

立法會
Legislative Council

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by the Administration)

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**Subcommittee to Follow Up Issues Relating to the Three-runway System at
the Hong Kong International Airport**

**Minutes of the seventh meeting
held on Tuesday, 12 April 2016, at 10:45 am
in Conference Room 2 of the Legislative Council Complex**

Members present : Hon Andrew LEUNG Kwan-yuen, GBS, JP (Chairman)
Hon Dennis KWOK (Deputy Chairman)
Hon Albert HO Chun-yan
Hon LEE Cheuk-yan
Hon CHAN Kam-lam, SBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Dr Hon LAM Tai-fai, SBS, JP
Hon CHAN Kin-por, BBS, JP
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Dr Hon Kenneth CHAN Ka-lok
Hon Kenneth LEUNG
Dr Hon KWOK Ka-ki
Hon Christopher CHEUNG Wah-fung, SBS, JP
Hon SIN Chung-kai, SBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon TANG Ka-piu, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon Alvin YEUNG Ngok-kiu

Members absent : Hon CHAN Hak-kan, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon CHAN Han-pan, JP
Dr Hon Elizabeth QUAT, JP

Public officers attending : Agenda item I

Transport and Housing Bureau

Professor Anthony CHEUNG Bing-leung, GBS, JP
Secretary for Transport and Housing

Mr Andy YAU Pak-hang, JP
Head
(Airport Expansion Project Coordination Office)

Mr Wallace LAU Ka-ki
Deputy Secretary for Transport and Housing
(Transport) 4

Civil Aviation Department

Mr Kevin CHOI
Deputy Director (Special Duties)

Mr Raymond LI Kwok-chu
Assistant Director-General of Civil Aviation
(Air Traffic Management)

Mr Samuel NG
Senior Evaluation Officer (1)

Clerk in attendance : Miss Mary SO
Chief Council Secretary (4)2

Staff in attendance : Miss Joyce CHING
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Vivian YUEN
Legislative Assistant (4)2

Action

I. Airport Runway Capacity Related Issues and Pearl River Delta Region Airspace Management

LC Paper No. CB(4)832/15-16(01) -- Transport and Housing Bureau and Civil Aviation Department's paper entitled "Runway Capacity Related Issues and Pearl River Delta Region Airspace Management"

The Subcommittee deliberated (index of proceedings attached at **Annex**).

Application for late membership

2. The Chairman said that Mr LEUNG Kwok-hung wrote to him on 15 March 2016 applying for late membership of the Subcommittee. Members accepted Mr LEUNG's application for late membership.

Discussion

Issues related to runway capacity

3. Dr KWOK Ka-ki said that the 1992 New Airport Master Plan ("the 1992 NAMP") estimated that the two runways of the Hong Kong International Airport ("HKIA") could handle between 82 and 86 air traffic movements ("ATMs") per hour. In the light of this, Dr KWOK queried about the need for constructing a third runway at HKIA.

4. Secretary for Transport and Housing ("STH") responded that the 1992 NAMP was only a concept plan setting out the strategic development for the new airport. The 1992 NAMP pointed out that a pair of parallel runways under different modes of operation could in theory achieve different capacities, and the theoretical capacity of 82-86 ATMS per hour could only be achieved through the adoption of independent mixed mode of operation (i.e. aircraft departures and arrivals could take place on each of the runways independently). However, the same report had also made clear that the presence of Lantau Island to the south of HKIA imposed physical constraints on the design of flight paths and procedures. As a result, independent mixed mode of operation could not meet International Civil Aviation Organization ("ICAO")'s safety requirements, hence

such operation was neither safe nor practicable. STH further said that runway capacity would also be affected by various factors such as the minimum safety separation required between aircraft (which might also be expressed in terms of time), terrain, operating environment, airport's infrastructure, aircraft mix, etc.

5. Dr KWOK Ka-ki opined that "air wall" was also one of the factors restricting runway capacity. At present, an aircraft departing from Hong Kong must reach an altitude of over 15 700 feet before it could enter the Mainland airspace. Dr KWOK pointed out that unless the problem of "air wall" could be solved, the effectiveness of the proposed Three-runway System ("3RS") in expanding the runway capacity of HKIA to the target maximum capacity of 102 air traffic movements ("ATMs") per hour remained very doubtful.

6. Assistant Director-General of Civil Aviation (Air Traffic Management) responded that "air wall" was not relevant to runway capacity. The term "air wall" was a misconception of an air traffic management measure which was related to the boundary between adjacent airspaces. To ensure that aircraft in adjacent airspaces operated concurrently in a safe and efficient manner, an aircraft must reach a certain altitude before an air traffic control ("ATC") unit handed over the control in respect of that aircraft to another ATC unit. This ATC arrangement sought to safeguard flight safety, and was commonly applied by busy airports all over the world. Assistant Director-General of Civil Aviation (Air Traffic Management) further said that after discussions between Hong Kong and the Mainland, the handover altitude had been lowered to 12 800 feet for aircraft entering the Mainland airspace during specified non-peak hours at night. CAD would maintain close liaison with the Mainland ATC unit in this respect.

Pearl River Delta ("PRD") region airspace management

7. Mr LEE Cheuk-yan noted from paragraph 13 of the Administration's paper that the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)", drawn up by the Civil Aviation Administration of China, CAD of Hong Kong and the Civil Aviation Authority of Macao SAR (the Tripartite Working Group ("TWG")), in 2007 ("the 2007 Plan") was based on the principles of joint airspace planning, use of common standards, and harmonized flight procedure design (統一規劃、統一標準、統一程序的原則). Mr LEE queried whether Hong Kong airspace would come under the control of the Mainland under the aforesaid principles, having regard to the planned development of other key airports in the PRD region (including three runways in Shenzhen and eventually five runways in Guangzhou). Mr Albert HO expressed a similar query.

8. Assistant Director-General of Civil Aviation (Air Traffic Management) responded that the term "統一" was a generic term used by the Mainland which meant, in the context of the 2007 Plan, that the whole PRD airspace was considered as one entity. The 2007 Plan set out various ATM enhancement measures to be adopted. In a nutshell, it was a joint effort of the three sides with an aim to ensuring that the use of airspace would be optimized and flight procedures of the major airports in the PRD region would be compatible with each other. The overarching objective of the 2007 Plan was to optimize the utilization and management of PRD airspace in a safe and efficient manner for the mutual benefits of the five major airports in the PRD region.

9. Dr KWOK Ka-ki noted that from paragraph 22 of the Administration's paper that due to the close proximity of HKIA and Shenzhen Airport to the Flight Information Region ("FIR") boundary, a degree of "shared use" of airspace between Hong Kong and the Mainland, an ICAO-endorsed air traffic management arrangement known as "delegation of airspace", would be adopted. Dr KWOK queried whether such "delegation of airspace" arrangement would be in breach of Article 130 of the Basic Law ("BL") which stipulated that "The Hong Kong Special Administrative Region shall be responsible on its own for matters of routine business and technical management of civil aviation, including the management of airports, the provision of air traffic services within the flight information region of the Hong Kong Special Administrative Region, and the discharge of other responsibilities allocated to it under the regional air navigation procedures of the International Civil Aviation Organization". Mr Kenneth LEUNG expressed a similar query.

10. STH responded that "delegation of airspace" arrangement would not be in breach of BL130 as such arrangement, when implemented, would not in any sense involve the allocation or alienation of civil aviation airspace from Hong Kong to other jurisdiction. In fact, to enhance air traffic management efficiency, ICAO had been advocating that air route structure and air traffic management efficiency, rather than national boundaries, should be the prime considerations in planning the airspace. Agreements to permit the delineation of airspace lying across national boundaries were advisable when such action could facilitate the provision of air traffic services. This kind of airspace management methodology was a common international practice which had been adopted, for instance, between Singapore and Malaysia, and between Germany and Switzerland.

11. Senior Evaluation Officer (1), CAD ("SEVO(1), CAD") supplemented that designating a portion of Hong Kong airspace to the Mainland for the purpose of air traffic service provision would not compromise Hong Kong's jurisdiction over its FIR designated by ICAO. The recent High Court judgement on a judicial review case concerning the Third-Runway System Project and its financial arrangement (*HCAL 99, 102 & 104/2015*) also affirmed that

"delegation of airspace" arrangement would not violate BL130, as delegating a small portion of Hong Kong's airspace to the Mainland did not mean Hong Kong was giving up control over its airspace.

12. Mr Kenneth LEUNG requested the Administration to provide information on the "delegation of airspace" arrangement between Hong Kong and the Mainland. SEVO(1), CAD responded that, as Hong Kong was still working out with the Mainland on the detailed technical arrangements, the Administration would publicize the relevant information in due course.

13. Dr Kenneth CHAN asked whether it was necessary to adopt the "delegation of airspace" arrangement for achieving the target maximum capacity of 102 ATMs per hour under the 3RS at HKIA.

14. Deputy Director (Special Duties) responded that based on the present air traffic management technology, there was a need to adopt "delegation of airspace" arrangement for achieving the ultimate target maximum capacity of 102 ATMs per hour at HKIA under a 3RS.

15. Dr Kenneth CHAN said that the fact that the court ruled that "delegation of airspace" arrangement would not be in breach of BL130 did not necessarily mean that members of the public would accept such arrangement and/or their concerns about allowing Mainland's ATC unit to control air traffic within Hong Kong's airspace was addressed. Dr CHAN urged the Administration to make public the "delegation of airspace" arrangement under the 2007 Plan.

16. STH responded that the Administration would make public the "delegation of airspace" arrangement under the 2007 Plan once all the technical and associated details had been hammered out and agreed to between Hong Kong and the Mainland. Deputy Director (Special Duties) supplemented that no decision had yet been made on whether a portion of Hong Kong's airspace would be delegated to the Mainland side for the provision of air traffic services or vice versa.

17. Mr WU Chi-wai asked whether the target maximum capacity of 102 ATMs per hour under the 3RS at HKIA was stipulated in the 2007 Plan.

18. STH responded that the target maximum capacity of 102 ATMs per hour at HKIA under a 3RS was calculated by an independent consultant commissioned by the Airport Authority Hong Kong ("AAHK") premised on the 2007 Plan which consisted of short, medium and long term enhancement measures aiming to optimize the development opportunity and synergy of the five airports in the PRD region.

19. Responding to Mr WU Chi-wai's further enquiry on whether Hong Kong would discuss with the Mainland on adopting the "delegation of airspace" arrangement to increase the number of ATMs per hour at HKIA under the present two-runway system ("2RS"), Assistant Director-General of Civil Aviation (Air Traffic Management) said that adopting the arrangement under the existing 2RS would not improve runway capacity, as the existing runway capacity was constrained by factors such as (a) the need for maintaining safe distance between aircraft due to the spiral air vortex generated by operating aircraft; and (b) the surrounding terrain near the runway where the ICAO had strict requirements and standards.

Admin

20. At the request of Mr WU Chi-wai, Assistant Director-General of Civil Aviation (Air Traffic Management) agreed to provide charts on existing air route structure after the meeting.

21. Mr LEE Cheuk-yan said that as the target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA was not stipulated in the 2007 Plan, it was questionable whether such a target could be achieved. Mr LEUNG Kwok-hung also expressed concern that Hong Kong might be forced to make compromises on the target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA in its discussion with the Mainland on the utilization of PRD airspace.

22. STH responded that there was no cause for concern that the target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA could not be eventually achieved. STH pointed out that the 2007 Plan had taken into account the operational need for 3RS of HKIA, as well as the planned development of other key airports in the PRD. The phased implementation of the 2007 Plan, which was agreed by all parties concerned, provided the basis for achieving the eventual target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA. STH referred members to paragraph 24 of the Administration's paper which mentioned that in the Guiding Opinion on Deepening Cooperation within the Pan-Pearl-River Delta Region (《國務院關於深化泛珠三角區域合作的指導意見》) ("the Guiding Opinion") issued by the State Council on 15 March 2016, the Central People's Government ("CPG") supported the development of 3RS at HKIA to reinforce Hong Kong's position as an international aviation hub. The CPG also encouraged closer cooperation between HKIA and airports in the nine provinces/regions of the Mainland. The Guiding Opinion clearly supported the coordinated management and utilization of pan-PRD airspace resources, to realize a healthy and orderly development of the cluster of airports in the PRD region. STH also said that with the rapid advent in air traffic management technology, the eventual target maximum capacity of ATMs per hour under the 3RS operation at HKIA might exceed 102.

23. Mr Dennis KWOK said that to convince the public that the HK\$141.5 billion in money-of-the-day prices to be spent on developing a 3RS at HKIA was value for money, the Administration should at least make public certain information contained in the 2007 Plan, such as assumptions and data used and the short, medium and long term measures to be taken, for achieving 102 ATMs per hour ultimately under a 3RS at HKIA. Mr Alvin YEUNG also asked whether consideration could be given to redacting certain parts of the 2007 Plan which contained sensitive information of the three governments. Alternatively, the Administration could allow members of the Subcommittee to have sight of the redacted 2007 Plan under closed doors.

24. STH responded that as the 2007 Plan was a government-to-government agreement, the full content of which had to be kept confidential. However, to balance the need to keep the public, including the aviation sector, posted of key progress made by the TWG, the three governments had announced from time to time the progress made upon successful phased implementation of short to medium term initiatives. Details of some of the key progress made thus far were provided in paragraph 15 of the Administration's paper.

25. Deputy Director (Special Duties) supplemented that the main reason for not disclosing the 2007 Plan was that Hong Kong needed to discuss and work out with the Mainland authorities concerned and their technical personnel on the feasibility and technicalities of the flight paths simulated by the consultant commissioned by AAHK for projecting the runway capacity at HKIA under a 3RS in coming up with 102 ATMs per hour and to ensure that such flight plans would be in full compliance with the safety standard/requirements of ICAO. Deputy Director (Special Duties) further supplemented that the 2007 Plan had taken into account the development of HKIA into a 3RS and the expansion plans of other major airports in the PRD region.

Admin 26. Mr SIN Chung-kai urged the Administration to provide more information, as far as possible, to support that HKIA could achieve 102 ATMs per hour under a 3RS. STH undertook to strive to do so.

Admin 27. Mr YIU Si-wing expressed support for the 2007 Plan to maximize the airport handling capacity of HKIA under a 3RS and to ensure compatibility with other major airports in the PRD region in terms of airspace management. To better gauge the impact of the growing air traffic of other airports in the PRD region on the operation of HKIA under a 2RS, Mr YIU requested information on the air traffic growth rate for the PRD region from 2007 to 2015 and whether there was any improvement on the traffic delay situation during the same period. Mr YIU also requested information on the following:

- (a) whether any measures had been taken to address the problem of air traffic delay at HKIA; if so, what these measures were and their effects;
- (b) what [other] measures would be taken to address the problem of air traffic delay at HKIA prior to the commissioning of 3RS in 2023-2024 and the targets of these measures; and
- (c) what would be the factor(s) that would aggravate the existing problem of air traffic delay at HKIA under a 3RS and what measures would be taken to tackle the situation.

28. Mr Michael TIEN said that to convince the public that money spent on developing HKIA into a 3RS was of value, the Administration was requested to come up with a target maximum number of ATMs per hour at HKIA upon the commissioning of the 3RS at HKIA in 2023-2024 if the 2007 Plan could not be fully implemented then to achieve 102 ATMs per hour, and the action plan and the estimated timeline to achieve 102 ATMs per hour. Mr Dennis KWOK made a similar request.

Admin

29. STH responded that with the commissioning of 3RS, the runway capacity at HKIA would be substantially increased. In this regard, the Administration was studying the runway capacity at HKIA and exploring various means to increase the runway capacity towards the ultimate goal of 102 ATMs per hour. The Administration would revert to members on the findings of the study in due course.

New ATC system at CAD

30. Mr Albert CHAN noted that the existing ATC system at CAD had reached its usable life by the end of 2012. Some components were already out of production and the system was being sustained through redeployment of existing parts where possible. Hence, replacement of the ATC system was required in order to ensure the continued provision of safe, reliable, efficient and effective ATC services in line with air traffic growth. Although the new ATC system was targeted for commissioning in December 2012, it had yet to come into operation. As the provision of a safe, reliable, effective and efficient ATC system was of paramount importance to Hong Kong and essential for Hong Kong to maintain itself as an international and regional aviation hub, Mr CHAN asked when the new ATC system would be fully commissioned and operated by CAD.

31. STH responded that the Administration had informed the Legislative Council ("LegCo") Panel on Economic Development at its meeting on 24 March

2016 the latest progress on the replacement of ATC system at CAD. Notably, in response to the recommendation of the LegCo Public Accounts Committee ("PAC") in its Report No. 63A, an independent consultant was appointed by the Administration in November 2015 to assess and ascertain the readiness and human factor effectiveness of the new ATC system to further ensure safety management and operational readiness of the new system. Taking into account the consultant's suggestion on phased functional implementation and CAD's own assessment on the overall operational readiness in terms of system safety, reliability, stability, and integrity requirements, the new Air Traffic Management System ("ATMS"), a centerpiece of the new ATC system, was planned for implementation incrementally from June 2016 onwards. The use of the new ATMS would be progressively expanded in terms of operating time and the scope of service coverage over a period of about five months. Subject to actual experience and progress, and upon independent consultant's advice, the new ATMS would be fully commissioned and operated by October/November 2016.

32. Mr Abraham SHEK enquired about the reason(s) for phased implementation of ATMS from June 2016, given that the Director-General of Civil Aviation had stated in his letter dated 27 May 2015 to PAC that the transition of the existing ATMS was expected to be completed in the first half of 2016.

33. STH explained that although the consultant, i.e. the National Air Traffic Services of the United Kingdom ("NATS"), which had also conducted review on the ATC system of the London Heathrow Airport, concluded that the new ATMS procured by CAD was ready for operation, the consultant suggested that it would be more prudent to adopt a phased functional implementation of the new ATC system so as to allow ATC staff to gradually familiarize themselves with the new operating environment, and to minimize the risk of providing full functional services during the typhoon and peak travel seasons which would induce additional workload and pressure on ATC staff.

34. Mr Abraham SHEK requested the Administration to make public the full assessment report submitted by NATS on the system and staff readiness of the new ATMS operation. STH agreed to consider.

Admin

Other issue

35. Dr Kenneth CHAN requested AAHK to provide copies of its two Marine Traffic Impact Assessment reports, having regard to the recent criticism made by Mr LAM Chiu-ying to the Town Planning Board that some of the information contained in the two reports was incomplete and erroneous.

AAHK

Motion

36. Mr LEE Cheuk-yan proposed to move the following motion which was seconded by Dr Kenneth CHAN:

"鑑於整個機場三跑容量是完全建基於香港與內地和澳門三方簽訂的《珠江三角洲地區空中交通管理規劃與實施方案(2.0 版本)》("《二零零七年方案》")，本小組委員會要求政府向小組委員會提交《二零零七年方案》及基於《二零零七年方案》而計算出每小時 102 架次航機升降量的顧問報告。"

(Translation)

"As the overall runway capacity of the Hong Kong International Airport under a Three-runway System operation was based on the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" ("the 2007 Plan") signed by Hong Kong, the Mainland and Macao, this Subcommittee requests the Government to provide this Subcommittee with the 2007 Plan as well as the consultancy report which used the 2007 Plan as the basis for coming up with 102 air traffic movements per hour."

37. Mr CHAN Kam-lam proposed the following amendments to Mr LEE Cheuk-yan's motion which was seconded by Mr Abraham SHEK and Ir Dr LO Wai-kok:

"鑑於整個機場三跑容量是完全建基於香港與內地和澳門三方簽訂的《珠江三角洲地區空中交通管理規劃與實施方案(2.0 版本)》("《二零零七年方案》")，本小組委員會要求政府向小組委員會提交《二零零七年方案》及基於《二零零七年方案》而**涉及**計算出每小時 102 架次航機升降量的顧問報告**內容**。"

(Translation)

"As the overall runway capacity of the Hong Kong International Airport under a Three-runway System operation was based on the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" ("the 2007 Plan") signed by Hong Kong, the Mainland and Macao, this Subcommittee requests the Government to provide this Subcommittee with *the content of* the 2007 Plan ~~as well as the consultancy report which used the 2007 Plan as the basis for coming up with 102 air traffic movements per hour~~ *the content of the 2007 Plan concerning the basis for coming up with 102 air traffic movements per*

hour."

38. The Chairman put Mr CHAN Kam-lam's amendments to Mr LEE Cheuk-yan's motion to vote. 10 members voted for and nine members voted against Mr CHAN's amendments to Mr LEE's motion. The Chairman declared that Mr CHAN's amendments to Mr LEE's motion was passed. The wordings of Mr LEE's motion as amended by Mr CHAN were as follows:

"鑑於整個機場三跑容量是完全建基於香港與內地和澳門三方簽訂的《珠江三角洲地區空中交通管理規劃與實施方案(2.0 版本)》("《二零零七年方案》"), 本小組委員會要求政府向小組委員會提交《二零零七年方案》涉及計算出每小時 102 架次航機升降量的內容。"

(Translation)

"As the overall runway capacity of the Hong Kong International Airport under a Three-runway System operation was based on the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" ("the 2007 Plan") signed by Hong Kong, the Mainland and Macao, this Subcommittee requests the Government to provide this Subcommittee with the content of the 2007 Plan concerning the basis for coming up with 102 air traffic movements per hour."

The Administration was requested to provide a written response to the motion passed.

Admin

II. Any other business

Date of next meeting

39. Members agreed to hold the next meeting on 3 May 2016 from 4:30 pm to 7:30 pm to receive public views on "The Three-runway System Project at the Hong Kong International Airport".

40. There being no other business, the meeting ended at 12:35 pm.

Council Business Division 4
Legislative Council Secretariat
20 May 2016

**Subcommittee to Follow Up Issues Relating to the Three-runway System at
the Hong Kong International Airport**

**Proceedings of the seventh meeting
on Tuesday, 12 April 2016, at 10:45 am
in Conference Room 2 of the Legislative Council Complex**

Time Marker	Speaker(s)	Subject(s)	Action required
Airport Runway Capacity Related Issues and Pearl River Delta Region Airspace Management			
000410 – 000455	Chairman	Application for late membership	
000456 – 000907	Administration	Opening remarks by Secretary for Transport and Housing (in Appendix)	
000908 – 002544	Chairman Administration	Powerpoint presentation by the Civil Aviation Department ("CAD") on "Airport Runway Capacity Related Issues and Pearl River Delta Region Airspace Management"	
002545 – 003030	Dr KWOK Ka-ki Administration	Runway capacity related issues Pearl River Delta ("PRD") region airspace management	
003031 – 003440	Mr Kenneth LEUNG Administration	PRD region airspace management	
003441 – 004018	Mr LEE Cheuk-yan Administration	PRD region airspace management	
004019 – 004435	Dr Kenneth CHAN Administration	PRD region airspace management	
004436 – 004930	Mr Albert CHAN Administration	PRD region airspace management	
004931 – 005421	Mr WU Chi-wai Administration	PRD region airspace management The Administration was requested to provide information on air route structure in the PRD region.	Para. 20 of the minutes refers
005422 – 005841	Mr Albert HO Administration	PRD region airspace management	
005842 – 010316	Mr YIU Si-wing Administration	The Administration was requested to provide information on the air traffic movements ("ATMs") of each of the other airports in the PRD region each year from 2007 to 2015 and the numbers of delayed departure from and arrival fights at the Hong Kong International Airport ("HKIA") each year during the same period.	Para. 27 of the minutes refers

Time Marker	Speaker(s)	Subject(s)	Action required
		<p>The Administration was also requested to provide information on the following:</p> <p>(a) whether any measures had been taken to address the problem of delayed departure from and arrival flights at HKIA; if so, what these measures were and their effects;</p> <p>(b) what [other] measures would be taken to address the problem of delayed departure from and arrival flights at HKIA prior to the commissioning of the Three-runway System ("3RS") in 2023-2024 and the targets of these measures; and</p> <p>(c) what would be the factor(s) that would aggravate the existing problem of delayed departure from and arrival flights at HKIA under a 3RS and what measures would be taken to tackle the situation.</p>	
010317 – 010915	Mr Dennis KWOK Administration	Disclosure of the "PRD Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" ("the 2007 Plan")	
010916 – 011155	Mr Alvin YEUNG Administration	Disclosure of the 2007 Plan	
011156 – 011626	Mr CHAN Kam-lam Administration	Support for the 2007 Plan	
011627 – 012054	Mr Michael TIEN Administration	The Administration was requested to come up with a target maximum number of ATMs per hour at HKIA upon the commissioning of the 3RS at HKIA in 2023-2024 if the 2007 Plan could not be fully implemented then to achieve 102 ATMs per hour, and the action plan and the estimated timeline to achieve 102 ATMs per hour.	Para. 28 of the minutes refers
012055 – 012505	Mr LEUNG Kwok-hung	PRD region airspace management	
012506 – 012950	Mr Abraham SHEK Administration	The Administration was requested to make public the full assessment report submitted by the National Air Traffic Services on the system and staff readiness of the new Air Traffic Management System operation at CAD.	Para. 34 of the minutes refers
012951 – 013410	Mr SIN Chung-kai Administration	The Administration was urged to provide more information, as far as possible, to support that HKIA could achieve 102 ATMs per hour under a 3RS.	Para. 26 of the minutes refers
013411 – 013627	Chairman Administration	PRD region airspace management	
013628 – 013758	Mr LEE Cheuk-yan	PRD region airspace management	

Time Marker	Speaker(s)	Subject(s)	Action required
013759 – 013921	Dr Kenneth CHAN	Airport Authority Hong Kong was requested to provide copies of its two Marine Traffic Impact Assessment reports.	Para. 35 of the minutes refers
013922 – 014541	Mr WU Chi-wai Mr Dennis KWOK Mr LEUNG Kwok-hung Administration	PRD region airspace management	
014542– 015040	Chairman Mr CHAN Kam-lam Mr LEE Cheuk-yan Administration Mr LEUNG Kwok-hung	The Administration was requested to provide a written response to the motion passed.	Para. 38 of the minutes refers
Any other business			
015041 – 015107	Chairman	Date of next meeting	

Council Business Division 4
Legislative Council Secretariat
 20 May 2016