

CONTROLLING OFFICER'S REPLY

TLB001

(Question Serial No. 3248)

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 Logistics

Question:

As stated in the Programme, the Government will continue to strengthen liaison with relevant Mainland authorities to implement the Culture and Tourism Development Plan for the Greater Bay Area, and other tourism-related measures including those under the Mainland and Hong Kong Closer Economic Partnership Arrangement. In this connection, please advise this Committee of:

1. the numbers of flights between Hong Kong and Mainland provinces and municipalities before the pandemic; and
2. the numbers of flights between Hong Kong and Mainland provinces and municipalities after the pandemic.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 36)

Reply:

Regarding the question on Programme (6) Travel and Tourism under Head 132 - Government Secretariat: Culture, Sports and Tourism Bureau, based on the information available to the Civil Aviation Department from the Airport Authority Hong Kong, the number of passenger flights between Hong Kong and the Mainland averaged around 780 per week before the pandemic (i.e. during the year 2019). By the end of February 2024, the number of passenger flights between Hong Kong and the Mainland was about 600 per week, recovering to about 77% of the pre-pandemic level.

- End -

CONTROLLING OFFICER'S REPLY

TLB002

(Question Serial No. 2453)

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 Logistics

Question:

The Civil Aviation Department indicated that it will pay special attention to take forward the initiative on the provision of cross-boundary helicopter services for the Greater Bay Area (GBA) in the coming year. Will the Government inform this Committee of the following:

- 1) The Government indicated as early as 2022 that Guangdong and Hong Kong were exploring ways to further promote the development of cross-boundary commercial helicopter services. What is the current progress? How will the Government step up the provision of cross-boundary helicopter services for the GBA?
- 2) Regarding the heliport the Government has already set up at the tip of the former Kai Tak Airport runway for the Government Flying Service Kai Tai Division, it was mentioned at the planning stage that operators would be allowed to provide cross-boundary commercial helicopter services at the site. What is the current progress?
- 3) Since as early as 2000, the industry has been repeatedly proposed the development of domestic and even cross-boundary helicopter services, but with no government support so far. In particular, after the closure of the heliport at Tamar in 2001, which could also accommodate commercial helicopters, the Government has not committed to developing a commercial heliport in the urban area for the industry, bringing the commercial helicopter services to a standstill. Moreover, 2 helicopter companies intended to operate cross-boundary commercial helicopter services were even wound up subsequently. What is the Government's response?
- 4) In recent years, Shenzhen, also a city in the GBA, has already developed unmanned air taxi and started introducing unmanned aircraft service to the healthcare industry for emergency delivery of blood to different hospitals in Shenzhen. It is not until now that the Government takes forward the provision of cross-boundary helicopter services for the GBA. Has it lagged far behind other cities in the GBA, thus undermining the best development opportunities for the industry in Hong Kong?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 144)

Reply:

1) to 4)

To further strengthen the mutual connectivity between Hong Kong and other cities of the Greater Bay Area (GBA), the Transport and Logistics Bureau (TLB) and the Civil Aviation Department (CAD) have been maintaining close communication with relevant Mainland authorities to promote the development of cross-boundary helicopter services, with a view to advancing the development of point-to-point cross-boundary air transport service to complement the prevailing transport network within the GBA.

The specific development of cross-boundary helicopter services will hinge on market demand and the commercial considerations of helicopter operators. Since 2019, various Mainland helicopter operators have conducted trial flights between Hong Kong and Shenzhen/Guangzhou, indicating that relevant services were technically and operationally feasible. We understand that, despite the earlier impact of the COVID-19 pandemic and the related travel restrictions, the helicopter operators remain interested in operating cross-boundary helicopter services and will suitably adjust their development plans in response to market demand. Amongst them, some trial flights between Hong Kong and the Mainland have been re-launched since 2023.

There are a number of take-off/landing points available for cross-boundary helicopter services in Hong Kong and the Guangdong Province. Various helicopter operators are also rendering cross-boundary commercial helicopter services between Hong Kong, Macao, Shenzhen and Zhuhai. At present, cross-boundary helicopters mainly take-off and land at Sky Shuttle Heliport, which is located at Hong Kong-Macau Ferry Terminal in Sheung Wan, where customs, immigration and quarantine (CIQ) services are available. The maximum designed capacity of the heliport is about 50 000 take-off/landing movements per year, with around 9 000 movements recorded in 2019 (i.e. pre-pandemic) and only around 200 movements in 2023. The heliport still has ample capacity to meet the market demand for more cross-boundary helicopter services. TLB and CAD will closely monitor the development of and market demand for cross-boundary helicopter services and review the development of related facilities in a timely manner.

In the light of the rapid advancement and wide application of the unmanned aircraft technology, the authorities in the Mainland and some overseas authorities are examining the introduction of various advanced air mobility (AAM) systems, including unmanned air taxis. CAD will closely monitor the development trend of related technologies, and based on the experience of the Mainland and other countries/regions, explore the feasibility of implementing and co-ordinating cross-boundary helicopter services and unmanned aircraft transport modes in the densely populated Hong Kong, with a view to driving the AAM development in Hong Kong in a more flexible manner.

- End -

CONTROLLING OFFICER'S REPLY

TLB003

(Question Serial No. 2184)

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:

The Three-Runway System (3RS) project at the Hong Kong International Airport, which includes the expansion of the Terminal 2, is expected for completion this year and will significantly increase the passenger and cargo handling capacity of the airport. Would the Government inform this Committee of the following:

1. the estimated additional civil service establishment and staff costs upon the commissioning of the 3RS and passenger building; and
2. the training hours, costs and number of participants of the training courses arranged for professional grade staff in the aviation industry in the past 2 years?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 33)

Reply:

1. As estimated up to 31 March 2025, there will be 383 Air Traffic Control Officers, 140 Air Traffic Flight Services Officers and 65 Aeronautical Communications Officers in the establishment of the Civil Aviation Department (CAD). The total staff cost of these posts in terms of notional annual mid-point salary value is \$536 million. CAD will continue to regularly review the manpower requirements and further increase manpower as and when necessary to meet the increasing demand for air traffic services and operational needs of the 3RS.

2. The air traffic services at the Hong Kong International Airport are provided by the air traffic control (ATC) staff of CAD. To cope with the increasing service demand and enhance service quality, CAD has been providing in-house training courses for its ATC staff. As the training is part of CAD's regular work, no additional expenses are involved. In 2022-23 and 2023-24, CAD organised 32 and 37 professional ATC training courses respectively, with respective 82 and 117 ATC ratings or professional ATC qualifications awarded.

Moreover, CAD has been arranging specialised training organised by local and overseas professional institutions for various ranks of its ATC staff. The training courses cover a wide variety of aspects ranging from basic ATC training and ATC operations to training associated with 3RS development such as airspace design, flight procedure design, air traffic

management, safety investigation and analysis, and instructional techniques for ATC supervisors, etc. The actual expenditure involved in 2022-23 was about \$1.6 million and the revised estimate for 2023-24 was about \$5 million.

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CONTROLLING OFFICER'S REPLY

TLB004

(Question Serial No. 2368)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management, (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The earlier incident of an airline operator's cancellation of a number of flights has certainly undermined public confidence in travelling. Given that cancellations of flights are commercial decisions of airline operators, and they are still entitled to retain a series of slots at the airport for the next equivalent season as long as they adhere to the requirements of the Worldwide Airport Slot Guidelines, it is difficult for the Government to intervene in the matter. Nevertheless, the demand for flights in Hong Kong has soared since the end of the pandemic last year, and it is extremely undesirable if airline operators continue to cancel flights before travellers' departures. In this connection, will the Government inform this Committee of the following:

1. Are the current estimates and establishment sufficient to meet the demand? Has the Civil Aviation Department (CAD) devised any specific deployment plans?
2. Regarding the above incident, CAD met with the management of the airline operator concerned to discuss the flight arrangements at the time, and urged the airline operator to explain clearly to affected passengers the related arrangements after flight consolidation as soon as possible. However, the Government has to devise measures to solve the problem; if it has done so, what are the details; if it has not, what are the reasons?
3. Since the commissioning of the third runway, the Hong Kong International Airport has been gaining capacity to handle air traffic. Does the Government have any measures to enhance efficiency to ensure that a high level of quality service can be maintained with a limited increase in expenditure despite a rise in the corresponding business?

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 15)

Reply:

1. The provision of slot coordination services is part of the normal duties CAD under Programme (5). It is undertaken by the Hong Kong Schedule Coordination Office of CAD with a current establishment of 6 posts. CAD will review from time to time the

workload arising from relevant work and duties, and adjust or deploy its manpower as appropriate.

2. In accordance with the Worldwide Airport Slot Guidelines (WASG), the Hong Kong Schedule Coordination Office of CAD has been managing slot allocation for the Hong Kong International Airport (HKIA) in a fair, neutral and transparent manner, with a view to ensuring the effective utilisation of airport infrastructure. According to the WASG, airlines shall submit their slot applications for the summer and winter schedules. By virtue of the WASG's historic precedence requirement, the airlines shall be entitled to retain a series of slots provided that they meet the WASG's requirements on slot utilisation of the allocated slots in the previous equivalent season. Upon the grant of slots, the airlines are responsible for providing stable and reliable air services for passengers. Should an airline fail to provide services for any reason after the sale of air tickets, the airline must inform all affected passengers promptly and provide refunds or make necessary arrangements in accordance with its conditions of carriage. Meanwhile, the airline should inform CAD of any changes to slots as soon as possible. Committed to enhancing the effectiveness of slot allocation, CAD will, in accordance with the WASG, allocate the airport's slots available or slots returned by airlines due to flight cancellations to other airlines in need, with a view to ensuring the effective utilisation of slots.
3. CAD has been working closely with the Airport Authority Hong Kong to monitor the HKIA's traffic forecasts so that resources and manpower can be deployed flexibly and responsively to provide quality services for HKIA. In preparation for the commissioning of the Three-runway System (3RS) at HKIA this year and its future development, CAD has been actively recruiting and training additional air traffic control (ATC) staff to meet future needs. Also, it has started a series of 3RS conversion training for its frontline ATC staff since December 2023. Moreover, CAD will officially launch the Approach Spacing Management System within this year as planned, employing new technologies to assist ATC staff to further raise their air traffic handling capabilities and enhance the runway capacity, thereby maintaining a high level of quality ATC services.

- End -

CONTROLLING OFFICER'S REPLY

TLB005

(Question Serial No. 1206)

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 Logistics

Question:

The Civil Aviation Department (CAD) is responsible for monitoring the noise and flight tracks of aircraft operating to and from Hong Kong International Airport and implementing the noise abatement programme. However, this Council has received reports from residents in the vicinity of Siu Lam, Tai Lam and So Kwun Wat from time to time about long term aircraft noise impacts. In this connection, please advise this Committee on:

- (a) the number of aircraft departures and arrivals of each runway per hour before and after the commissioning of the three-runway system;
- (b) the details and expenditure involved in implementing aircraft noise and flight tracks in the past and in the future, and the effect of such;
- (c) the monthly data recorded by each aircraft noise monitoring terminal between 11 pm and 7 am the following day on aircraft noise levels reaching 70 to 74 decibels (dB), 75 to 79 dB and 80 dB or above in the past 5 years;
- (d) the number of complaints lodged by residents of Castle Peak Road and Tuen Mun Road, including but not limited to those in the vicinity of Siu Lam, Tai Lam and So Kwun Wat, in each of the past 5 years and their percentages in the total number of aircraft noise complaints in Hong Kong;
- (e) further to the above, the number of confirmed noise cases, noise emission time and the ways of handling;
- (f) whether regular reviews will be made on the impact of flight tracks on the residents; if so, the progress; if not, the reasons for that;
- (g) whether flight tracks will be changed to prevent residents from being affected by aircraft noise; if so, the progress; if not, the reasons for that.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 17)

Reply:

The Three-Runway System (3RS) project of Hong Kong International Airport (HKIA) is vital to maintaining Hong Kong's competitiveness as an international aviation hub and meeting growing air traffic demand. In taking forward the project, CAD and the Airport Authority

Hong Kong (AA) attach great importance to the environmental issues arising from the 3RS project, including potential impact of aircraft noise on relevant stakeholders. To this end, with due consideration of relevant factors, CAD and AA have been taking a balanced approach and various mitigating measures to alleviate the aircraft noise issues.

(a) to (e)

As part of the 3RS project of HKIA, the Third Runway (i.e. North Runway) was officially commissioned on 25 November 2022. The Centre Runway is undergoing reconfiguration so as to facilitate the development of the 3RS project. The whole 3RS project is targeted for completion in 2024. In the meantime, HKIA is operated with the North Runway and South Runway, which is similar to the previous two-runway operation. Currently, the maximum capacity of the runways of HKIA is 69 air traffic movements (ATM) per hour (i.e. total number of aircraft departures and arrivals per hour). The ultimate target runway capacity of HKIA under 3RS operation would be about 102 ATM per hour.

During the design stage of the 3RS project, AA conducted a statutory Environmental Impact Assessment (EIA) study, covering a wide range of aspects including aircraft noise and air quality. To gauge the views of stakeholders and foster proactive engagement with the community, AA had organised various engagement activities during the EIA study stage such as meetings with the Legislative Council and District Councils and setting up of Community Liaison Groups (CLGs) in the neighbouring districts of HKIA, including Tuen Mun (Siu Lam/Tai Lam Chung/So Kwun Wat). As part of AA's engagement activities, briefings to Tuen Mun District Council and CLGs on the 3RS project and initial flight path designs were conducted. AA continues organising relevant activities after the commencement of the operation of the Third Runway. Relevant details can be found on AA's 3RS website (<https://env.threerunwaysystem.com/en/clg.html>).

Separately, CAD monitors the aircraft noise situation through a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises multiple outdoor noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of HKIA, as well as a computer which correlates noise data collected with the aircraft flight tracks detected by CAD's radar system. In view of the official commissioning of the Third Runway on 25 November 2022, CAD expanded ANFTMS through installation of additional NMTs at locations close to the flight paths of the Third Runway. Specifically, two new NMTs in Tuen Mun and Siu Lam respectively have been put into operation since July 2022. CAD will continue with the expansion of ANFTMS in order to monitor the aircraft noise situation. Summary of the latest data measured at NMTs is uploaded every three months onto CAD's website for information of the general public. The aircraft noise events recorded between 11 pm and 7 am the following day by NMTs between 2019 and 2023 are set out at Annex I.

In 2024-25, the estimated expenditure for the maintenance of ANFTMS and procurement/installation of additional NMTs are \$2.45 million and \$800,000 respectively. The monitoring and implementation of noise mitigating measures are undertaken by the existing CAD staff as part of their normal duties under Programme (5).

As for complaint handling, CAD will follow the established procedures to timely investigate and follow up on each complaint and advise the complainant of the details of the investigation results. The aircraft noise complaint figures handled by CAD between 2019 and 2023 are set out at Annex II.

(f) and (g)

The design of flight paths has to comply with stringent international aviation safety requirements. As Hong Kong is small in size, hilly in topography, and densely populated, it is technically infeasible to design flight paths which are completely clear of residential developments without compromising aviation safety. All flight paths for HKIA were developed through careful and comprehensive studies. In accordance with international standards and recommended practices, their development must take into account various safety and operational factors including but not limited to runway direction, terrain environment, obstacle clearances, location of navigation aids, aircraft operating criteria, environmental consideration and airspace coordination with nearby airports, etc. When designing flight paths for 3RS, a balanced approach has been adopted with due regard to the aforesaid factors as well as its potential impact on different stakeholders including the effect of aircraft noise, while maintaining aviation safety at all times.

CAD and AA have initiated and implemented various aircraft noise mitigating measures based on the guidelines of the International Civil Aviation Organization to reduce the potential noise disturbance to local communities, including Tuen Mun (Siu Lam / Tai Lam Chung / So Kwun Wat). These measures include:

- (1) aircraft that do not comply with the noise standards stipulated in Chapter 3 of Annex 16 Volume I, Part II to the Convention on International Civil Aviation (“Chapter 3 noise standards”) are not allowed to land or take off in Hong Kong;
- (2) airlines are not allowed to schedule aircraft whose noise levels only marginally meet Chapter 3 noise standards to land or take off in Hong Kong;
- (3) airlines are forbidden from scheduling aircraft that do not comply with the more stringent noise standards stipulated in Chapter 4 of Annex 16 Volume I, Part II to the Convention on International Civil Aviation, or equivalent, to land or take off in Hong Kong between 10 pm and 7 am the following day;
- (4) to further restrict aircraft operation with higher noise level during the above-mentioned night period, i.e. between 10 pm and 7 am the following day, AA has implemented a Noise Quota Count Scheme to impose restrictions on aircraft operating hours with a view to augmenting the above and further reducing noise disturbance to local communities; and
- (5) subject to acceptable wind direction and safety consideration, arriving aircraft between 11 pm and 7 am the following day are normally instructed to land from the southwest over the water. This measure aims to reduce the number of aircraft overflying populated areas including Tuen Mun (Siu Lam / Tai Lam Chung / So Kwun Wat) during the overnight period.

In addition, with the advancement of aviation technology, aircraft engines are quieter than before and the improved design of airframe has also helped reduce noise significantly. It is noted that more airlines have introduced quieter passenger and cargo aircraft, and the ratios of newer-model aircraft in their fleets are on the rise. This will alleviate the aircraft noise impact in the long run. Apart from taking the above noise mitigating measures, CAD will also continue to monitor the progress made by airlines in their aircraft fleet replacement and their deployment of quieter aircraft.

Noise Events Recorded by the Noise Monitoring Terminals between 2019 and 2023
(between 11 pm and 7 am the following day)

Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	9	0	6	15	4	54	65	59	20	7	0	1
	75 - 79	0	0	0	0	0	1	0	1	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	1	0	0	0	4	4	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sau Kei Wan	70 - 74	2	1	2	3	1	0	0	1	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	2	1	5	3	0	0	1	4	2	0	0	0
	75 - 79	0	0	1	1	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	0	1	0	1	0	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	179	71	204	366	324	789	983	606	96	90	113	151
	75 - 79	12	4	13	24	20	33	36	24	4	2	2	6
	≥80	0	0	0	0	0	1	0	0	0	0	0	0
Sha Lo Wan	70 - 74	530	460	535	432	523	355	384	558	665	418	737	748
	75 - 79	175	105	172	59	97	72	38	117	165	66	186	165
	≥80	12	5	5	2	4	4	4	7	11	1	14	11

Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tung Chung	70 - 74	131	92	72	84	26	32	35	71	18	40	74	91
	75 - 79	1	2	0	1	0	0	2	0	0	0	1	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ting Kau	70 - 74	30	15	35	143	122	426	522	351	44	87	6	13
	75 - 79	1	1	2	3	1	10	3	11	1	0	0	0
	≥80	0	0	1	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	425	232	474	425	274	419	485	443	253	298	319	378
	75 - 79	51	9	75	71	38	88	73	64	29	34	32	34
	≥80	6	0	4	4	0	1	6	2	0	0	1	2
Tai Lam Chung	70 - 74	28	8	23	15	2	1	9	11	1	3	20	20
	75 - 79	0	0	1	0	0	0	0	0	0	0	1	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	21	7	20	86	61	267	311	212	33	0	0	2
	75 - 79	0	0	1	6	2	9	2	14	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	27	2	35	60	18	163	154	181	54	40	0	2
	75 - 79	15	0	1	2	0	5	6	4	3	1	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	251	129	216	183	124	86	48	69	79	117	192	182
	75 - 79	5	4	4	9	1	2	0	3	2	3	6	5
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	1	1	0	1	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2019												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tsing Yi #2	70 - 74	7	0	5	6	1	22	28	33	3	3	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2020												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	13	3	3	0	133	104	99	14	10	0	0	4
	75 - 79	0	0	0	0	1	1	0	0	0	0	0	2
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	2	1	0	0	0	3	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	0	0	0	0	0	0	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	1	0	0	0	0	0	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	1	0	0	0	0	0	1	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	176	76	114	134	172	531	553	237	116	88	118	137
	75 - 79	23	2	4	4	13	90	68	20	8	3	3	3
	≥80	0	0	0	1	0	1	0	0	0	0	0	0
Sha Lo Wan	70 - 74	1,021	552	536	642	431	88	189	347	401	564	477	636
	75 - 79	271	188	156	274	96	12	25	68	74	142	104	190
	≥80	22	30	9	27	14	2	1	4	4	8	3	20
Tung Chung	70 - 74	86	47	22	46	43	13	8	19	28	40	44	71
	75 - 79	0	1	0	1	1	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2020												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	57	12	17	2	44	327	340	98	19	3	13	11
	75 - 79	7	0	1	0	0	7	5	3	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	371	143	354	282	284	400	356	210	237	284	339	454
	75 - 79	38	14	40	34	84	108	83	25	29	29	55	73
	≥80	0	0	0	3	4	5	1	2	3	0	1	3
Tai Lam Chung	70 - 74	29	7	14	17	14	13	3	8	10	11	24	44
	75 - 79	1	0	0	2	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	49	13	11	0	0	252	299	58	18	0	0	8
	75 - 79	1	0	1	0	0	4	3	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	21	18	8	1	381	249	262	40	23	0	0	6
	75 - 79	4	0	2	0	34	27	15	4	4	0	0	4
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	168	108	136	102	55	17	21	61	64	145	172	247
	75 - 79	4	3	1	7	4	2	0	3	5	6	9	8
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	0	0	0	0	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	10	8	3	2	69	69	50	7	5	0	2	10
	75 - 79	1	0	0	0	1	1	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2021												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	12	0	4	3	44	63	34	35	13	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	0	0	1	2	0	1	1	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	1	0	0	0	0	0	1	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	1	0	0	1	0	0	0	0	0	0	1	1
	75 - 79	0	0	1	0	0	0	0	0	0	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	1	0	0	0	0	1	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	1	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	138	69	114	91	483	575	401	375	179	189	154	89
	75 - 79	3	4	8	7	40	47	31	26	9	11	6	2
	≥80	0	0	0	0	0	0	0	0	1	0	0	0
Sha Lo Wan	70 - 74	776	467	616	340	147	234	224	260	321	401	519	559
	75 - 79	279	184	176	64	33	34	32	39	80	96	146	187
	≥80	27	14	9	6	3	0	4	2	4	6	4	9
Tung Chung	70 - 74	33	27	24	15	5	9	7	14	17	1	13	35
	75 - 79	0	0	2	0	0	0	0	0	0	0	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2021												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	17	6	22	32	326	359	285	339	124	102	9	6
	75 - 79	1	0	1	2	13	5	10	11	0	0	1	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	356	241	246	179	243	294	248	188	277	249	377	319
	75 - 79	48	25	44	18	41	69	36	34	39	25	42	54
	≥80	0	0	1	0	1	2	2	1	0	4	2	0
Tai Lam Chung	70 - 74	29	14	16	7	8	2	7	7	3	10	15	15
	75 - 79	0	0	2	0	0	0	0	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	14	0	10	22	223	252	167	229	76	47	1	2
	75 - 79	0	0	0	2	3	9	6	8	1	3	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	13	0	14	3	103	170	75	74	110	0	0	0
	75 - 79	4	0	0	2	3	4	5	2	2	0	0	0
	≥80	0	0	0	0	1	1	0	0	0	0	0	0
Sunny Bay	70 - 74	169	117	100	46	12	25	39	38	30	65	75	97
	75 - 79	4	11	6	0	1	1	3	1	1	2	2	7
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	1	0	0	0	0	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	13	1	1	1	15	21	8	13	9	1	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2022												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	14	0	4	0	19	55	88	19	66	0	0	0
	75 - 79	0	0	0	0	1	0	1	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	0	0	1	2	1	1	5	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	0	0	0	0	1	0	0	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	1	1	0	0	1	0	0	0	1	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	0	0	0	0	0	0	0	0	0	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	119	62	109	72	121	559	136	6	7	10	14	27
	75 - 79	6	3	5	1	15	76	35	0	0	0	0	0
	≥80	0	0	0	0	0	1	0	0	0	0	0	0
Sha Lo Wan	70 - 74	420	368	398	271	306	189	282	530	507	945	853	705
	75 - 79	152	162	88	77	60	27	43	97	179	456	351	266
	≥80	19	23	5	6	1	1	1	3	16	49	41	26
Tung Chung	70 - 74	18	25	0	7	10	1	7	8	8	28	8	60
	75 - 79	0	0	0	0	0	0	0	1	0	1	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2022												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	29	3	50	27	57	277	95	0	0	0	1	1
	75 - 79	11	0	2	0	4	2	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	307	212	143	205	174	275	306	128	228	161	129	310
	75 - 79	48	15	15	17	34	54	66	17	57	2	0	12
	≥80	1	0	0	0	0	2	3	0	1	0	0	0
Tai Lam Chung	70 - 74	4	5	3	1	0	2	32	9	0	1	3	3
	75 - 79	0	0	0	0	0	0	2	0	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	35	0	25	31	41	72	30	17	29	0	0	0
	75 - 79	1	0	0	0	1	1	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	25	0	3	23	47	152	182	71	138	0	0	0
	75 - 79	2	0	2	3	4	5	4	0	16	0	0	0
	≥80	0	0	0	0	0	1	0	0	0	0	0	0
Sunny Bay	70 - 74	63	74	37	32	27	22	14	37	19	113	87	171
	75 - 79	1	2	1	0	0	0	1	0	2	1	0	3
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	0	0	0	0	0	0	0	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	10	1	1	5	9	18	5	1	59	0	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2022												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tuen Mun [^]	70 - 74	-	-	-	-	-	-	-	0	0	0	0	1
	75 - 79	-	-	-	-	-	-	-	0	0	0	0	0
	≥80	-	-	-	-	-	-	-	0	0	0	0	0
Siu Lam [^]	70 - 74	-	-	-	-	-	-	-	7	1	0	1	17
	75 - 79	-	-	-	-	-	-	-	2	0	0	0	0
	≥80	-	-	-	-	-	-	-	0	0	0	0	0

[^] Portable NMTs in Tuen Mun and Siu Lam have been put into operation since July 2022.

Noise Monitoring Terminal	2023												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Kwai Chung	70 - 74	6	3	8	15	44	41	75	102	26	13	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tai Wai	70 - 74	0	0	0	0	0	1	1	3	0	1	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Shau Kei Wan	70 - 74	1	0	0	4	1	1	0	0	2	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
North Point	70 - 74	2	0	0	3	3	1	0	0	3	0	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Levels	70 - 74	1	0	0	1	0	1	0	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Lung Tau	70 - 74	14	8	12	15	4	4	3	2	2	3	12	19
	75 - 79	0	0	0	0	0	0	0	1	0	0	0	1
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sha Lo Wan	70 - 74	672	607	673	529	301	376	373	370	537	575	710	779
	75 - 79	279	265	266	100	44	51	57	46	102	203	182	212
	≥80	35	23	30	9	6	6	12	14	5	24	6	13
Tung Chung	70 - 74	41	13	8	8	28	9	19	44	19	17	13	69
	75 - 79	0	0	7	5	4	2	2	11	12	16	6	14
	≥80	0	0	0	0	1	0	0	0	1	0	0	0

Noise Monitoring Terminal	2023												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ting Kau	70 - 74	0	0	0	0	2	1	1	0	0	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Ma Wan	70 - 74	257	248	259	180	299	266	432	482	165	142	105	230
	75 - 79	18	2	15	11	40	43	57	91	20	20	2	16
	≥80	0	0	1	0	3	1	1	6	0	0	0	0
Tai Lam Chung	70 - 74	12	10	17	26	104	184	111	240	20	17	6	9
	75 - 79	0	1	2	4	6	24	11	18	2	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsuen Wan	70 - 74	3	3	1	4	3	4	12	5	2	3	0	1
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #1	70 - 74	19	9	29	41	153	147	241	307	39	52	0	1
	75 - 79	0	1	1	2	3	3	5	3	7	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Sunny Bay	70 - 74	109	107	111	85	65	72	49	95	52	63	119	204
	75 - 79	2	1	2	1	0	1	1	2	3	2	3	7
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Jardine's Lookout	70 - 74	0	0	0	0	0	0	0	0	4	0	0	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Tsing Yi #2	70 - 74	3	2	1	6	16	21	30	31	0	10	0	0
	75 - 79	0	0	0	0	0	0	1	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Noise Monitoring Terminal	2023												
	Noise Level (dB)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Tuen Mun	70 - 74	0	0	0	1	0	0	0	0	0	1	1	0
	75 - 79	0	0	0	0	0	0	0	0	0	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0
Siu Lam	70 - 74	18	13	18	23	69	146	82	188	21	19	16	14
	75 - 79	0	1	2	1	4	10	9	20	1	0	0	0
	≥80	0	0	0	0	0	0	0	0	0	0	0	0

Numbers of Aircraft Noise Complaints Handled by CAD between 2019 and 2023

Year	Total (per thousand flight movements)
2019	0.9
2020	1.7
2021	2.2
2022	3.6 [^]
2023	2.5

[^] The increase in 2022's figure is due to the decrease in flight movements and the increase in numbers of complaints, including Tuen Mun, after the Third Runway commenced operation. CAD will continue to closely monitor the noise situation and implement noise mitigating measures to minimise aircraft noise disturbance.

- End -

CONTROLLING OFFICER'S REPLY

TLB006

(Question Serial No. 0252)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

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

Director of Bureau: Secretary for Transport and Logistics

Question:

The estimate for 2024-25 is 10.6% higher than that for 2023-24 (revised). Nevertheless, the targets and indicator of the key performance measures are not higher than those of the previous 2 years, and there is no increase in the number of posts. The higher estimate is mainly due to the increased provision for salary increment and filling of vacancies, and increased requirement in other operating expenses and replacement of ageing equipment and system. In this connection, please inform this Committee of the specific reasons for a relatively substantial increase in the estimate, and whether such an increase is commensurate with the growth in airport throughput.

Asked by: Hon YIM Kong (LegCo internal reference no.: 7)

Reply:

To support the plan of the Hong Kong International Airport (HKIA) to commence operations of the Three-Runway System (3RS) in end-2024, the Civil Aviation Department (CAD) has implemented new air navigation service equipment employing advanced technologies in accordance with the International Civil Aviation Organization's Global Air Navigation Plan to further enhance safety and operational efficiency.

As the Centre Runway is currently closed for reconfiguration, HKIA is operating with the North Runway and the South Runway. CAD is installing a variety of new equipment in the newly constructed Air Traffic Control Tower and the new navigational aids and related equipment in the Centre Runway. Comprehensive tests and various trials of these new and advanced equipment will commence in mid-2024. When all equipment has gradually completed their installation and commissioning, the associated maintenance service charge and operating costs for these new equipment will increase correspondingly to cope with the implementation of the 3RS operations in end-2024.

- End -

CONTROLLING OFFICER'S REPLY

TLB007

(Question Serial No. 2875)

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:

The aviation industry of Hong Kong is gradually recovering from the pandemic. It is mentioned in the Estimates that the Civil Aviation Department will “continue to recruit and train more air traffic control (ATC) staff to meet air traffic services demand and support the Three-Runway System (3RS) operations”. In this connection, will the Government please inform this Committee of the following:

1. Upon the commissioning of the 3RS, to how many movements per hour will the runway capacity of the Hong Kong International Airport increase from 69 movements per hour?
2. To maximise the runway capacity of the 3RS, how many Air Traffic Control Officers, Air Traffic Flight Services Officers and Aeronautical Communications Officers are required? What is the existing establishment?
3. What are the measures in place to ensure that sufficient ATC staff will be recruited and trained? How long is a usual training cycle? Will the target of zero growth in the civil service establishment in 2024-25, as mentioned in paragraph 212 of the Budget Speech, be applied to the ATC staff? Will it affect the future recruitment and training plans?
4. What is the reason for a net decrease of 17 posts in 2024-25, as mentioned in Programme (3) of the Estimates? Does the reduction in staff establishment contradict the initiative to “continue to recruit and train more ATC staff to meet air traffic services demand and support the 3RS operations”? Will such reduction affect the 3RS in maximising the runway capacity?
5. Given that the ATC staff mainly provides services to the airport, has the Government ever charged the Airport Authority Hong Kong (AA) for the relevant costs? If so, what are the amounts of relevant costs borne by the AA in the past 5 years (from 2019 to 2023) and the relevant estimates for 2024? If no, what are the reasons?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 5)

Reply:

1. The Civil Aviation Department (CAD) has been closely monitoring the resumption of flights at the Hong Kong International Airport (HKIA) and the growth in air traffic

demand forecast. Upon the commissioning of the 3RS, CAD will continue to progressively enhance the runway capacity of HKIA in response to the air traffic demand, with a view to gradually achieving the long-term target of handling 102 movements per hour from the current maximum of 69 movements per hour.

2. As at 29 February 2024, there were 353 Air Traffic Control Officers (ATCO), 138 Air Traffic Flight Services Officers and 65 Aeronautical Communications Officers in the CAD establishment. To ensure sufficient manpower to meet air traffic services demand and support the operational needs of the 3RS, CAD will continue to recruit and train more air traffic control (ATC) staff and periodically review the manpower requirements.
3. CAD has taken various measures to ensure that sufficient ATC staff can be recruited and trained. These include actively participating in major career expos and introducing ATC positions of CAD in tertiary institutions and secondary schools. CAD also collaborated with the Radio Television Hong Kong to produce videos about the work of the various CAD positions and broadcast them on television to enhance public knowledge of these posts and their operations, with a view to attracting more people to join the ATC profession. In the meantime, CAD has started assessing applicants for Student Air Traffic Control Officer (SATCO) positions by electronic means since last year so as to identify suitable individuals for training as ATCOs more efficiently. To ensure sufficient manpower to meet air traffic services demand and support the operational needs of the 3RS, CAD will continue to step up its efforts to conduct recruitment exercises more frequently, and further enhance the training of ATC staff. In general, it takes about 5 to 7 years for a SATCO to be promoted to the rank of ATCO II. CAD will periodically review the manpower requirements.

With regard to the target of zero growth in the civil service establishment in 2024-25, as mentioned in paragraph 212 of the Budget Speech, CAD will follow through and strictly adhere to all administrative measures of the Government by flexible deployment of resources and suitable arrangements to accommodate the needs of recruitment and training in various stages.

4. The net decrease of 17 posts in 2024-25, as mentioned in Programme (3), is mainly due to the deletion of time-limited posts upon their lapse or job completion. The current ATC staff establishment can meet the estimated air traffic services demand in the next 2 to 3 years and support the 3RS operations. CAD will continue to periodically review the manpower requirements.
5. According to the “user pays” principle, the costs for CAD to provide air traffic services, including expenditure on ATC staff, are calculated in accordance with the established mechanism and will be fully recovered from the Airport Authority Hong Kong (AA) through the ATC services charge.

The ATC services charge recovered or to be recovered by the Government from AA in the past 5 years and the estimate for 2024-25 are as follows:

Year	Revenue (\$ million)
2019-20	51 ^(Note)
2020-21	530
2021-22	590

Year	Revenue (\$ million)
2022-23	739
2023-24 (Revised Estimate)	897
2024-25 (Estimate)	952

Note:

In view of the sustained challenges the industry has to face due to the outbreak of COVID-19, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of ATC services charge in 2019-20 to AA. The revenue recovered in 2019-20 was about \$51 million, which was the remaining balance of the actual ATC services charge recovered in 2018-19 after adjustment.

- End -

CONTROLLING OFFICER'S REPLY**TLB008****(Question Serial No. 2890)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Flight StandardsControlling Officer: Director-General of Civil Aviation (Victor LIU)Director of Bureau: Secretary for Transport and LogisticsQuestion:

Please provide in the following table the number of professional pilot licences (excluding helicopter pilot licences) issued in the past 6 years and expected to be issued in 2024, and the number of valid professional pilot licences (excluding helicopter pilot licences) in each respective year.

Year	Number of professional pilot licences issued	Number of valid professional pilot licences
2018		
2019		
2020		
2021		
2022		
2023		
2024 (Estimated)		

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 20)

Reply:

The Civil Aviation Department (CAD) has been processing applications for private pilot licences and professional pilot licences (including aeroplane pilot licences and helicopter pilot licences) in accordance with the requirements of the International Civil Aviation Organization. These include applications for the issuance and renewal of pilot licences, and inclusion of ratings in pilot licences.

The number of pilot licences processed by CAD and the number of valid pilot licences in each of the past 6 years (as at 31 December of each year) are as follows:

Year	Number of pilot licences processed (Note 1)	Number of valid pilot licences
2018	3 813	6 415
2019	3 050	6 686

Year	Number of pilot licences processed (Note 1)	Number of valid pilot licences
2020	2 181	6 697
2021	1 564	6 481
2022	1 392	6 235
2023	2 711	6 193
2024 (Estimate) (Note 2)	3 490	6 560

Note 1: The number of pilot licences processed include applications for the issuance and renewal of pilot licences and the inclusion of ratings, etc.

Note 2: The estimate for 2024 is based on the demand for licences forecasted by local airlines.

- End -

CONTROLLING OFFICER'S REPLY

TLB254

(Question Serial No. 3631)

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 Logistics

Question:

The Small Unmanned Aircraft (SUA) Order for regulating the operations of SUA comes into effect in 2022. Will the Government inform this Committee of the following:

1. the number of applications for permission for operating "SUA \leq 7kg but exceeding the respective Categories A1/A2 SUA operating requirements" received by the Civil Aviation Department (CAD) in each year since the commencement of the Order, and how many of them were approved or rejected;
2. the number of persons prosecuted and convicted for contravening the Order in each year since its commencement;
3. the number of persons who have completed advanced training and passed assessment offered by the CAD's approved training organisations in each year since the commencement of the Order;
4. as it is stipulated in the law that no operation of unmanned aircraft is allowed within 5 kilometres (km) of an aerodrome, whether such 5-km area will be extended correspondingly with the expansion of the airport following the commissioning of the third runway;
5. whether Ho Wo Street near the entrance of the Tuen Mun-Chek Lap Kok Tunnel in Tuen Mun falls within 5 km of the aerodrome in which the operation of unmanned aircraft is prohibited?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 145)

Reply:

Under the Small Unmanned Aircraft (SUA) Order (Cap. 448G) that commenced on 1 June 2022, SUA operations are regulated under a risk-based approach. Based on the weight of the SUA and the operational risk level, SUA operations are subject to the corresponding regulatory requirements, including registration and labelling of SUA, registration of remote pilots, training and assessment, equipment, operating requirements and insurance, etc.

- 1) Prior permission from the Civil Aviation Department (CAD) is required for advanced operations, which include SUA operations that exceed the standard operating requirements and those within a restricted flying zone (RFZ). In considering applications for advanced operations, CAD will take into account a number of factors with a view to safeguarding aviation and public safety. As at March 2024, more than 600 applications for advanced operations were granted permission by CAD.
- 2) As at March 2024, 10 persons were prosecuted for contravening the Order. Of them, 7 were convicted and 3 others were subject to binding over orders.
- 3) A remote pilot must hold an “advanced rating” to qualify for conducting advanced operations. As at March 2024, more than 2 500 trainees have completed the advanced training courses.
- 4) Unless prior permission is obtained from CAD, flying of SUA is not allowed for airspace within or adjacent to aerodromes and associated flight paths to avoid affecting aircraft operations in those areas. In designating RFZs, CAD has taken into account the operation of the Third Runway. Members of the public can refer to the drone map on “eSUA” at esua.cad.gov.hk for RFZs.
- 5) Ho Wo Street near the entrance of the Tuen Mun-Chek Lap Kok Tunnel in Tuen Mun falls within the RFZ of Hong Kong International Airport. Operations within RFZs are advanced operations and prior permission from CAD is required. CAD has been conducting publicity activities at various locations, including displaying banners on Ho Wo Street, to remind the public not to contravene the Order by operating SUAs within RFZs.

- End -

CONTROLLING OFFICER'S REPLY

S-TLB001

(Question Serial No. S024)

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:

Please inform this Committee whether the Government has assessed if it is necessary to increase the establishment of air traffic control (ATC) staff upon the commissioning of the Three-Runway System (3RS). Given that the training cycle of ATC staff is relatively long (for instance, it takes about 5 to 7 years for a Student Air Traffic Control Officer to be promoted to the rank of Air Traffic Control Officer II), what plans or timetables will be in place to ensure that there will be sufficient manpower reserve to meet the growing demand for ATC services upon the commissioning of the 3RS?

Asked by: Hon ZHANG Xinyu, Gary

Reply:

The Civil Aviation Department (CAD) has been working closely with the Airport Authority Hong Kong and keeping an eye on the traffic forecasts of the Hong Kong International Airport (HKIA) to periodically review the manpower requirements, with a view to providing quality ATC services for the HKIA. To support the operational needs of the 3RS, CAD will make flexible deployment of existing resources, step up its efforts and conduct recruitment exercises for ATC staff more frequently in response to demand, and further enhance the training plans for ATC staff, so as to ensure sufficient manpower to meet the anticipated growth in traffic.

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