

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1242)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

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 progress and effectiveness of the initiative over the past year;
- b) whether there is any plan to conduct a survey on the need for cross-boundary helicopter services for residents in the Greater Bay Area; if yes, the details; if not, the reasons;
- c) how the cross-boundary helicopter services for the Greater Bay Area tie in with the State's development plan for inter-city railway links so as to avoid vicious competition; and
- d) the list of potential participating cities, and the definite timetable for launching the cross-boundary helicopter services in the Greater Bay Area?

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

Reply:

The Outline Development Plan for the Greater Bay Area promulgated by the Central People's Government pointed out the need to, amongst others, steadily develop cross-boundary helicopter services. To this end, the Transport and Housing Bureau (THB) and the Civil Aviation Administration of China (CAAC) have been exploring to expand the scope of cross-boundary helicopter services to cover points in Guangdong Province to provide travellers with a high-end and convenient means of air transport and enhance the air connectivity in the Greater Bay Area.

In this connection, THB and CAAC signed a Memorandum of Understanding (MoU) in February 2019 to expand the Air Services Arrangement between the two places. Under the MoU, both sides can designate operators to run helicopter services between airports or

take-off/landing points in Guangdong Province and airports or take-off/landing points in Hong Kong subject to relevant customs, immigration and quarantine arrangements of both sides. At present, helicopter take-off/landing points that have met the relevant conditions include Shenzhen Bao'an International Airport, Guangzhou Baiyun International Airport, Hong Kong International Airport and Sheung Wan Sky Shuttle Heliport.

The specific development of cross-boundary helicopter services should be market-driven, with particular regard to market demand as well as commercial considerations of helicopter operators. In 2019, two Mainland commercial helicopter operators expressed interest and conducted a total of nine trial flights between Hong Kong and Shenzhen/Guangzhou. These trial flights affirmed the technical and operational feasibility of cross-boundary helicopter services within the Greater Bay Area. We understand that while the helicopter operators' plans have been affected by the COVID-19 pandemic and the related travel restrictions in 2020, they remain interested in running cross-boundary helicopter services and would suitably adjust their plans in the light of the evolving pandemic situation.

In the Chief Executive's 2020 Policy Address, it was announced that CAAC had agreed to commence preparation for the provision of cross-boundary commercial helicopter services between Guangdong and Hong Kong. THB and CAD will continue to liaise with the Mainland counterparts to take forward the development, with a view to expanding cross-boundary helicopter services between Hong Kong and cities in Guangdong Province. The future development of cross-boundary services is expected to create more opportunities for both the local aviation industry and young talents in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)002

(Question Serial No. 1666)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

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 the coming year. In this connection, please advise on the following:

1. the latest progress of the initiative at present; the details of the initiative, including the cities and airports in the Greater Bay Area involved;
2. the manpower deployed for the work and the expenditure involved; and
3. the short-term and long-term objectives of the initiative.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 61)

Reply:

The Outline Development Plan for the Greater Bay Area promulgated by the Central People's Government pointed out the need to, amongst others, steadily develop cross-boundary helicopter services. To this end, the Transport and Housing Bureau (THB) and the Civil Aviation Administration of China (CAAC) have been exploring to expand the scope of cross-boundary helicopter services to cover points in Guangdong Province to provide travellers with a high-end and convenient means of air transport and enhance the air connectivity in the Greater Bay Area.

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The above work is undertaken by the existing CAD staff as part of their normal duties under Programme (2). No additional expenses are involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)003

(Question Serial No. 1667)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) 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 the coming year. Please advise on the following:

1. What are the manpower and expenditure involved for the work?
2. What is the latest planning progress of the HKIAA project? What is the expected timeframe of the whole development project?
3. Whether the future HKIAA on the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB) will be merged with the original one located within the airport? What is the specific plan?
4. What are the curriculum planning and areas of the HKIAA? Whether consideration will be given to offering pilot training programme? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 62)

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. In support of HKIAA, the Transport and Housing Bureau and CAD sit on the Steering Committee of HKIAA (Steering Committee) 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.

(2) and (3)

HKIAA currently conducts its training on the airport island. Its new campus and dormitory on the HKBCF Island of HZMB are still at the planning stage.

(4)

HKIAA offers a wide range of courses covering airport management, security, air traffic management, aviation services, etc. HKIAA reviews its programme portfolio periodically on the advice of the Steering Committee and the airport community to cater for the industry training needs. One of the objectives of HKIAA is to co-ordinate and consolidate efforts among local training institutions and fill the gaps in civil aviation training, yet not compete with existing training institutions. Currently, HKIAA does not provide pilot training, considering that such training is being offered/planned by airline operators/other training institutions. HKIAA will however continue to review its programme portfolio having regard to the latest situation and need of the aviation industry.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)004

(Question Serial No. 1325)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway and the entire Three-Runway System will be commissioned in 2022 and 2024 respectively. With the expansion of the Hong Kong International Airport, the demand for air traffic control staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2021-22 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 (LegCo internal reference no.: 6)

Reply:

To ensure that the competency of air traffic control (ATC) personnel can meet the operational needs, including future operational requirements under the Three-Runway System, CAD has been arranging various professional and technical training to its ATC staff of various ranks, including newly recruited ones, through in-house training unit or other local and overseas professional institutions. These trainings range from basic ATC training to various aspects of daily ATC operations, including flight procedure design, airspace strategy/design, safety and risk management, safety investigation and analysis, training plan development and instructional techniques, etc.

In 2021-22, CAD will continue to arrange basic as well as specialised training courses for its ATC staff. The estimated expenditure is around \$15 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)005****(Question Serial No. 1332)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Victor LIU)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the number of aircraft distress calls or requests for emergency assistance as received by the Civil Aviation Department (CAD) in the past three years and, among which, the number of cases classified as urgent or dangerous. Please tabulate the details and causes of these incidents, and whether human errors or system failures were involved. With the Three-Runway System and the stabilisation of the epidemic, air traffic is likely to resume gradually. What are the measures put in place to ensure the safety and efficiency of Hong Kong airspace?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 20)Reply:

The number of aircraft requests for assistance received by the Air Traffic Control (ATC) unit of CAD in the past three years is as follows:

Financial Year	Total number of requests for assistance by landing aircraft	Number of requests that resulted in "Full Emergency" standby	Nature of Full Emergency
2018-19	149	1	A freighter reported smoke in cockpit. The flight landed uneventfully under ATC instruction with "Full Emergency" stood down subsequently.
2019-20	142	4	A freighter and two passenger flights encountered in-flight problems, namely engine fire warning, engine problem and hydraulic problem respectively. All of them landed

Financial Year	Total number of requests for assistance by landing aircraft	Number of requests that resulted in “Full Emergency” standby	Nature of Full Emergency
			<p>uneventfully under ATC instruction with “Full Emergency” stood down subsequently.</p> <p>A passenger flight encountered fuel leakage at a parking bay. The case was attended by the Airport Fire Contingent with “Full Emergency” stood down subsequently.</p>
2020-21 (Up to 4 March 2021)	37	1	A freighter reported engine fire warning. The flight landed uneventfully under ATC instruction with “Full Emergency” stood down subsequently.

CAD has established procedures to ensure safety and efficiency of the Hong Kong airspace. Whenever the ATC unit receives aircraft requests for assistance, it will alert the relevant government departments or organisations according to the level of emergencies. If there is no imminent danger to the aircraft, the ATC unit will initiate a “Local Standby” to alert the Airport Fire Contingent and the Airport Authority Hong Kong (AA) to attend to the landing of the concerned aircraft.

If the aircraft is in imminent danger or is expected to have difficulties in making a normal landing, the ATC unit will initiate a “Full Emergency” standby. Besides the Airport Fire Contingent and the AA, other relevant government departments and organisations will also be alerted to assist. For example, fire appliances and ambulances from the Fire Services Department will be dispatched to the airport and hospitals will be on alert to receive casualties. The ATC unit will also accord priority to the concerned flights to land at the Hong Kong International Airport. After the on-site handling, CAD will follow up with the aircraft operators for prevention of recurrence. CAD has a robust safety programme with the aircraft operators in accordance with the International Civil Aviation Organization’s requirements which include established surveillance programme in respect of aircraft operations and maintenance as well as incident follow-up mechanism.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3135)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

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? What measures does the Government have in place 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.: 62)

Reply:

The "Standards and Recommended Practices" published by the 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 other SAR organisations, including the relevant Hong Kong and Mainland 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.

Owing to COVID-19 pandemic situation in the previous financial year, CAD conducted a simulated SAREX, in place of a full-scale exercise, in December 2020. Participating organisations included CAD, Government Flying Service, Marine Department, Hong Kong Observatory, and Rescue and Salvage Bureau, China. The simulated SAREX provided a forum for participants to practise and familiarise the communication and co-ordination procedures through responding to a simulated scenario. Participants considered it beneficial as it provided valuable experience on the communication and simulated 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

THB(T)007

(Question Serial No. 1447)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will continue to recruit and train more air traffic control staff to meet air traffic services demand and support the future Three-Runway System in 2021-22. As the COVID-19 pandemic persists, is the recruitment expected to be affected? What are the number of staff to be recruited and their respective positions and ranks in 2021-22?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 22)

Reply:

CAD will continue to recruit and train more air traffic control staff to meet air traffic services demand and support the future Three-Runway System. In 2021-22, CAD plans to recruit 25 Air Traffic Control Officers (ATCOs) III / Student ATCOs and 15 Air Traffic Flight Services Officers III to fill new posts and existing/anticipated vacancies. Health measures against COVID-19 as promulgated by the Government have been, and will continue to be, put in place for the recruitment exercises.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)008

(Question Serial No. 3037)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

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

Director of Bureau: Secretary for Transport and Housing

Question:

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 2021-22. What are the specific details, objectives, manpower and expenditure involved, and implementation timeframe of the initiative? What is the anticipated positive impact of the initiative to the local aviation industry and youth development?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 21)

Reply:

The Outline Development Plan for the Greater Bay Area promulgated by the Central People's Government pointed out the need to, amongst others, steadily develop cross-boundary helicopter services. To this end, the Transport and Housing Bureau (THB) and the Civil Aviation Administration of China (CAAC) have been exploring to expand the scope of cross-boundary helicopter services to cover points in Guangdong Province to provide travellers with a high-end and convenient means of air transport and enhance the air connectivity in the Greater Bay Area.

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- End -

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 3038)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review of the regulation of unmanned aircraft systems (UAS) in Hong Kong, has the Civil Aviation Department (CAD) drawn up a timetable for the relevant work? What are the manpower and cost involved in the review? What is the anticipated time to complete the review and announce the outcome at the earliest?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 24)

Reply:

In Hong Kong, UAS is classified as aircraft and is 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, CAD is reviewing the regulatory regime for UAS in Hong Kong. CAD conducted a consultancy study and public consultation in 2017 and 2018 respectively to explore ways to refine the prevailing regulatory regime. After assessing the views collected, CAD consulted the Legislative Council Panel on Economic Development (the Panel) in June 2019. CAD is now following up on the comments raised by the Panel and working on the draft legislation of the enhanced regulatory regime for UAS with a view to tabling the proposed legislative amendment to the Legislative Council as soon as possible.

Currently, the staff establishment of the Unmanned Aircraft Office in CAD is nine. The expenses, including those required for publicity and promoting safety awareness on UAS operation, are absorbed under departmental expenditure. CAD will review the workload arising from tasks and duties related to UAS from time to time and adjust or redeploy manpower as appropriate accordingly.

- End -