region (HKFIR).

- (2) The CAD reviews the manpower resources of Air Traffic Controllers regularly in order to cope with the growth in air traffic at the HKIA as well as within the HKFIR. There are currently 102 Student Air Traffic Control Officers (SATCOs) and Air Traffic Control Officers III (ATCO IIIs) [training ranks in the Air Traffic Control Officer (ATCO) grade establishment] in the Air Traffic Controllers workforce. Majority of them are undergoing various stage of specialised training for taking up air traffic control duties. All the vacancies for SATCOs/ATCO IIIs have been filled and the CAD does not anticipate staff retention problems.

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

Rank	2012-13 (\$)	2013-14 (\$)	2014-15 (\$)
ATCO I	1,125,120	1,153,800	1,222,560
ATCO II	860,340	882,300	934,860
ATCO III/ SATCO	387,630	402,840	421,800

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

The existing scheduling software is capable of producing the on-time-performance statistical data of airline operations. Those for general/business aviation operations are calculated manually. The actual monitoring work involves the CAD staff to

analyse the on-time-performance statistical data in order to identify any possible instances of intentional slot misuses and, where needed, to follow up with the operators concerned to stipulate the need for improvement.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5373)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

1. Has the Government been monitoring the noise level at Ma Wan on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the three-runway system (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?
2. Has the Government been monitoring the noise level at Discovery Bay on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the 3RS at the airport on the district? If yes, what are the details and estimated expenditure?
3. Has the Government been monitoring the noise level at Tung Chung North on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the 3RS at the airport on the district? If yes, what are the details and estimated expenditure?
4. Has the Government been monitoring the noise level at Tung Chung South on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level

in the district, and assess the impact of the commissioning of the 3RS at the airport on the district? If yes, what are the details and estimated expenditure?

5. Has the Government been monitoring the noise level at Belvedere Garden on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the 3RS at the Airport on the district? If yes, what are the details and estimated expenditure?
6. Has the Government been monitoring the noise level at Kingswood Villas on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district? If yes, what are the details and estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 193)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport (HKIA) at the following locations: Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverly Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Tung Chung (Caribbean Coast), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road). The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website. Therefore, the noise level of aircraft in the vicinity of Ma Wan, Tung Chung and Tsuen Wan Belvedere Garden are under the monitoring by the CAD. As aircraft operating into and out of the HKIA normally do not overfly Discovery Bay and Tin Shui Wai Kingswood Villas, the CAD does not have any plan at this stage to install additional NMTs.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization (ICAO):

- (i) between midnight and 07:00 am, subject to acceptable operational and safety consideration, arriving aircraft are required to land from the southwest. This measure aims at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
- (ii) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the HKIA are required to use the southbound route via the West Lamma Channel. This measure aims at

reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;

- (iii) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;
- (iv) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered;
- (v) to reduce aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;
- (vi) since February 2012, the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths and reduces the impact of aircraft noise on these areas; and
- (vii) starting from late March 2014, the CAD no longer allows aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

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

As regards the aircraft noise under the 3RS operation, according to the aircraft noise impact assessment under the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP), the six locations concerned are outside the Noise Exposure Forecast (NEF) 25 contours, which are used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes, under the 3RS operation scenarios. No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project. Under the Environmental Permit issued for the 3RS project, the Airport Authority Hong Kong is required to submit an Aircraft

Noise Monitoring Plan to the DEP for approval no later than three months before the operation of the 3RS project, which will include the representative locations such as Tung Chung and Ma Wan.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4346)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

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

Asked by: Hon MA Fung-kwok (Member Question No. 55)

Reply:

In accordance with the Standards and Recommended Practices (SARP) published by the International Civil Aviation Organization, the CAD conducts the SAREX from time to time with a view to enhancing the CAD's capabilities and strengthening its co-operation and co-ordination with other Government departments and agencies in the Mainland and overseas in search and rescue operations in the event of aircraft accidents.

While the CAD did not conduct a SAREX in the previous financial year, a paper exercise of search and rescue operation was conducted to enable staff to refresh their relevant skills and knowledge. The next SAREX is tentatively planned to be conducted in late 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)224

(Question Serial No. 4218)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Under the part on recurrent expenditure, it is stated that there will be deletion of 27 posts in 2015-16. What are the ranks and duties involved?
- (2) In respect of the Mandatory Provident Fund (MPF) contribution for the staff, the estimate for 2015-16 is \$440,000 less than that for 2014-15. Is it because all the 27 posts to be deleted are contract posts? If yes, what are the years of service of the staff concerned?
- (3) What will be the figures for retirement or natural wastage next year? Due to their departure, will the Department have to conduct recruitment exercise again next year or solve it by internal promotion?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 65)

Reply:

- (1) The ranks and duties of the 27 posts to be deleted are summarised as follows:

Rank	No. of Posts	Duties
Time-limited civil service posts to take forward specific initiatives		
Air Traffic Control Officer II	13	To assist in the early implementation stage of the new Air Traffic Control (ATC) systems, including the conduct of the tendering exercises, the finalisation of the system acceptance and integration testing procedures, the conduct of system acceptance, the design and evaluation of air traffic control and flight procedures of the new ATC systems, etc. The remaining work relating to the new ATC Centre will be handled by the existing staff resources.
Electronics Engineer/ Assistant Electronics Engineer	2	

Rank	No. of Posts	Duties
Permanent posts		
Special Driver	3	To support the operation of the existing ATC Centre which is separated from the Civil Aviation Department (CAD) Headquarters building at present. With the relocation of the ATC Centre to the CAD Headquarters building, which will commence operation in 2016, such posts will be deleted in 2015-16.
Motor Driver	3	
Clerical Officer	1	
Assistant Clerical Officer	1	
Clerical Assistant	2	
Office Assistant	2	
Total:	27	

- (2) The 27 posts to be deleted in 2015-16 are time-limited or permanent civil service posts which do not involve non-civil service contract positions. The decrease in provision for the MPF contribution in 2015-16 is mainly due to the transfer of a number of serving civil service officers from probationary terms to permanent terms, as a result of which the responsibility for making the MPF contribution will be transferred from the MPF Scheme to the Civil Service Provident Fund Scheme.
- (3) The estimated number of natural wastage in the CAD for 2015-16 is 17. The CAD will promote civil servants or recruit new officers through open recruitment as appropriate to fill the vacancies arisen in accordance with established mechanism.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)225

(Question Serial No. 3680)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

How will the Civil Aviation Department (CAD) use the 3 240 m² reserve area in the new CAD headquarters this year?

Asked by: Hon WONG Yuk-man (Member Question No. 56)

Reply:

The reserve area was built to accommodate the facilities of Air Traffic Control (ATC) Centre, supporting equipment, systems and facilities of the ATC Centre, the Aircraft Search and Rescue Coordination Centre, the Aeronautical Network Centre, the Training and Examination Facilities, the Operational Evaluation, Research and Development Facilities and the Ancillary Facilities. In the light of the recommendation made by the Director of Audit in its report, the CAD is consulting the Government Property Administrator to conduct an overall review of the space utilisation of the CAD headquarters building, taking into account the timing and operational requirements in the CAD's latest expansion plan, with a view to identifying any surplus space that should be made available to other users.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)226

(Question Serial No. 3681)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

How will the Civil Aviation Department (CAD) use the 1 500 m² of floor area in its new headquarters this year which has not been approved by the Government Property Agency (GPA) and the Property Vetting Committee (PVC) ?

Asked by: Hon WONG Yuk-man (Member Question No. 57)

Reply:

The CAD has obtained approval of the PVC to use part of the area for its office use. The remaining area will be taken up temporarily by other government departments after the relevant fitting out work is completed in the coming months, as agreed with the GPA.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)227

(Question Serial No. 3682)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

How will the Civil Aviation Department (CAD) utilise the 143 LCD video display units in the new CAD Headquarters? Will it consider handing them over to other government departments?

Asked by: Hon WONG Yuk-man (Member Question No. 58)

Reply:

The CAD has conducted a critical review on the operational needs for all the LCD video display units under the multi-media presentation system and the integrated information display system, and obtained the Financial Services and the Treasury Bureau's approval to retain those LCD video display units with genuine operational needs and to maximise their utilisation within the ambit. The CAD will work with relevant departments with a view to making gainful use of the surplus units, including redeploying to other bureaux / departments as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4327)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

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

- (1) What information did the Civil Aviation Department (CAD) provide to the THB for air services negotiations in each of the past three years?
- (2) Did the information mention, inter alia, the development of civil aviation in our neighbouring places and the development of low-cost carriers (LCC)? If yes, what are the details?
- (3) What will be the work details and the estimated expenditure in respect of the above matters in 2015-16?

Asked by: Hon WU Chi-wai (Member Question No. 80)

Reply:

- (1) The CAD provided information and statistics regarding airlines' operations on the relevant routes to the THB to facilitate air services negotiations with our aviation partners.
- (2) The information which the CAD provided to the THB was primarily information and statistics regarding airlines' operations on the relevant routes.
- (3) The CAD will continue to support the THB in air services negotiations by providing the necessary information and statistics on air services to and from Hong Kong. The work involved is undertaken by the existing staff of the Air Services and Safety Management Division as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)229

(Question Serial No. 4328)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Council of the estimated total expenditure on salaries, allowances and job-related allowances payable to the Director-General of Civil Aviation (DGCA) under the above Subhead in 2015-16.

Asked by: Hon WU Chi-wai (Member Question No. 81)

Reply:

For 2015-16, the notional annual salary at mid-point of the DGCA (D6) is \$2,644,200. There is no breakdown of provision for allowances by individual officer.

- End -

CONTROLLING OFFICER'S REPLY

FSTB(Tsy)003

(Question Serial No. 0267)

Head: (28) Civil Aviation Department

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

Programme: (6) Air Passenger Departure Tax Administration

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

Director of Bureau: Secretary for Financial Services and the Treasury

Question:

How are the prevailing rates of charges payable to airlines, helicopter companies and other agents in connection with the collection of the Air Passenger Departure Tax determined? How much will be paid in total in 2015?

Asked by: Hon LAU Wong-fat (Member Question No. 9)

Reply:

Under the Air Passenger Departure Tax Ordinance (Cap. 140), airlines and helicopter companies are required to collect Air Passenger Departure Tax (APDT) from departing passengers and handle refunds of APDT on behalf of the Government. The levels of relevant administration fees are set according to the cost information provided by the companies concerned.

Besides, the Civil Aviation Department has set up a Departure Tax Counter at the Hong Kong International Airport, where a contractor, to whom service fees are paid by the Government, processes applications for exemption and refund of APDT. The service concerned is acquired through open tender procedures, and the service fees are based on tender results.

The estimated expenditure for the above administration fees and service fees in 2015-16 is \$59.12 million.

- End -

CONTROLLING OFFICER'S REPLY

FSTB(Tsy)080

(Question Serial No. 4220)

Head: (28) Civil Aviation Department

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

Programme: (6) Air Passenger Departure Tax Administration

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

Director of Bureau: Secretary for Financial Services and the Treasury

Question:

The indicators on the collection of air passenger departure tax show that about 20 000 exemptions were processed in each of the past two years. What exemption criteria have been adopted for these cases?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. (66))

Reply:

The categories of passengers exempted from paying the air passenger departure tax are set out in Schedule 2 to the Air Passenger Departure Tax Ordinance (Cap. 140). The main categories are set out below:

- (1) transit and transfer passengers;
- (2) passengers departing from Hong Kong by aircraft being used at the time of departure for military, diplomatic or ceremonial purposes of the government of any country;
- (3) officials of international organizations, consuls and consular staff;
- (4) passengers under 12 years of age; and
- (5) passengers who arrive at the SkyPier from the Mainland on board a ship for the purpose of transferring to an aircraft that departs from Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

SB278

(Question Serial No. 1633)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Security

Question:

The Civil Aviation Department (CAD) will review the Hong Kong Aviation Security Programme in the light of international standards and relevant considerations in 2015-16. What are the resources earmarked for this review?

Asked by: Hon CHAN Kam-lam (Member Question No. 30)

Reply:

Taking into account the relevant standards and recommended practices promulgated by the International Civil Aviation Organization and various relevant considerations, the CAD has been reviewing the Hong Kong Aviation Security Programme on a regular basis. The Security Section of the Airport Standards Division of the CAD is responsible for such regular duties. There is no specific breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

SB279

(Question Serial No. 0266)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Security

Question:

Regarding ensuring the compliance with the Hong Kong Aviation Security Programme, how many dedicated officers are there currently, and what are the staffing establishment and the annual expenditure?

Asked by: Hon LAU Wong-fat (Member Question No. 8)

Reply:

The Civil Aviation Department (CAD) is responsible for, among others, ensuring the compliance with the Hong Kong Aviation Security Programme. The related work is undertaken by the Security Section of the Airport Standards Division of the CAD. The Section has a total of 15 staff members. The aforesaid work is part of the regular duties under Programme (2): Airport Standards. There is no specific breakdown of expenditure for such work.

- End -