

CONTROLLING OFFICER'S REPLY

TLB001

(Question Serial No. 2453)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

In the 2024-25 Budget, the planned number of flight operations and cabin safety inspections for 2024 was 130. However, the actual number of flight operations and cabin safety inspections undertaken in 2024 as announced in the 2025-26 Budget was 120, falling short of the original target. Nevertheless, the target for this year is still set at 130. In this connection, will the Government inform this Committee:

- 1) of the reasons for the actual number of inspections undertaken in 2024 falling short of the original target of 130;
- 2) whether it has assessed the impact of reducing the number of inspections on flight safety; if yes, of the details; if not, the reasons for that; and
- 3) of the specific assessment and considerations for setting the inspection target for 2025 at 130?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 17)

Reply:

In line with the safety management principles of the International Civil Aviation Organization and the international best practices, the Civil Aviation Department (CAD) has in place a comprehensive safety oversight and surveillance programme to closely monitor the operating standards and safety performance of local airlines.

Flight operations and cabin safety inspections are undertaken to monitor local air operators' compliance of their flight operations with the stipulated safety and operating standards, thereby maintaining flight safety.

CAD sets the target number of inspections at the beginning of each year, taking into account the number of local air operators, past experience, as well as the number of operators' applications for adopting new flight procedures for their aircraft. The actual number of inspections undertaken in 2024 was slightly below the target because of the need to deploy regulatory manpower to support the gradual resumption of flights and the continuing recovery of air traffic after the pandemic. In 2025, CAD maintains the target of conducting 130 inspections.

CAD will continue to closely monitor the safety performance of air operators with a view to ensuring aviation safety.

- End -

CONTROLLING OFFICER'S REPLY

TLB002

(Question Serial No. 0571)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The 2025-26 Estimates will see a substantial increase of 16.7% over the revised expenditure for 2024-25. However, apart from an increase in the number of aircraft registered on the Hong Kong Civil Aircraft Register, all other estimated indicators in 2025 are either flat or show a slight decrease, and that there will be a net decrease of 2 posts in 2025-26.

In this connection, will the Government explain whether there are reasonable grounds for the substantial increase in the estimated expenditure?

Asked by: Hon YIM Kong (LegCo internal reference no.: 32)

Reply:

The provision for 2025-26 is \$23.6 million higher than the revised estimate for 2024-25. The increased provision is mainly used for recruiting staff to fill existing vacancies to cope with the workload arising from the increase in the number of new aircraft and expansion of fleets by airlines, including introduction of new aircraft type, aircraft certification and maintenance, pilot training, etc. The provision is also used for taking forward the work related to low-altitude economy.

- End -

CONTROLLING OFFICER'S REPLY

TLB220

(Question Serial No. 3453)

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 Logistics

Question:

With the official commissioning of the Airport's Three-Runway System in November 2024, all three runways can operate simultaneously. In this connection, will the Government inform this Committee:

1. of the average time currently taken for a passenger flight to taxi from the apron to each of the three runways until it is given the clearance to take off;
2. of the average time currently taken for a passenger flight to be given the clearance to taxi to the apron after landing on each of the three runways;
3. of the current speed limit for aircraft taxiing on the taxiway of the airport according to regulations; and
4. as the newly-constructed North Runway is quite far away from the existing apron of the passenger building, resulting in a significant increase in taxiing time after landing or before take-off as compared with that in the past when two runways were in use, what measures by the Airport Authority Hong Kong are in place to save the taxiing and waiting time for arriving or departing flights, thereby enhancing efficiency and travellers' experience.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 25)

Reply:

The Three-Runway System (3RS) at the Hong Kong International Airport is designed and constructed in accordance with the International Civil Aviation Organization standards. It not only provides safe and reliable airport operational facilities, but also increases runway capacity, ensuring the sustainable and safe development of Hong Kong's aviation industry and consolidating Hong Kong's status as an international aviation hub. After the commissioning of the 3RS, each of the 3 runways can be used for flight arrivals and departures. However, to maximise efficiency of the 3RS, each runway has its dedicated function: the North Runway is primarily used for arrivals, the Centre Runway for departures, and the South Runway for both arrivals and departures at the same time.

With the commissioning of the 3RS, the airport's operational area is larger than that under the Two-Runway System. The aircraft taxiing time between the apron and the runway will

generally be longer accordingly. Subject to the weather and ground operational conditions, an aircraft landing on the North Runway will taxi at an average speed of approximately 15 knots to the apron of the passenger building in around 15 to 20 minutes, which is comparable to that of other large and busy international airports. Air traffic control staff will assign an approach runway to an arriving aircraft based on its apron location and the actual situation. Wherever practicable, they will arrange the aircraft to use more convenient taxi route to its apron. They will also issue instructions to the aircraft and closely monitor its taxiing situation to ensure that all taxiing operations are carried out in a safe and orderly manner.

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