CONTROLLING OFFICER'S REPLY

(Question Serial No. 0976)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) has mentioned in Programme (3): Air Traffic Management that the estimated financial provision is $603 million.

In Matters Requiring Special Attention in 2020-21, it is mentioned that:

1. The CAD will continue to "co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region". On optimising airspace utilisation in the PRD region, is there any actual progress?
2. The CAD will continue to "improve the efficiency of air traffic management in order to further enhance the runway capacity of Hong Kong International Airport (HKIA)". With the Three-Runway System (3RS) yet to be commissioned, what progress has the CAD made in enhancing the runway capacity?
3. The CAD will recruit and train more air traffic controllers to meet air traffic services demand and support the future 3RS. What percentage of the total estimate, i.e. $603 million, will be taken up by the resources needed for work in that regard?

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 1)

Reply:

1.

In order to rationalise and optimise the PRD airspace management, the Civil Aviation Administration of China (CAAC), CAD and the Civil Aviation Authority of Macao (CAAM) have been working together to formulate measures to enhance the air traffic management arrangements in the PRD region.

The three authorities are jointly working on the modeling and simulation of the airspace and air traffic in the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) using the Fast Time Simulation (FTS) to evaluate the impact of air traffic demand in the Greater Bay Area. At present, air traffic management and technical experts from Mainland China, Hong Kong and Macao are working closely in finalising the parameters of the simulation model and carrying out the relevant assessment and analysis, which require close liaison and

co-operation of the three authorities. Given the impact of COVID-19 and the complexities of the simulation model, the three authorities aim to have preliminary results by second half of 2020. The three authorities will then study the results of the assessment and analysis, and formulate specific measures to further optimise airspace and air traffic management accordingly. The evaluation result will provide data and technical support in airspace optimisation for facilitating 3RS operations at HKIA and the sustainable development of the Macao, Guangzhou, Shenzhen and Zhuhai airports.

CAD will continue to enhance co-operation with CAAC and CAAM, including expanding the implementation of electronic flight handover procedure with adjacent air traffic control units, sharing of real time surveillance data and flight information, as well as further enhancing air traffic flow management co-ordination mechanism among the three civil aviation authorities, with a view to optimising the efficient use of the PRD airspace.

2. and 3.

The runway capacity at HKIA is reaching its maximum under the existing Two-Runway System, which can only be significantly increased upon the implementation of 3RS. To meet the anticipated increase in air traffic demand, CAD and the Airport Authority Hong Kong (AA) have been exploring and implementing various measures to marginally increase the runway capacity before the full commissioning of 3RS. These measures include implementation of new technologies, optimisation of operating procedures and increase in air traffic control manpower.

AA is conducting studies on the applicability of Performance Based Capacity Declaration (PBCD) and Re-categorisation of Wake Turbulence Categories (RECAT) in Hong Kong, while CAD is providing technical advice and assistance to the studies. The studies have preliminarily concluded that both PBCD and RECAT should be applicable in Hong Kong and work is being done to prepare for their progressive implementation commencing by the second half of 2020. We will continue to work with AA to optimise the relevant operating procedures.

CAD is also striving to increase air traffic control manpower to meet anticipated increase in air traffic and support 3RS. At present, on-the-job training for ATCOs takes about five to seven years, and therefore we must plan ahead. In 2020-21, CAD plans to recruit 52 Air Traffic Control Officers (ATCOs) III/Student ATCOs to fill new posts and existing/anticipated vacancies. The total salary expenditure involved for these posts in terms of notional annual mid-point salary value is $27 million.

The estimated expenditure for basic air traffic control training and specialised training for 2020-21 is around $14 million. As for recruitment, the relevant expenditure is absorbed with existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2428)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The use of unmanned aircraft systems (UAS), evolving with lightweight and compact designs, is getting increasingly popular in Hong Kong. However, misuses occur from time to time. For instance, a UAS fell inside the barracks of the Hong Kong garrison of the People's Liberation Army sometime ago. In this connection, please provide in table form the number of prosecutions for misuse of UAS in the past three years. Will the Civil Aviation Department (CAD) conduct a review on the regulation of the use of UAS? If yes, what are the details and timetable? Besides, will public education be strengthened on their proper use and what is the estimated expenditure involved?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 30)

Reply:

In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

According to the Hong Kong Police Force, the number of convicted cases that are related to unsafe UAS operations in the past three years are as follows:

Calendar Year	2017	2018	2019
No. of convicted cases	0	3	0

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, CAD is reviewing the regulatory regime for UAS in Hong Kong. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. After assessing the views collected, CAD drew up the detailed proposals and consulted the Legislative Council Panel on Economic Development

on 24 June 2019. CAD is now following up the comments raised and working on the draft legislation of the enhanced regulatory regime for UAS.

At the same time, CAD will continue with its publicity and educational efforts through various means, including publishing safety information and guidelines on CAD's website, distribution of safety leaflets, broadcasting safety messages through television and radio stations, communicating regularly with major UAS/model aircraft associations and manufacturers so as to raise the safety awareness of the relevant sectors and organisations, as well as the general public, about UAS operations. The above publicity and educational work is undertaken by CAD's existing staff as part of their normal duties. There is no separate breakdown on expenditure for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0966)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Civil Aviation Department (CAD) will take forward the initiative on the provision of cross-boundary helicopter services for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area). In this connection, will the Government inform this Committee of:

a) the details of the initiative, and the preparatory work, resources and manpower it requires; and
b) the expected launch dates of the cross-boundary helicopter services for the Greater Bay Area

Asked by: Hon CHAN Kin-por (LegCo internal reference no.: 3)

Reply:

a) and b) The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) promulgated by the Central People's Government pointed out the need to deepen the reform in the management of low-altitude airspace, expedite the development of general aviation and steadily develop cross-boundary helicopter services. To this end, Hong Kong and the Mainland authorities agreed to expand the scope of cross-boundary helicopter services to cover points in the whole Guangdong Province to provide travellers with a high-end and convenient means of air transport.

In this connection, Hong Kong and the Mainland authorities signed a Memorandum of Understanding (MoU) to expand the Air Services Arrangement between the two places. Under the MoU, both sides can designate helicopter operators to operate helicopter services between airports or take-off/landing points in the Guangdong Province and airports or take-off/landing points in Hong Kong subject to relevant customs, immigration and quarantine arrangements of both sides.

In 2019, two Mainland commercial helicopter operators successfully conducted nine trial flights between (i) Hong Kong International Airport and Sheung Wan Sky Shuttle Heliport on Hong Kong side; and (ii) Shenzhen Bao'an and Guangzhou Baiyun International Airport on the Mainland side. These trial flights affirmed the technical and operational feasibility for helicopter services for the Greater Bay Area. For the next stage, the respective helicopter operators will consider the timing of the commissioning of the cross-boundary helicopter services based on market demand.

CAD will continue to act as a "facilitator" in the development of cross-boundary helicopter services such as designing flight paths and ensuring aviation safety. The objective is to proactively support the development of cross-boundary helicopter services by potential operators. The above work is undertaken by the existing CAD staff as part of their normal duties under Programme (2).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2338)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

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 yes, what were the details? If no, what were the reasons? When will the exercise be conducted again to strengthen the CAD's co-operation and co-ordination of efforts with other government departments as well as the relevant Mainland and overseas agencies?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 5)

Reply:

The "Standards and Recommended Practices" published by International Civil Aviation Organization stipulates that regular training shall be provided to the search and rescue (SAR) personnel and that SAREX should be arranged as appropriate to achieve and maintain maximum efficiency in SAR operations. Accordingly, CAD conducts SAREX from time to time with a view to strengthening co-operation and co-ordination in SAR operations between CAD and the other SAR organisations, including the relevant Mainland and overseas agencies. The exercise also provides qualified air traffic control officers, aircrew and other SAR units likely to be involved in such operations with continued training and familiarisation with SAR techniques. Other civil aviation authorities participate as observers in SAREX organised by CAD.

While CAD did not conduct a SAREX in the previous financial year, CAD sent a number of experienced air traffic control officers who had successfully completed SAR training to participate as observers in SAREX organised by foreign civil aviation authorities. The participation had proven to be beneficial as it provided valuable experience on the deployment and allocation of SAR resources. CAD will continue to keep in view the schedule of the next SAREX, taking into account the training needs of the department and other relevant organisations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1761)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards, (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Programme (1) that the Civil Aviation Department (CAD) is responsible for monitoring compliance with the mandatory occurrence reporting scheme, and in Programme (4) that it will "continue to enhance the maintenance programme for the existing radar, navigational aids and radio communication systems to meet the air traffic growth and to co-ordinate with aviation stakeholders to plan for provision and replacement of these systems in phases". In this connection, will the Government advise this Committee on the following:

1. How many incidents had been reported under the mandatory occurrence reporting scheme over the past 3 years? Had there been any delays or economic loss as a result of these incidents?

2. What are the objectives of the enhanced maintenance programme? What are the expected results of the enhancement? Has any projection been made on the number of system errors and what is the expected number of errors to be reduced? What is the estimated budget set aside for maintenance?

3. There have been media reports that the technical performance of the Air Traffic Control (ATC) system is deteriorating and the issues reported include slow system operation, frozen screens, software applications not responding to mouse and keyboard commands, and failures in immediate flight data updating, etc. Will the Government give details of the various technical incidents occurring to the ATC system since its commissioning, using the table below to specify the types and numbers of incidents?

Technical Incident	Number of Occurrences Per Year				
	2015	2016	2017	2018	2019
Workstations not responding to mouse or keyboard commands					
Displays of target flights frozen on screens					
Slow screen responses					
Slow operation at workstations					
Slow flight data updating					

Mouse operation failed in some screen areas					
Workstations responding to mouse commands very slowly					

4. Please provide the number and reasons of emergency maintenance required for the new ATC system since its commissioning and the additional expenses not specified in the original contract incurred in emergency maintenance or repair.

5. There have been media reports that the ATC system has experienced failures and has been switched to the backup system. In this regard, please set out in detail:

   a) the number of such switchovers, the reasons and the time duration of the respective switchovers since the commissioning of the new ATC system; and
   b) the impact on the volume of aircraft movement of the airport and the average delay time of the flights during each of the switchovers.

6. As it takes time to change to a new ATC system and the system generally has a service life, has the Government any plans to commence the procurement of the next new ATC system? If yes, what is the progress? What is the estimated expenditure?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 21)

Reply:

(1)
The numbers of reports received by CAD under the mandatory occurrence reporting scheme over the past three years are tabulated below:

Year	Number of reports
2017	761
2018	746
2019	695*

*Provisional

The main purpose of the mandatory occurrence reporting scheme is to monitor the cases and data involving aviation safety so as to improve the level of flight safety. CAD does not collect the statistics on flight delays or economic loss through the mandatory occurrence reporting scheme.

(2) to (6)
The Finance Committee of the Legislative Council approved a funding of $1,565 million in 2007 to implement the ATC system project. The ATC system was implemented in two phases through eight major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involved the implementation and commissioning of the ATC system (including ATMS), while that of phase 2 involved the installation of the ATC system (including ATMS) in the old Air Traffic Control Centre (ATCC) as a back-up ATCC so that the 24-hour ATC operations can be maintained. The installation was completed in September 2019.

Since the full commissioning of the ATC system, despite the fact that ATMS encountered occasional teething issues which neither affected aviation safety nor posed any substantial

impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. In 2019, the total number of aircraft movements handled by ATMS increased by 3.1% as compared with 2018, affirming the performance of ATMS and professional performance of frontline ATC officers and technical personnel. ATMS also successfully handled the increased air traffic during the traditional busy travel period. During the peak air traffic flow of the Lunar New Year, ATMS handled 2 495 flights on 23 January 2020, setting a new single-day record. Besides, during the period when HKIA recovered from the impact of super typhoon and tropical storm in the past three years, ATMS performed satisfactorily and no irregularity was detected. All these demonstrated the capability of ATMS in overcoming the challenges brought by adverse weather and clearing the traffic backlogs caused by severe weather.

CAD has all along been keeping the public informed of the operation of ATMS in an open and transparent manner, including the occasional teething issues during the initial period after the full commissioning of the new system through various channels (including press releases and media meetings) [1]. Since the full commissioning of ATMS on 14 November 2016, there were seven cases of individual screen/keyboard/mouse not being responsive to commands (and none of which happened during 2018-19 and 2019-20). During the occurrences, all flight targets and data were shown on the screen. Aviation safety was not affected in all these incidents. Without affecting the operation of the air traffic control, the maintenance staff rebooted individual workstation concerned during periods with relatively low air traffic flow. The individual workstation concerned resumed smooth operation after rebooting. CAD continues to carry out regular housekeeping procedures of ATMS and its sub-systems in accordance with the requirements of aviation safety management, the recommendations of the system contractor as well as the experience gained from actual operation. CAD does not have a complete statistic of individual screen/keyboard/mouse not being responsive to commands from 2015 to 2016.

ATMS has built in multiple fallback systems to tackle different scenarios. The Main System and Fallback System of ATMS, each equipped with two Flight Data Processors (FDP) and two Surveillance Data Processors, are independent but identical systems with the same design and functionality, which can take up the role of each other in the event of an outage for maintaining ATC services continuity. Apart from the Main System and the Fallback System, ATMS includes an Ultimate Fallback System (UFS). The UFS has never been activated since the full commissioning of ATMS on 14 November 2016.

We would like to highlight that as ATMS is a large-scale, complex and comprehensive computer system, minor occurrences would occur intermittently for different reasons. To anticipate and manage risks, it is important to adopt a pragmatic approach on resilience and multi-layers of fallback in system design, engage well-trained professionals with standing procedures for contingency handling and implement an effective Safety Management System. ATMS Expert Panel set up by CAD shortly after the commissioning of ATMS acknowledged in its final report[2] in November 2017 that the above mentioned arrangement were all in place in CAD.

Since the full commissioning on 14 November 2016, there were six occurrences requiring switchover to the Fallback System according to established procedures. The respective press releases are appended:

https://www.info.gov.hk/gia/general/201704/08/P2017040800845.htm
https://www.info.gov.hk/gia/general/201808/15/P2018081500384.htm
https://www.info.gov.hk/gia/general/201809/21/P2018092101136.htm
https://www.info.gov.hk/gia/general/201906/13/P2019061300994.htm
https://www.info.gov.hk/gia/general/201908/16/P2019081600859.htm
https://www.info.gov.hk/gia/general/202001/01/P2020010100854.htm

Generally speaking, the hardware and software maintenance of ATMS consists of two levels, i.e. day-to-day/frontline maintenance, and faults/deficiencies identification and rectification. These two levels of maintenance work are provided by the maintenance service provider of the ATC system (i.e. PCCW Solutions Limited) and ATMS contractor (i.e. Raytheon Company) respectively. While the hardware warranty provided under the original contract has expired and CAD has subsequently procured the hardware maintenance service from Raytheon Company, ATMS is still within the software warranty period provided under the original contract, which will end in November 2020. The scope of contracts and the provision of hardware and software maintenance services are specified in the relevant contracts. These services are time-based and cover all the follow-up work needed on a continuous basis. No additional maintenance charges are payable to ATMS contractor due to maintenance arising from the above occurrences. The total maintenance cost for ATMS in 2019-20 was $19 million (actual) and $23 million (projected) for 2020-21. The projected cost for 2020-21 involves costs for procuring the maintenance services from ATMS Contractor, cost for engaging PCCW Solutions Limited and the cost for procuring spares. CAD's oversight of the maintenance of ATMS is part of the Department's regular work and does not entail additional civil service staff costs.

CAD will continue to closely monitor the system performance and optimise ATMS as appropriate. All the necessary planning and preparation will start in good time to ensure sufficient lead time.

[1] For details, please refer to CAD's website:
https://www.cad.gov.hk/english/pressrelease_2017.html,
http://www.cad.gov.hk/english/pressrelease_2018.html,
https://www.cad.gov.hk/english/pressrelease_2019.html,
https://www.cad.gov.hk/english/pressrelease_2020.html

[2] The executive summary and the final report are available on CAD's website:
https://www.cad.gov.hk/reports/Final%20Report%20by%20the%20Air%20Traffic%20Management%20System%20Expert%20Panel%20dated%20November%202017.pdf

- End -

Examination of Estimates of Expenditure 2020-21 Reply Serial No.

THB(T)006

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2355)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Programme (5) that the Government will "provide support to the Hong Kong International Aviation Academy (HKIAA), by providing training facilities and advice on relevant course contents, training materials and instructor qualifications". In this connection, please advise on:

1. the estimated expenditure in support of the HKIAA.
2. the number of courses to be offered by the HKIAA in 2020-21 and the estimated enrolment.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 101)

Reply:

1. HKIAA was established by the Airport Authority Hong Kong (AA) in 2016. Since December 2019, it has become a member of the HKIA Services Holding Limited which is a subsidiary of AA. HKIAA operates on a cost-recovery basis. In support of HKIAA, the Transport and Housing Bureau and the Civil Aviation Department (CAD) sit on the Steering Committee of HKIAA to provide policy and professional advice on the development strategy, syllabus, training materials and trainer qualifications of relevant courses of HKIAA. CAD will also share training facilities of its Headquarters where appropriate. These are done using its existing resources. The Government will continue to provide support to HKIAA with a view to facilitating talent training for future development of the aviation industry.

2. In 2020-21, HKIAA plans to offer around 140 courses comprising 1 100 classes and examinations with an estimated 42 000 participants.

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Examination of Estimates of Expenditure 2020-21 Reply Serial No.

THB(T)007

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0661)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Will the Bureau provide figures on the percentage changes in aircraft movement and passenger throughput since the disturbances arising from the proposed legislative amendments in June last year, as compared with the same period a year before?

	2019		Percentage of increase/decrease	2018	
Passenger throughput	June			June	
	July			July	
	August			August	
	September			September	
	October			October	
	November			November	
	December			December	
	2020		Percentage of increase/decrease	2019	
	January			January	
	February			February	
Aircraft movement	2019		Percentage of increase/decrease	2018	
	June			June	
	July			July	
	August			August	
	September			September	
	October			October	
	November			November	
	December			December	
	2020		Percentage of increase/decrease	2019	
	January			January	
	February			February	

Destination	2019		Percentage of increase/decrease	2018	
	June			June	
	July			July	
	August			August	
	September			September	
	October			October	
	November			November	
	December			December	
	2020		Percentage of increase/decrease	2019	
	January			January	
	February			February	

2. Has the Government made assessment on the passenger throughput, aircraft movements and number of destinations for the airport in the coming year as far as the influences of the epidemic and social movements are concerned?

3. If passenger throughput remains low in the coming year and airlines generally suffer losses and layoffs, will the Bureau offer assistance? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 35)

Reply:

1.
The number of passengers, aircraft movements and ports served by scheduled passenger flights for June 2019 to February 2020 compared with the same period in the previous year are as follows:

	2019		Year-on-year percentage change	2018	
Passengers[1] (million)	June	6.320	+2.2%	June	6.181
	July	6.702	+1.0%	July	6.633
	August	5.966	-12.5%	August	6.818
	September	4.835	-12.7%	September	5.540
	October	5.353	-13.0%	October	6.150
	November	5.014	-16.1%	November	5.978
	December	5.700	-12.4%	December	6.509
	2020		Year-on-year percentage change	2019	
	January	5.703[2]	-11.7%	January	6.460
	February	1.879[2]	-68.0%	February	5.867
Aircraft Movements (thousand)	2019		Year-on-year percentage change	2018	
	June	35.30	-0.1%	June	35.34
	July	36.85	+0.4%	July	36.70

Aircraft Movements (thousand)	2019		Year-on-year percentage change	2018	
	August	35.68	-3.5%	August	36.97
	September	33.40	-1.0%	September	33.72
	October	34.34	-6.0%	October	36.52
	November	32.53	-8.2%	November	35.45
	December	34.00	-8.4%	December	37.10
	2020		Year-on-year percentage change	2019	
	January	33.21[2]	-9.1%	January	36.53
	February	18.01[2]	-44.5%	February	32.44
Number of ports (served by scheduled passenger flights)	2019		Year-on-year percentage change	2018	
	June	159	+1.9%	June	156
	July	162	+3.2%	July	157
	August	162	+2.5%	August	158
	September	163	+1.9%	September	160
	October	163	+0.6%	October	162
	November	160	+3.9%	November	154
	December	158	+1.3%	December	156
	2020		Year-on-year percentage change	2019	
	January	156	-1.9%	January	159
	February	151	-5.6%	February	160

[1] Arrival and departure passengers include transfer but exclude transit
[2] Provisional figures

2.
For resources planning purposes, the Civil Aviation Department (CAD) has made an estimate of aircraft movements at the Hong Kong International Airport (HKIA) for 2020. However, we do not have an estimate for the number of passengers and ports served.

Compared with the actual movements of about 420 000 for 2019, the number of aircraft movements for 2020 is estimated to be 379 000. Downward adjustment is made due to the uncertainties and impacts brought by the COVID-19 global outbreak and prevailing economic situation.

We would also like to stress that the above estimate is made for resources planning purposes only. The aircraft movements at HKIA for 2020 may be higher or lower in the end which is subject to many factors such as the evolving development of COVID-19 outbreak and the pace of economic recovery of Hong Kong and worldwide.

3.
As a result of the recent COVID-19 global outbreak, air services and the number of travellers to/from Hong Kong have decreased significantly. Airlines and businesses operating at HKIA have been affected to different extents. In light of this, on top of the rental concessions and other relief measures rolled out in September 2019 to help the

aviation sector weather the impacts of the public order events, the Airport Authority Hong Kong (AA) has launched a round of enhanced relief and support measures in February 2020, including rental reduction for terminal accommodations and retail tenants at HKIA, concessions and waiver of relevant fees and charges, etc. with a view to alleviating the current pressure on business operations faced by the aviation industry, in particular airlines.

Further to that, the Government, together with AA, announced on 23 March 2020 an additional $1 billion package, comprising a government waiver of $670 million of Air Traffic Control Services Charge in 2019-20 to AA, which will be passed on in full to the airport community, and $330 million contributions from AA, in view of the sustained challenges the industry has to face due to the outbreak of COVID-19. The major portion of the support will be allocated to direct support measures to the aviation industry. Further rental concessions will also be provided to retail and restaurants tenants at HKIA. To demonstrate the care for the airport staff, a training incentive will be provided to frontline airport staff who takes on training while they are on unpaid leave. The total amount of these measures, together with those introduced by AA in September 2019 and February 2020, amount to about $2.6 billion.

HKIA is a well-recognised international aviation hub with a strategic geographical location and effective and reliable management and infrastructure. Riding on the established advantages of HKIA, the aviation sector has demonstrated its ability to rebound after crises in the past. The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3856)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in this Programme that the provision for 2020-21 is $81.4 million (15.6%) higher than the revised estimate for 2019-20. This is mainly due to the increased provision for a net increase of 68 posts in 2020-21, filling of vacancies and other operating expenses. Will the Government inform this Committee of the ranks, duties and estimated expenditure on remuneration of the 68 new posts to be created in 2020-21?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 153)

Reply:

In 2020-21, 68 civil service posts will be created under Programme (3) with details of rank and annual salary cost (in terms of notional annual mid-point salary) as follows:

Rank	Number of Posts	Total Annual Salary Cost ($ million)
Air Traffic Control Officer I	5	7.573
Air Traffic Control Officer II	30	35.188
Air Traffic Control Officer III/Student Air Traffic Control Officer	25	13.080
Senior Air Traffic Flight Services Officer	2	1.691
Air Traffic Flight Services Officer I	5	3.210
Clerical Officer	1	0.463
Total:	68	61.205

These posts are created to perform duties coping with air traffic growth, supporting the implementation of the Three Runway System at the Hong Kong International Airport and enhancing air traffic flow management in the region.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4863)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

1) Concerning the requests for information under the Code on Access to Information received by the Civil Aviation Department (CAD) from October 2018 to present for which only some of the required information has been provided, please state in table form: (i) the content of the requests for which only some of the required information has been provided; (ii) the reasons for providing some of the information only; (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2) Concerning the requests for information under the Code on Access to Information received by CAD from October 2018 to present for which the required information has not been provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

3) Any person who believes that a department has failed to comply with any provision of the Code on Access to Information may ask the department to review the situation. Please advise this Committee in each of the past 5 years, (i) the number of review cases received; (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review; (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

4) With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of the Guidelines on Interpretation and Application of the Code on Access to Information, please advise this Committee on the following information by year in table form (with text descriptions).

(a)
Within 10 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 10 to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge

2020					
2019					
2018					
2017					
2016					

Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(b) cases in which information could not be provided within 21 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

(c) cases in which information could not be provided within 51 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

5) Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code on Access to Information, on which the Privacy Commissioner for Personal Data was consulted when they were being handled in the past 5 years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what are the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code on Access to Information under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 431)

Reply:

During the period from October 2018 to September 2019, CAD had four requests under the Code on Access to Information (the Code) for which only part of the required information was provided.

Amongst the four requests mentioned above, the information in three requests was related to third party information of owners and operators of aircraft registered in Hong Kong and the Certificate of Registration of an aircraft, and was thus withheld in accordance with paragraph 2.14 "Third party information" of the Code. As regards the remaining request which asked for information relating to contract tenderers' scores under the marking scheme, the tender prices and details of the contract, such information was sensitive business information and hence withheld in accordance with paragraph 2.16 "Business affairs" of the Code.

The decisions were made by officers at point two of the Directorate Pay Scale after conducting a "harm or prejudice" test which ascertains that the harm or prejudice that could result from disclosure of the information would outweigh the public interest in disclosure of the information in the above-mentioned cases.

During the period from October 2018 to September 2019, CAD refused two requests under the Code asking for Mandatory Occurrence Reports submitted by airlines in accordance with paragraph 2.14 "Third party information" of the Code. The decisions were made by officers at point two of the Directorate Pay Scale after conducting a "harm or prejudice" test which ascertains that the harm or prejudice that could result from disclosure of the information would outweigh the public interest in disclosure of the information in the above cases.

During the period from 2015 to September 2019, CAD received one request for a review. After seeking legal advice, CAD upheld the decision to refuse to provide the information.

During the period from 2016 to September 2019, the number of written requests for which the information requested was provided within 10 days, 11 to 21 days and 22 to 51 days from date of receipt of a request were 16, 15 and 5 respectively.

During the period from 2016 to September 2019, four requests were refused under the exemption provisions in Part 2 of the Code. Amongst the requests, the response time for one case was within 11 to 21 days and that for the other three cases was within 22 to 51 days from date of receipt of the requests.

During the period from 2016 to September 2019, the main reasons for not providing the information requested within 21 days from date of receipt of the requests in respect of the five cases were that longer time was required to seek legal advice or the consent of the third parties, and the information to be prepared was complex and detailed.

During the period from 2016 to September 2019, there were three cases in which information could not be provided within 51 days from date of receipt of a request. It was because longer time was required to seek legal advice.

During the period from 2016 to September 2019, there was only one request refused by CAD in which the Privacy Commissioner for Personal Data was consulted when the case was being handled. CAD refused the request in accordance with paragraph 2.9 "Management and operation of the public service" of the Code. The advice of the Privacy Commissioner for Personal Data was fully accepted in handling the case.

- End -

Examination of Estimates of Expenditure 2020-21 Reply Serial No.

THB(T)237

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6035)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

a. Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSI masks) that the Civil Aviation Department (CAD) obtained from the Government Logistics Department (GLD) each month in the past 3 years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock

b. Please set out the quantity, value, stock and consumption of surgical masks that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

c. Please set out the quantity, value, stock and consumption of N95 masks that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

d. Please set out the quantity, value, stock and consumption of gowns that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

e. Please set out the quantity, value, stock and consumption of protective coverall suits that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

f. Please set out the quantity, value, stock and consumption of face shields that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock	Consumption

g. Please set out the quantity, value, stock and consumption of goggles that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock	Consumption

h. Did the CAD supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past 3 years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

i. If the CAD is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 124)

Reply:

Demand for personal protective equipment (PPE) has been increasing exponentially globally. The HKSAR Government is procuring in a highly competitive international market. To avoid harming the bargaining power of the Government Logistics Department and other government departments in the procurement of PPE, it is not advisable to disclose further at this stage the information for the past few years and recent period regarding the PPE stock, the places of origin of the stock, suppliers, quantity of procurement and the funding involved, schedule of delivery and the usage of individual department.

- End -

Examination of Estimates of Expenditure 2020-21 Reply Serial No.

THB(T)238

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5153)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (5) that the Department will continue to review the regulation of unmanned aircraft systems (UAS) in Hong Kong.

1) Please inform this Committee of the legislative progress of any laws to regulate UAS. Drone maps with delineation of no-fly zones should also be made public as soon as possible.

2) To help promote the proper and safe operation of UAS, will the Government open up real-time air traffic data so that UAS application developers may inform their users of live air traffic conditions, thereby effectively reducing accidents? If yes, what is the plan? If no, what are the reasons?

3) To publicise the proper and safe operation of UAS, will the Department work with other government departments to identify UAS training venues so that members of the public may learn how to operate UAS at safe venues (e.g. the rooftops of service reservoirs)? If yes, what is the plan? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 608)

Reply:

1) In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

   With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, the Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong. To assist the Government

in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. After assessing the views collected, CAD drew up the detailed proposals and consulted the Legislative Council Panel on Economic Development on 24 June 2019. CAD is now following up the comments raised and working on the draft legislation of the enhanced regulatory regime for UAS.

2) In accordance with the safety guidelines for operations of UAS published by CAD (https://www.cad.gov.hk/english/Unmanned_Aircraft_Systems.html), UAS should not be operated in the vicinity of an airport/heliport and aircraft approach and take-off paths, and the altitude of operations should not exceed 300 feet above ground level in order to ensure aviation safety. While there is currently no international standard on operating UAS and manned aircraft within the same airspace, CAD will keep in view the latest development and international standards/requirements on this front.

3) Given the increased use of UAS for recreational and professional purposes, CAD has been liaising with the relevant government departments to identify suitable venues for UAS training and other flying activities, etc. CAD will continue to work with the industry and stakeholders with a view to striking a balance between aviation safety and development of UAS in Hong Kong.

At the same time, CAD will continue with its publicity and educational efforts through various means, including publishing safety information and guidelines on CAD's website, distribution of safety leaflets, broadcasting safety messages through television and radio stations, communicating regularly with major UAS/model aircraft associations and manufacturers so as to raise the safety awareness of the relevant sectors and organisations, as well as the general public, about UAS operations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4036)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "review the regulation of unmanned aircraft systems (UAS) in Hong Kong":

1. What is the current progress of the work? What is the expected date of introducing the relevant legislative proposal into the Legislative Council?
2. In light of the continuous technological development of UAS, is there any difference between the legislative proposal to be put forward under the current review and that originally recommended in the consultancy report? Will the originally proposed regulations be further relaxed? If yes, what are the details?
3. Before submitting the relevant legislative proposal to the Legislative Council, has the Government any administrative measures or other measures to promote and regulate the development of UAS? For example, will a map be published to indicate the latest restricted flying zones for reference by the UAS operators?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 63)

Reply:

In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, the Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. After assessing the views collected, CAD drew up the detailed proposals and consulted the Legislative Council Panel on Economic Development on 24 June 2019. CAD is now following up the

comments raised and working on the draft legislation of the enhanced regulatory regime for UAS.

In preparing the draft legislation, CAD aims to strike a balance between protecting public safety and facilitating technological development of UAS. Flexibility has therefore been built in to cater for different types of UAS operation and the rapid development of UAS. A risk-based approach has been adopted to allow general use for lower risk operations and, with prior permission from CAD, higher risk operations. In response to public views collected, the operating conditions recommended by the consultancy report have been further reviewed. For example, the requirement on minimum lateral separation from uninvolved people/structures/vessels/vehicles will be reviewed under the latest proposal, taking into consideration the densely populated environment in Hong Kong. In addition, with a view to facilitating development/research/education related operations, drone racing, media reporting, etc., special arrangements on the requirements may be considered on a case-by-case basis under the proposed new regulatory regime. To facilitate the implementation arrangements, an electronic portal, in the form of a mobile application and a web portal, is being developed, which will include a map to indicate areas restricted from the flying of UAS for reference.

At the same time, CAD will continue with its publicity and educational efforts through various means, including publishing safety information and guidelines on CAD's website, distribution of safety leaflets, broadcasting safety messages through television and radio stations, communicating regularly with major UAS/model aircraft associations and manufacturers so as to raise the safety awareness of the relevant sectors and organisations, as well as the general public, about UAS operations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1762)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Security

Question:

The International Civil Aviation Organization (ICAO) has announced a new policy direction requiring airports to conduct screening on 100% of air cargoes by 2021. Given that the current required screening percentage for consigned cargoes in Hong Kong is only 1%, the new requirement will very likely put an onerous financial burden on consigning companies and slow down the cargo flows, undermining Hong Kong's position as an international air cargo centre.

In this connection, please advise on the following:

(1) What were the actual volume of consigned cargoes screened and the total volume of cargoes consigned last year? What is the estimated volume of consigned cargoes to be screened upon the implementation of the new security standard?

(2) The Government has mentioned that "facilitation" will be provided for the air cargo trade. What are the details of the facilitation measures and the estimates involved?

(3) In response to the ICAO's new policy on air cargo screening, the Civil Aviation Department (CAD) has launched the Regulated Air Cargo Screening Facilities (RACSF) Scheme for facilitating the establishment and operation of air cargo security screening facilities at off-airport locations. In this connection, please advise on the progress and effectiveness of the Scheme at this stage, including the number of applications, the completion date of facilities, and the impact on the cargo throughput of Hong Kong.

(4) Please provide the percentage of cargoes known to have undergone screening since the beginning of the transitional period. If the target is not met, are there any measures in place to enable the target for each of the stages in the transitional period to be achieved?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 22)

Reply:

To enhance the level of aviation security in view of the rising threats of terrorism worldwide, ICAO issued a new policy direction in September 2016 to strengthen air cargo security. Apart from enhancing regulatory oversight over the air cargo supply chain,

security screening of air cargoes is another way to achieve this end. The new policy direction will come into force globally by 30 June 2021.

Since ICAO's announcement of the new policy direction, the Government has been liaising closely with the relevant industries (especially the air cargo industry). Our efforts include holding frequent meetings with trade representatives, organising briefing sessions, visiting warehouses of the logistics sector and airport cargo terminals, etc. These in-depth exchanges with the sectors concerned on how to implement the latest ICAO requirements in Hong Kong have enabled us to formulate measures that not only meet the new international aviation security requirements but also befit, as far as possible, the modus operandi and development of the local air cargo industry, with the aim of reinforcing Hong Kong's status as an international air cargo hub. After extensive consultation with the industries, CAD launched the new RACSF Scheme on 30 October 2018 and details of the Scheme have been uploaded onto CAD's website (https://www.cad.gov.hk/english/icao2021.html).

Our consolidated reply to the various parts of the question is as follows:

(1) In Hong Kong, the total annual volume of export air cargoes reached 2.49 million tonnes in 2019. Under the existing Regulated Agent (RA) Regime, CAD requires RAs to screen 1% of their known cargoes for quality control purpose. Apart from that, individual airlines may adopt higher screening percentages in respect of their air cargoes due to various reasons (e.g. as per the requirements of the destination countries). The Airport Authority Hong Kong (AA) estimates that the actual volume of export air cargoes subject to security screening represents about 12.8% of the total volume of export air cargoes in 2019.

As the outbreak of the coronavirus disease 2019 (COVID-19) continues and in view of the global economic uncertainties, AA has been closely monitoring the impact of the epidemic on the air cargo industry. According to AA's forecast on air cargo volume for 2021 (i.e. the year in which the new ICAO policy direction takes effect), the total annual volume of export air cargoes in Hong Kong will be about the same as that in 2019. The specific volume can only be further assessed when the epidemic is over. After the new policy direction takes effect, it is anticipated that most export air cargoes will be subject to security screening.

(2) When considering how to implement the new ICAO policy direction as well as studying and formulating the new measures concerned, the Government has taken full account of the impact of the policy on the air cargo industry and has been in close dialogue with the trade. All along, security screening of air cargoes in Hong Kong primarily takes place at airport cargo terminals. To meet the new ICAO requirement and in view of Hong Kong's high volume of air cargo throughput, our air cargo screening capacity has to be gradually increased over the next few years. It is therefore necessary to allow security screening of air cargoes at off-airport locations.

Launched by CAD on 30 October 2018, RACSF Scheme allows interested parties to establish and operate off-airport cargo screening facilities (i.e. outside airport cargo terminals) and such facilities will be regulated by the Government. This measure not only effectively enhances our overall security screening capacity for export air cargoes, but also offers more options on screening facilities to the air cargo industry to facilitate their operations.

The establishment of off-airport screening facilities will facilitate screening of air cargoes at warehouses or similar premises before such cargoes are delivered to the airport for loading onto aircraft. The operation of off-airport screening facilities has to meet specific aviation security requirements in various aspects, including screening equipment, training and supervision of screening personnel, site security and post-screening handling and transportation of cargoes, etc. Since the launch of RACSF Scheme, CAD has endeavoured to facilitate and process applications from the trade, for example, uploading a list of the make and model of equipment that has been accepted by CAD in principle onto its website for reference by the trade and providing early assessments of x-ray equipment proposed by applicants; providing a list of secure transportation measures that have been accepted by CAD in principle on its website, so that members of the trade can directly approach the suppliers concerned; advising applicants on how to enhance their security arrangements during site inspections; setting up a hotline and providing a list of Frequently Asked Questions and Answers for the trade; and furthermore, CAD has accepted two certification bodies for screeners so that they may provide training and certification to the security screeners for air cargoes.

In addition, to help the air cargo industry prepare for the full implementation of ICAO security requirements, the Government earlier on drew up a set of transitional arrangements in consultation with the trade to increase the screening percentage to 100% in phases. They serve to ensure that the trade has sufficient time to procure or hire x-ray equipment, re-configure their warehouses, employ screening personnel and adjust their workflow, etc. In view of the economic situation in 2019, the importance of the air cargo industry to the local economy and the feedback from the trade, CAD adjusted the transitional arrangements to commence in January 2020 (instead of November 2019 as originally planned), thereby allowing the air cargo industry more time to cope with the enhanced security screening requirements as well as the economic challenges ahead.

In 2020-21, CAD will create 5 non-directorate permanent posts (including 2 Operations Officer posts and 3 Assistant Operations Officer posts) to assist in the work related to the enhancement of air cargo security screening capacity in Hong Kong. The salary expenditure involved for these 5 posts in terms of notional annual mid-point salary value is about $3.36 million.

(3) The air cargo industry has actively participated in and supported RACSF Scheme since its launch. As at early March 2020, CAD has received more than 130 applications. Currently, about 80 off-airport screening facilities have been accepted as RACSFs and

have gradually commenced operations. The applications yet to be accepted are mainly due to pending procurement or installation of screening equipment by the applicants. CAD will continue to provide technical assistance for these applicants and monitor their progress with a view to enhancing the trade's screening capacity.

Since the implementation of the transitional arrangements in January 2020, CAD has conducted on-site inspections at RACSFs and air cargo terminals, and has closely monitored whether RAs have complied with the screening percentage requirement of cargo screening. At present, the logistics operations of the air cargo industry are observed to be smooth in general. CAD will continue to liaise closely with representatives of the air cargo industry and air cargo terminals to provide necessary assistance and ensure that the transitional arrangements continue to be implemented smoothly, thereby reinforcing Hong Kong's status as an international air cargo hub.

(4) The duration of Phase 1 of the transitional period is 4 months (i.e. January to April 2020). During this period, RAs are required to screen 25% (by weight) of their cargoes, and the attainment of target percentage is calculated based on average over the whole period (i.e. 4 months). As Phase 1 is not yet finished, calculation of the attainment rate cannot be performed for the time being. CAD will require any RA failing to meet the target during the transitional period to submit a corrective action plan and take follow-up actions.

CAD will continue to closely monitor whether RAs have complied with the screening percentage requirement of cargo screening with a view to ensuring the smooth implementation of the phased targets during the transitional period.

- End -

Examination of Estimates of Expenditure 2020-21 Reply Serial No.

S-THB(T)001

CONTROLLING OFFICER'S REPLY

(Question Serial No. S051)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

As mentioned in the Reply Serial No. THB(T)003, "In 2019, two Mainland commercial helicopter operators successfully conducted nine trial flights between" Hong Kong and the Mainland. By using the following table, please advise this Committee on details of the nine trial flights including the dates, routes and operators concerned.

Trial Flight Number	Date of Trial Flight	Route of Trial Flight	Operator Concerned

Asked by: Hon CHU Hoi-dick

Reply:

Trial Flight Number	Date of Trial Flight	Route of Trial Flight	Operator Concerned
1.	29/01/2019	Shenzhen Nantou Heliport to Sheung Wan Sky Shuttle Heliport (SSH) and return	CITIC Offshore Helicopter Co. Ltd. (COHC)
2.	12/02/2019	- ditto –	COHC
3.	27/06/2019	Shenzhen Bao'an Airport to Sheung Wan SSH and return	Shenzhen East General Aviation Co. Ltd. (SEG)
4.	28/06/2019	- ditto –	SEG
5.	17/07/2019	- ditto –	SEG
6.	16/08/2019	- ditto –	SEG
7.	26/09/2019	Guangzhou Baiyun Airport to Sheung Wan SSH and return to Shenzhen Bao'an Airport	SEG
8.	30/10/2019	Shenzhen Bao'an Airport to Hong Kong International Airport and return	SEG
9.	05/12/2019	Shenzhen Bao'an Airport to Sheung Wan SSH and return	SEG

- End -