

政府總部
運輸及房屋局
運輸科
香港添馬添美道 2 號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat
Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref.: THB(T)A 26/17/7

電話 Tel: (852) 3509 8241

來函檔號 Your Ref.: CB4/PL/EDEV

傳真 Fax: (852) 2524 9397

Ms Shirley Chan
Clerk to Subcommittee to Follow Up Issues Relating to the
Three-runway System at the Hong Kong International Airport
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

30 June 2017

Dear Ms Chan,

**Legislative Council
Subcommittee to Follow Up Issues Relating to the
Three-runway System at the Hong Kong International Airport
Airspace Management in relation to the
Three-runway System Implementation**

I refer to your letter to the Transport and Housing Bureau dated 9 June 2017 referring a letter from Hon Jeremy Tam requesting the Bureau to provide information about airspace management issues in relation to the Three-runway System (3RS) implementation. I would like to provide the required information as follows:

(a) Does the target movement rate of 102 air traffic movements (ATM) per hour under the 3RS ride on the basis that departing flights may fly to the north after airborne?

2. In 2007, the Civil Aviation Administration of China (CAAC), the Civil Aviation Department (CAD) of Hong Kong SAR and the Civil Aviation Authority of Macao SAR (CAAM) jointly drew up the "Pearl River Delta

Region Air Traffic Management Planning and Implementation Plan (Version 2.0)” (the 2007 Plan). The 2007 Plan provides the basis for achieving the ultimate target runway capacity of 102 ATM per hour under the 3RS operation at the Hong Kong International Airport (HKIA). The CAD has been maintaining close liaison with the CAAC and the CAAM through the Tripartite Working Group. Since the establishment in 2004, the Tripartite Working Group has convened over 50 meetings at different levels in the Mainland, Hong Kong and Macao. It has achieved solid progress in improving airspace and air traffic management, which gradually enhanced the efficiency of air traffic management in the Pearl River Delta (PRD) region.

3. In parallel to the construction of the 3RS, the Mainland, Hong Kong and Macao will continue to work together through this coordination mechanism for implementing various airspace enhancement measures in order to progressively increase the runway capacity of the 3RS at the HKIA and achieve the ultimate target runway capacity of 102 ATM per hour.

4. In fact, the ultimate target runway capacity of 102 ATM per hour of the 3RS was devised on the basis of implementation of various airspace enhancement measures, but not merely deriving from flight routes and directions. To accommodate operational needs of flights, there are currently various flight routes leading to different directions for use by flights departing from the HKIA. Among the departing flights, nearly 20% of daily flights, mainly destined for the northern China, northern Asia and Europe, use the northbound flight route. It is expected that after the commissioning of the 3RS, departing flights will continue to use the respective flight routes subject to their destinations.

(b) Is re-demarcation of the Flight Information Region (FIR) between Hong Kong and the Mainland required?

5. None of the air traffic management enhancement measures and targets set out in the 2007 Plan concerns the re-allocation of civil aviation airspace stipulated by the International Civil Aviation Organization (ICAO). In other words, there is no need to adjust the FIR boundary between Hong Kong and the Mainland as a result of implementing the 2007 Plan.

(c) Request for the provision of the 2007 Plan

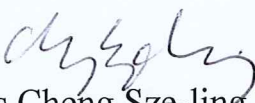
6. In view of the fact that the 2007 Plan is a government-to-government agreement among the Mainland, Hong Kong and Macao, containing sensitive information provided by the civil aviation authorities of the Mainland and

Macao, we are unable to disclose the contents of the 2007 Plan. However, to balance the needs of various stakeholders, the three governments have been announcing the measures of the 2007 Plan that have been successfully and progressively implemented in the form of press releases and navigation charts/diagrams in the Aeronautical Information Publication to keep the public and aviation industry informed of the major work progress of the Tripartite Working Group. The press releases issued since 2011 have been uploaded onto CAD's website (URL: <http://www.cad.gov.hk/english/airspace.html>).

(d) Request for the provision of Joint Statement on Supporting the Sustainable Development of Air Navigation Services and Airspace in the PRD Region

7. The "Joint Statement on Supporting the Sustainable Development of Air Navigation Services and Airspace in the PRD Region" (Joint Statement) signed by the CAD and the Air Traffic Management Bureau (ATMB) of the CAAC mainly states that both sides will make the utmost effort to help take forward the development plans for the five major airports in the PRD region and to enable the 3RS at the HKIA to progressively achieve the target runway capacity of 102 ATM per hour in the long term. As the Joint Statement is also a government-to-government official document, we are not able to disclose the full contents of it. That said, we have published the summary of the Joint Statement in Annex B of LC Paper No. CB(4)1185/16-17(02).

Yours sincerely,



(Miss Cheng Sze-ling)

for Secretary for Transport and Housing

c.c.:

Hon Wong Ting-kwong, SBS, JP (Chairman of the Subcommittee to Follow Up Issues Relating to the Three-runway System at the Hong Kong International Airport)

Civil Aviation Department (Attn.: Mr Raymond Li, Assistant Director-General of Civil Aviation (Air Traffic Management))