

政府總部
運輸及房屋局
運輸科
香港花園道美利大廈



CB(1)644/11-12(02)
**Transport and
Housing Bureau
Government Secretariat**
Transport Branch
Murray Building, Garden Road,
Hong Kong

本局檔號 Our Ref. THB(T)A 26/15/6
來函檔號 Your Ref.

Tel : (852) 2189 7719
Fax : (852) 2524 9397

16 December 2011

Mr Derek Lo
Clerk to Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Mr Lo,

**Subcommittee on Hong Kong Air Navigation (Fees) (Amendment)
Regulation 2011 and Civil Aviation (Aircraft Noise) (Certification)
(Amendment) Regulation 2011**

Meeting on 20 December 2011

I refer to your letter of 13 December 2011 on the above-mentioned subject. The requested information is set out in the ensuing paragraphs.

- (a) The types of aircraft that land at the Hong Kong International Airport (HKIA) are listed below. As we do not have information relating to overseas airports in hand and it takes time to gather the information requested, we will provide the information when available.

1.	A300 空中巴士300
2.	A310 空中巴士310
3.	A318/319/320/321 空中巴士
4.	A330 空中巴士330
5.	A340 空中巴士340
6.	A380 空中巴士380
7.	B727 波音727
8.	B737 波音737
9.	B747-100/200/300 波音747-100/200/300
10.	B747-400 波音747-400
11.	B757/767 波音757/767
12.	B777 波音777
13.	MD11 麥道11

HKIA operates on a 24-hour basis and aircraft are permitted to land at the airport in accordance with scheduled time slots.

The landing charge is calculated on the basis of the individual aircraft's maximum take-off weight (MTOW)¹ in the flight manual. Where the MTOW of the aircraft does not exceed 20 tonnes, the landing charge is \$2,210. For each tonne in excess of 20 tonnes, a charge of \$63 will be added to the landing charge.

¹ "MTOW" refers to the greatest of the maximum take-off weight (expressed in tonnes) set out in the flight manual for an aircraft.

- (b) According to section 34 of the Airport Authority Ordinance (Cap 483), subject to the approval of the Chief Executive in Council, the Airport Authority (AA) will make a scheme or schemes for determining airport charges.

AA follows the principles below to develop an airport charging structure which –

- enables recovery of the full economic cost of providing the airport infrastructure;
- is reasonable in comparison with similar charges at other major international airports and maintains Hong Kong's status as a centre of international and regional aviation;
- is flexible enough to permit adjustment in the face of changing commercial or operational circumstances;
- is simple, straightforward and in accordance with AA's statutory obligations;
- is, as far as possible, acceptable to users; and
- is in compliance with relevant international obligations on Hong Kong and other generally accepted industry guidelines in respect of airport charges.

AA has reduced the airport charges in 2000 to enhance the competitiveness of the airport.

- (c) Please see below the total number of all-cargo aircraft flights at HKIA for the 2010 winter season (31 October 2010 to 26 March 2011) and 2011 summer season (27 March to 30 September 2011).

All-cargo Aircraft 貨機 (Winter Season 冬季)		
Hour 時段	Arrival 抵港航班	Departure 離港航班
23:00-06:59 (night time)	4,369	4,783
07:00-22:59 (day time)	6,318	5,910
Total	10,687	10,693

All-cargo Aircraft 貨機 (Summer Season 夏季)		
Hour 時段	Arrival 抵港航班	Departure 離港航班
23:00-06:59 (night time)	6,097	6,209
07:00-22:59 (day time)	7,360	7,262
Total	13,457	13,471

- (d) According to Article 70 of the Air Navigation (Hong Kong) Order 1995 (Cap 448C), unless with the written permission of the Director-General of Civil Aviation –
- (i) a balloon exceeding two metres in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, may not be flown in controlled airspace. (A controlled airspace is a designated airspace in which high volume of air traffic is expected); and

