

立法會
Legislative Council

LC Paper No. CB(4)1511/17-18
(These minutes have been seen
by the Administration)

Ref : CB4/PL/EDEV

Panel on Economic Development

Minutes of meeting
held on Monday, 28 May 2018, at 10:45 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Jeffrey LAM Kin-fung, GBS, JP (Chairman)
Hon Alvin YEUNG (Deputy Chairman)
Hon James TO Kun-sun
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Kenneth LEUNG
Hon Alice MAK Mei-kuen, BBS, JP
Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai
Hon CHAN Chun-ying
Hon LUK Chung-hung
Hon Jeremy TAM Man-ho

Members absent : Hon Charles Peter MOK, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan

Public Officers attending : Agenda item IV

Transport and Housing Bureau

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing

Mr Wallace LAU, JP
Deputy Secretary for Transport and Housing
(Transport) 4

Mr Kelvin NG
Assistant Secretary (Airport Expansion Project
Coordination Office) A

Civil Aviation Department

Miss Linda SO
Deputy Director-General of Civil Aviation (2)

Mr Raymond NG
Assistant Director-General of Civil Aviation
(Air Traffic Engineering Services)

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

Mr HUI Man-ho
Chief Electronics Engineer (Projects)

Hong Kong Observatory

Miss Sharon LAU
Assistant Director (Aviation Weather Services)

Mr LI Luen-on
Principal Experimental Officer (Three Runway
System Project)

Fire Services Department

Mr Andy YEUNG
Assistant Director (Headquarters)

Mr LEE Kai-cheong
Divisional Officer (Air) (Acting)

Architectural Services Department

Mr Frank WONG
Project Director/1

Mr David CHAK
Project Director/2

Ms Athena FUNG
Senior Project Manager 122

Ms Mandy IP
Senior Project Manager 124

Mr HO Tat-hei
Senior Project Manager 233

Airport Authority Hong Kong

Mr K H WONG
General Manager, Engineering
Third Runway

Agenda item V

Transport and Housing Bureau

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing

Civil Aviation Department

Miss Linda SO
Deputy Director-General of Civil Aviation (2)

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

Ms Mona CHEUNG
Chief (Technical and Development)

Clerk in attendance : Ms Shirley CHAN
Chief Council Secretary (4)5

Staff in attendance : Ms Shirley TAM
Senior Council Secretary (4)5

Ms Lauren LI
Council Secretary (4)5

Ms Zoe TONG
Legislative Assistant (4)5

Miss Mandy LUI
Clerical Assistant (4)5

Action

I. Confirmation of minutes of meeting

(LC Paper No. CB(4)1093/17-18 — Minutes of meeting held on
26 February 2018)

The minutes of meeting held on 26 February 2018 were confirmed.

II. Information papers issued since the last meeting

(LC Paper No. CB(4)1011/17-18(01) — Administration's paper on
tables and graphs showing the
import and retail prices of
major oil products from April
2016 to March 2018

LC Paper No. CB(4)1101/17-18(01) — Letter from the Chairman of the
Panel dated 16 May 2018 to the
Secretary for Commerce and

Economic Development on the new practices in investigations introduced by the Competition Commission (English version only))

2. Members noted the above papers issued since the last regular meeting.

Discussion on the "Report of the Transport and Housing Bureau's Investigation into Staff Conduct in the Marine Department in relation to the Vessel Collision Incident near Lamma Island on 1 October 2012" ("the Report")

3. Mr James TO enquired about the Administration's response to the requests made by him and some other Panel members earlier that the Administration should make arrangements for Legislative Council ("LegCo") Members to peruse and discuss the redacted Report under a confidentiality undertaking. The Chairman advised that a letter conveying members' request had been sent to the Administration. Reply from the Administration was still pending.

4. Ms Claudia MO considered that the Administration's delay in providing the Panel with a response irresponsible. She further condemned the Administration's failure to provide the necessary assistance to enable members to discharge their constitutional functions, and strongly urged the Administration to give a positive reply on or before the next Panel meeting scheduled for 25 June 2018. Mr Jeremy TAM shared a similar view that the Administration should be urged to provide the Panel with a reply as soon as possible.

5. Mr James TO opined that the Administration's delay/refusal in providing the necessary assistance to enable members' discussion of the Report would undermine the credibility of the Government in conducting future investigations to address issues of public concern, as the public and LegCo Members might subsequently be prevented from examining the related issues contained in the investigation reports. Mr TO and Ms Claudia MO considered it totally unacceptable that after a lapse of several years since the happening of the incident in 2012, Panel members were still not able to discuss the Report despite members' repeated requests.

6. In response to members' views expressed, the Chairman instructed the Clerk to write to the Administration again to convey members' views.

(Post-meeting note: Letters from the Clerk to the Administration and the Administration's response on this subject were circulated to members vide LC Paper Nos. CB(4)1260/17-18(01) to (03) on 21 June 2018.)

III. Items for discussion at the next meeting

(LC Paper No. CB(4)1110/17-18(01) — List of outstanding items for discussion

LC Paper No. CB(4)1110/17-18(02) — List of follow-up actions)

7. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 25 June 2018 at 10:45 am –

(a) Proposed amendments to the Pilotage Ordinance (Cap. 84) and the Pilotage (Dues) Order (Cap. 84D); and

(b) Proposed granting of second ten-year operating right to Peak Tramways Company Limited ("PTC") under Peak Tramway Ordinance (Cap. 265) and the granting of additional land requested by PTC for the purpose of its upgrading plan in relation to the grant of the second ten-year operating right; and proposed amendments to Peak Tramway Ordinance (Cap. 265) and Peak Tramway (Safety) Regulations (Cap. 265A).

IV. Resources proposals relating to the Government facilities and equipment to support the three-runway system at the Hong Kong International Airport

(LC Paper No. CB(4)1110/17-18(03) — Administration's paper on resources proposals relating to the Government facilities and equipment to support the three-runway system at the Hong Kong International Airport

LC Paper No. CB(4)1110/17-18(04) — Paper on the development of the three-runway system at the Hong Kong International Airport prepared by the Legislative Council Secretariat (updated background brief))

Declaration of interest

8. The Chairman, Mr Steven HO and Mr Frankie YICK declared that they were members of the Board of the Airport Authority Hong Kong ("AAHK").

Presentation by the Administration

9. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") gave an introductory remark on the resources proposals relating to the Government facilities and equipment to support the three-runway system ("3RS") at the Hong Kong International Airport ("HKIA"). With the aid of the powerpoint presentation materials, Chief Electronics Engineer (Projects) of the Civil Aviation Department ("CAD"), Assistant Director (Headquarters) ("AD(HQ)/FSD") of the Fire Services Department ("FSD"), and Assistant Director (Aviation Weather Services) of the Hong Kong Observatory ("HKO") briefed members on the resources proposal(s) of their respective departments. Details of the briefings were set out in LC Paper No. CB(4)1110/17-18(03).

(Post-meeting note: The powerpoint presentation materials provided by the Administration were issued to members vide LC Paper Nos. CB(4)1161/17-18(01) to (03) on 28 May 2018.)

Discussion

The resources proposals

10. Mr WONG Kwok-kin supported the resources proposals of CAD, FSD and HKO. He was of the view that 3RS was essential given the near saturation of HKIA's capacity. He said that the Government was responsible for ensuring the safe operation of HKIA under 3RS by providing the relevant Government facilities and equipment.

11. Mr YIU Si-wing considered it rather late for the Government to put forward the resources proposals relating to the Government facilities and equipment to support 3RS at HKIA at this juncture, given the Executive Council's affirmation of the need for the 3RS project was announced as early as in 2015. Besides, Mr YIU remarked that there was only four years' time from now to 2022, when the third runway was scheduled to be commissioned. In this connection, he asked if there was adequate time for procuring and completing the relevant Government facilities and equipment before commissioning of the third runway. He also asked if there was a fallback plan in the event that procurement of such Government facilities and equipment could not tie in with the implementation timeline of the 3RS project.

12. Deputy Director-General of Civil Aviation (2) ("DDGCA2") replied that subject to LegCo's approval for the relevant funding, which was being sought at the moment, the Administration would start the tender process in late 2018, to be followed by the procurement, installation, testing and safety assessment procedures required. By following the said timeline, CAD would be able to get the facilities and equipment ready by the scheduled time.

13. Mr YIU Si-wing noted that under the Government's "user pays" principle, the cost for CAD to provide air navigation services would be fully recovered from airlines and AAHK through en-route navigation charges and air traffic control ("ATC") services charges respectively. He reckoned that the en-route navigation charges and ATC services charges were currently set at a low level since the cost for CAD's provision of the relevant air navigation services was relatively low. However, the estimated cost of \$1,902.9 million for CAD's on-airport facilities was large and would pose pressure on driving up the en-route navigation charges and ATC services charges. In this connection, he asked if CAD would consider increasing the fee levels mildly, so as not to discourage airlines from using HKIA amid the keen competition from airports in neighbouring regions. Given that the depreciation cost associated with the project cost would be taken into account in setting the en-route navigation charges and the ATC services charges, Mr YIU also sought details on the depreciation cost concerned.

14. DDGCA2 advised that under the "user pays" principle, the depreciation cost involved in CAD's project concerned would be recovered from airlines and AAHK through en-route navigation charges and ATC services charges respectively. Charging levels of the en-route navigation charges would depend on the number of overflying aircraft without taking off/landing at HKIA, while ATC services charges would be set depending on the number of aircraft taking off/landing at HKIA. In respect of depreciation, the new ATC tower was planned to have a usable life of 40 years. Mr YIU Si-wing followed up by requesting information on how CAD would determine the related en-route navigation charges and ATC services charges in future in connection with the provision of additional ATC facilities to support 3RS at HKIA.

(Post-meeting note: The Chinese version of the Administration's response was issued to members vide LC Paper No. CB(4)1286/17-18(01) on 21 June 2018.)

15. Ms Claudia MO was surprised to note that although 3RS was self-financed by AAHK without any Government funding, the Administration

was going to spend some \$8 billion on the provision of Government facilities and equipment out of the public purse to support the operation of 3RS. She considered the amount enormous and asked if such cost could be lowered. Ms MO said that it was understandable that the existing Government facilities and equipment needed to be upgraded to tie in with the operation of 3RS for upholding safety. However, she had reservations about the provision of new facilities and equipment, and condemned the Administration for not stating clearly the total amount of public money involved in the relevant projects. Besides, she said that as the airspace arrangement between Hong Kong and Shenzhen remained unclear, the efficiency and capacity of HKIA under the 3RS operation might be affected.

16. USTH advised that the first batch of Government facilities to support 3RS, which included the facilities and equipment of CAD, FSD and HKO, was to be provided in accordance with the requirements of the International Civil Aviation Organization ("ICAO") to ensure the safe and efficient operation of HKIA. Such provisions were consistent with the existing arrangements under the two-runway system at HKIA.

17. The Chairman requested the Administration to provide information on the usage of the proposed expenditures of some \$8 billion, to be broken down into fund to be spent on upgrading/replacement of existing equipment regardless of whether there was 3RS; and fund to be spent mainly for supporting the operation of 3RS.

(Post-meeting note: The Chinese version of the Administration's response was issued to members vide LC Paper No. CB(4)1286/17-18(01) on 21 June 2018.)

18. Mr LUK Chung-hung expressed support for the 3RS project as well as the resources proposals since they were essential in helping Hong Kong maintain its status as an aviation hub. However, he referred to the cost of \$20.9 million for purchasing two rapid intervention vehicles under FSD's resources proposal, and remarked that the amount was comparable to the price of a tank equipped with the latest technologies. In this connection, he enquired how FSD would ensure the value for money throughout the relevant procurement procedures. Mr LUK also noted that an estimated cost of \$350 million would be spent on providing 19 controller working positions ("CWPs") at the new ATC tower under CAD's resources proposal. He considered the cost rather high, and requested a detailed breakdown of the relevant cost estimates. He was also concerned if the related expenditures could be lowered.

(Post-meeting note: The Chinese version of the Administration's response was issued to members vide LC Paper No. CB(4)1286/17-18(01) on 21 June 2018.)

19. AD(HQ)/FSD replied that the estimated costs of the equipment to be procured aligned with the prevailing market price. He gave the example that FSD purchased a rapid intervention vehicle in 2018 at \$9.5 million. He advised that FSD would procure the relevant equipment in accordance with the standard procurement procedures of the Government.

20. Mr Kenneth LEUNG expressed support for the resources proposals relating to the Government facilities and equipment to support 3RS at HKIA. As regards the CWPs, he enquired if the system used for the 19 new CWPs was different from the CWPs used in the existing ATC centre/tower, if so, integration of the two systems or replacement of either systems might be required. He was concerned about the subsequent increase in the amount of funding to be sought. Mr LEUNG also enquired if the system of the new CWPs would be connected to Autotrac III ("AT3"), the new air traffic management system under the new ATC system which was fully commissioned in November 2016.

21. Mr LUK Chung-hung and the Chairman also expressed concern about the compatibility of the new CWPs with the existing air navigation service equipment.

22. DDGCA2 advised that the new CWPs would include, among others, display devices, information processing equipment, voice communication system etc.. Simply speaking, CWPs were working positions of the ATC system. She further advised that CAD was currently studying two proposals relating to the procurement of the new CWPs, one of which was to procure CWPs through extension of the existing systems and equipment, while another proposal was to adopt a consolidated approach in which the number of displays would be minimized, and new equipment would be procured with modifications of/connection with existing systems. In coming up to the final decision, CAD would take into account factors including the pros and cons, cost effectiveness, and technical feasibility etc. of the two proposals. Furthermore, the estimated cost on the Administration's paper was the maximum amount of the options under consideration. She stressed that no matter which proposal CAD finally adopted, the procurement would be in accordance with the established procurement procedures of the Government.

23. Mr Kenneth LEUNG was concerned if a new ATC system was required

for accommodating the digital tower facilities ("DTF") to be procured, and whether such facilities would be compatible with AT3. In response, DDGCA2 advised that DTF were not part of AT3. DTF would make use of high resolution surveillance cameras to provide panoramic views of the airfield environment to air traffic controllers ("ATCOs"). DTF would also provide enhanced visual capabilities as well as controllers' situation awareness and alerting functions to facilitate ATCOs' monitoring of aircraft in sight-obstructed apron/taxiway areas and approaching runways, especially during night-time and low visibility conditions.

24. The Chairman was of the view that aviation safety should never be compromised. Therefore, the necessary Government facilities and equipment to tie in with the implementation of 3RS should be provided if so required for maintaining aviation safety. The Chairman expected that there would be integration between air and maritime transportation in future having regard to the development of the Guangdong-Hong Kong-Macao Bay Area ("the Bay Area"). He urged CAD to work closely with its counterparts in the Mainland and Macao to work out measures that would meet the future air traffic demand in the context of the Bay Area development, and should inform members of any latest development in due course.

Runway capacity and aircraft noise

25. Mr Michael TIEN was doubtful whether the target of achieving a maximum capacity of 102 air traffic movements ("ATMs") per hour incrementally after the commissioning of 3RS at HKIA could be met. He pointed out that the maximum practical capacity of HKIA under the two-runway system operation was 68 ATMs per hour at present, and enquired about the projected air traffic demand and maximum runway capacity at HKIA by 2024 and 2030. Mr TIEN was of the view that it was essential for Members to get hold of such information before deciding whether or not to vote for CAD's resources proposals at the Finance Committee ("FC"). He said that he would vote for CAD's resources proposals only if CAD could confirm runway capacity at HKIA could reach 102 ATMs per hour by 2030.

26. Deputy Secretary for Transport and Housing (Transport) 4 ("DSTH4") informed the meeting that HKIA handled 422 420 ATMs in 2017 under the existing two-runway system operation. With the commissioning of 3RS, the annual air traffic at HKIA was expected to grow to 607 000 ATMs by 2030 according to HKIA Master Plan 2030. DDGCA2 undertook to provide further information on the projected air traffic demand and maximum runway capacity at HKIA by 2024 and 2030 after the meeting for members' reference.

(Post-meeting note: The Chinese version of the Administration's response was issued to members vide LC Paper No. CB(4)1286/17-18(01) on 21 June 2018.)

27. Mr Michael TIEN doubted if Hong Kong would have the appropriate share of airspace among the airports in the Pearl River Delta ("PRD") region for achieving 102 ATMs per hour by 2030. He said that Shenzhen and Guangzhou were currently building new airports, and considered that such developments would pose further pressure on airspace sharing within the PRD region.

28. DDGCA2 advised that the Tripartite Working Group ("TWG") comprising the Civil Aviation Administration of China, CAD and the Civil Aviation Authority of Macao was established in 2004. In 2007, TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" ("the 2007 Plan"), the overarching objective of which was to optimize the utilization and management of the PRD airspace in a safe and efficient manner with the aim to achieve a win-win situation for the five major airports in the PRD region. The 2007 Plan had clearly stipulated the optimization targets and measures to be progressively achieved and implemented. The work of TWG under the 2007 Plan had also taken into consideration the airspace required for achieving the ultimate target of 102 ATMs per hour under the 3RS operation.

29. Mr Frankie YICK said that the relevant Government facilities and equipment were essential for the operation of 3RS. He therefore expressed support for the resources proposals. However, he echoed Mr YIU Si-wing's view that the Administration should have informed Members of such costs when details of the 3RS project were announced. Besides, Mr YICK noted that CAD was liaising with the Mainland and Macao through TWG about airspace planning in the PRD region. He was of the view that more time should be allowed for further deliberation among the parties concerned over the airspace issue. He said that he would still support the resources proposals in FC even if TWG's work on airspace arrangement had not yet been concluded.

30. Mr WU Chi-wai sought information on the proportion of airlines and aircraft which took off/landed at HKIA that were equipped with avionics supporting the Ground Based Augmentation System ("GBAS"), which was one of the new technologies to be provided under CAD's resources proposal. DDGCA2 advised that aircraft/airlines should be equipped with GBAS avionics so that it could use GBAS for approach and landing. She informed the meeting

that about 25% of the aircraft of a major airline in Hong Kong were currently equipped with GBAS. The percentage was expected to go up to about 70%-80% gradually by 2024-2025.

31. Mr WU Chi-wai was concerned about the use of GBAS after the commissioning of the third runway in 2022 and its impact on the number of ATMs at HKIA. He sought to confirm if the use of GBAS would increase the number of ATMs at HKIA. If so, he urged the Administration to make efforts to provide incentive for airlines to equip themselves as well as their aircraft with GBAS for the benefit of enhancing the number of ATMs at HKIA. He considered advancing the timeline of the implementation of GBAS at HKIA would enhance the competitiveness of HKIA vis-à-vis other airports.

32. DDGCA2 advised that since GBAS would mainly be used in conjunction with the new third runway which was planned to be commissioned in 2022, the scheduled time for implementing GBAS would fall between 2022 and 2024. Having regard to Mr WU Chi-wai's views of advancing the use of GBAS, DDGCA2 undertook to explore the feasibility of advancing the implementation timeline by expediting the relevant preparatory work. She added that it would also depend on the timing of funding approval by FC for commencing the relevant procurement work.

33. Mr WU Chi-wai followed up by enquiring about the increase in ATMs if the use of GBAS at HKIA could be advanced. DDGCA2 replied that detailed information in this regard was not available at present. However, the use of GBAS at HKIA and by aircraft would definitely provide an opportunity for enhancing the capacity of HKIA as well as mitigating the problem of aircraft noise.

34. Mr Jeremy TAM noted that GBAS supported satellite-based precision approach and landing of aircraft, and would complement CAD's noise mitigating measure of implementing flight procedures which served to reduce aircraft noise impact on residents. To his understanding, not all aircraft and airlines were equipped with avionics supporting GBAS at present. With the benefits the use of GBAS would bring to Hong Kong, Mr TAM urged the Administration to make efforts to promote the use of it by aircraft and airlines concerned to achieve maximum efficiency of using GBAS.

35. Mr Jeremy TAM also said that from his personal experience, ambulances from fire stations outside the area of the airport would have to undergo certain procedures before they were permitted to enter the airside of the airport for

attending duties. He urged FSD to look into the matter to ensure that such procedures would not cause delay in emergency situations.

36. The Chairman called on FSD to streamline the procedures concerned for fire engines and ambulances which were discharged for rescue missions at the airport. AD(HQ)/FSD replied that additional ambulances would be deployed at the airside fire stations when the third runway was commissioned in order to address the need of the public.

37. Mr Holden CHOW noted that the new third runway would be commissioned in 2022, and that it would be located farther away from residential areas than the existing two runways. In this connection, he asked if arrangements could be made for more aircraft to use the new runway instead of the two existing ones after 2022 with a view to reducing the aircraft noise caused to residents, especially during night-time.

38. DDGCA2 replied that CAD had all along been concerned about the impact of aircraft noise on residents. She advised that CAD was currently studying the detailed design of flight paths taking into account the commissioning of 3RS in 2024, and that several noise mitigating measures had already been adopted to alleviate the impact of aircraft noise on residents. For example, CAD had been requesting airlines to deploy quieter aircraft for night-time operations. Besides, only aircraft that complied with the noise standards stipulated in Chapter 3 of Volume I, Part II of Annex 16 to the Convention on International Civil Aviation ("Chapter 3 noise standards") were allowed to operate at HKIA. The more stringent Chapter 4 noise standards or equivalent would be adopted starting from 2019 session. CAD had also implemented a new set of flight procedures called Radius-to-Fix turn flight procedure that allowed aircraft equipped with satellite-based navigation technology to adhere closely to the nominal centre line of the flight track when departing to the northeast of HKIA and making south turn to the West Lamma Channel. This kept the aircraft at a distance away from the areas in the vicinity of the flight paths and reduced the impact of aircraft noise on these areas. In 2017, more than 40% of the aircraft departing HKIA towards the northeast adopted this procedure.

39. DSTH4 added that after the commissioning of the new third runway in 2022, CAD planned to put the existing south runway into standby mode during night-time where circumstances allowed. Such measures would help reduce the noise impact on residents during night-time.

Air traffic control system at the Hong Kong International Airport

40. Mr Jeremy TAM noted that certain on-airport and off-airport air navigation service equipment would be procured/upgraded/replaced under CAD's resources proposals. He supported such proposals since the more advanced equipment would ensure greater precision of the ATC system. Besides, Mr TAM enquired if the funding sought by CAD under its resources proposals would be used for replacing the parts and/or software of AT3. DDGCA2 advised that AT3 mainly served to consolidate and process air traffic information such as aircraft positions, flight plans etc.. However, the systems and facilities to be procured/upgraded/replaced under CAD's resources proposals mainly served as the peripherals of AT3 .

41. Mr SHIU Ka-fai expressed support for the resources proposals of CAD, FSD and HKO. Besides, he remarked that the public were previously concerned about the occurrences relating to the launch of the new ATC system. He thus sought information on the latest development relating to the current operation condition of the system at HKIA.

42. DDGCA2 advised that similar to the launch of other large scale and complicated air traffic management systems in other airports worldwide, teething issues had been identified since the full commissioning of AT3 in November 2016. She advised that an expert panel comprising local and international experts in the aviation and engineering fields was formed in December 2016 to offer advice to CAD on the teething issues identified and review the performance of the new air traffic management system. In the final report of the expert panel issued in November 2017, the expert panel concluded that the overall performance of the new air traffic management system was satisfactory and smooth. DDGCA2 reiterated that operation of AT3 had been smooth since late 2017 after the relevant operational optimization and with the teething issues rectified.

43. Mr SHIU Ka-fai was of the view that in order to maintain the public's confidence in aviation safety and Hong Kong's reputation as an international aviation hub, CAD should be careful in disseminating information of incidents relating to aviation safety so as not to arouse unnecessary worries among the public. In response, USTH advised that the Administration attached great importance to maintaining aviation safety. It would strive to increase transparency in disseminating the relevant information so as to maintain the public's confidence.

44. Mr SHIU Ka-fai quoted statistics that HKIA handled some 72 million passengers and more than 5 million tonnes of cargo and airmail in 2017, and

considered the airport one of the busiest around the world. He urged the Administration to assist AAHK in completing the 3RS project in order to maintain Hong Kong's status as an important transportation hub. In this connection, he enquired about the progress of the works under the 3RS project. In response, USTH advised that the construction works of the 3RS project were on schedule, and that the 3RS project was expected to be delivered by the scheduled time.

45. Mr Kenneth LEUNG noted that CAD was currently working on the transition from the terrestrial-based navigation and surveillance systems to satellite-based ones. He sought information on the progress in this regard. In response, DDGCA2 advised that satellite-based systems were implemented progressively, notwithstanding the fact that both satellite-based surveillance and radar were used simultaneously at present to ensure aviation safety. Upon further enquiry of Mr LEUNG, DDGCA2 advised that satellite-based surveillance coverage had already been extended to the whole Hong Kong Flight Information Region.

Conclusion

46. The Chairman concluded that the Panel was generally supportive of the resources proposals put forward by the Administration.

Motion

47. Members noted that a motion was to be moved by Mr Michael TIEN under this agenda item. The Chairman ruled that the motion was directly related to the agenda item and members agreed that the motion should be dealt with at the meeting. At members' request, the Chairman ordered that a division would be taken on the motion. The division bell was rung for five minutes.

48. Mr Michael TIEN moved the following motion –

"三跑系統可達到每小時102架次的最高容量，是基於《珠江三角洲地區空中交通管理規劃與實施方案(2.0版本)》(2007年方案)。而去年七月，國家民航局、香港民航處和澳門民航局簽署合作備忘錄，展開規劃空域的技術性研究，為三跑發展提供支援。為加強公眾對三跑系統效益的信心，確保政府資源用得其所，本委員會促請政府當局將項目提交立法會財務委員會前，向本會提交充份資料，顯示空域方案可支援三跑系統的最高容量。"

(Translation)

"The achievement of the maximum capacity of 102 ATMs per hour under a 3RS operation is based on the 2007 Plan. In July last year, the Civil Aviation Administration of China, CAD and the Civil Aviation Authority of Macao signed a Memorandum of Co-operation to carry out technical analysis of airspace planning to support the development of 3RS. In order to strengthen public confidence in the economic benefit of 3RS and ensure the effective use of government resources, this Panel urges the Administration to furnish this Panel with adequate information to show that the Airspace Plan (i.e. the 2007 Plan) can support the maximum capacity under the 3RS operation before submitting the item to FC for approval."

49. The Chairman put the motion to vote. Seven members voted for and 10 members voted against the motion. No member abstained from voting. The voting results were as follows:

For:

Mr WU Chi-wai

Mr Kenneth LEUNG

Mr Dennis KWOK

Mr Alvin YEUNG

Mr Andrew WAN

Mr Junius HO

Mr Jeremy TAM

(7 members)

Against:

Mr WONG Ting-kwong

Mr WONG Kwok-kin

Mr Steven HO

Mr Frankie YICK

Mr YIU Si-wing

Ms Alice MAK

Mr Christopher CHEUNG

Mr Martin LIAO

Mr SHIU Ka-fai

Mr LUK Chung-hung

(10 members)

Abstain:

(0 member)

50. The Chairman declared that the motion was negated.

(*Post-meeting note*: After the meeting, Mr Michael TIEN asked to put on record that he intended to vote for the motion.)

V. Proposed creation of two directorate posts in the Civil Aviation Department in support of the three-runway system project at the Hong Kong International Airport

(LC Paper No. CB(4)1110/17-18(05) — Administration's paper on proposed creation of two directorate (D1) posts in the Civil Aviation Department under the Transport Branch of Transport and Housing Bureau

LC Paper No. CB(4)1110/17-18(04) — Paper on the development of the three-runway system at the Hong Kong International Airport prepared by the Legislative Council Secretariat (updated background brief))

Declaration of interest

51. The Chairman, Mr Steven HO and Mr Frankie YICK declared that they were members of the Board of AAHK.

Presentation by the Administration

52. At the invitation of the Chairman, USTH briefed members on the proposal to create one permanent directorate post and one supernumerary directorate post for about seven years up to 2024-2025 in the Air Traffic Management Division under CAD. The two posts were created for handling the robust growth in air traffic of Hong Kong, as well as to oversee all preparation work within CAD that were critical to the successful operation of 3RS. Details of the briefing were set out in LC Paper No. CB(4)1110/17-18(05).

Discussion

The staffing proposal

53. Mr Jeremy TAM supported CAD's proposal to create the two directorate posts. However, he was of the view that CAD should have submitted the proposal earlier given the heavy workload in respect of ATC operations in CAD. Furthermore, Mr TAM referred to the 2007 Plan drawn up by TWG in 2007 to optimize the utilization and management of the PRD airspace, and opined that a directorate post should have been created soon after that for handling matters relating to airspace arrangement, as well as for developing arrival and departure ATC-related procedures in relation to the commissioning of 3RS and the implementation of GBAS. In response, DDGCA2 advised that CAD considered that it was now the appropriate time to introduce the relevant staffing proposal into LegCo, after taking into consideration the time required to complete the designated tasks under the posts concerned.

54. Mr Frankie YICK supported the staffing proposal concerned. He opined that the posts should have been created earlier to better cater for the robust growth in air traffic as well as the preparatory work relating to the commissioning of the third runway and 3RS. Besides, Mr YICK said that CAD had recently been presented the 2017 Global Safety Achievement Award by the Civil Air Navigation Services Organisation, and that the new air traffic management system had successfully handled the peak air traffic flow and overcome the challenges brought by the impact of Super Typhoon Hato in 2017. He therefore deemed that there should be no more teething issues associated with the new air traffic management system. In this connection, he suggested that CAD should announce the outstanding performance of CAD and the new air traffic management system of such to the public regularly in order to raise the public's confidence in Hong Kong's aviation safety.

55. Mr LUK Chung-hung asked if the personnel filling the supernumerary directorate post would be redeployed within CAD or be recruited by open recruitment. He was also concerned if any arrangements would be made for the post-holder of the supernumerary post after expiry of the post. DDGCA2 advised that the two directorate posts would be filled by internal redeployment within CAD, and that there was a succession plan for the staff who filled the supernumerary post. She said that by the time the post expired in the first season of 2025, the staff member concerned could be absorbed by another suitable post within CAD expected to be available due to natural wastage.

56. Mr Holden CHOW expressed support for the creation of the two

directorates posts in the Air Traffic Management Division under CAD. He was of the view that the workload designated for the two directorate posts was heavy and complicated. In this connection, he asked if CAD had considered creating two permanent posts, instead of the current proposal that one being permanent and the other supernumerary. Mr CHOW urged CAD to consider changing the supernumerary post to a permanent one in the long run, given the expertise and the experience the post-holder possessed for handling matters relating to ATC operations.

57. DDGCA2 advised that in view of the robust growth in air traffic at HKIA which was expected to continue to increase in the coming years, the permanent directorate post was created mainly for coping with the substantial increase in workload, which was also getting more complex, in daily ATC operations. For the supernumerary directorate post, the post-holder would mainly be responsible for developing, refining and designing the relevant procedures and ATC operations applicable to 3RS operations to tie in with the implementation schedule of 3RS. DDGCA2 added that CAD would continuously review the workload and manpower of CAD, and make necessary arrangements as appropriate.

58. Mr YIU Si-wing expressed support for the proposed creation of the two directorate posts in CAD. He noted that the supernumerary post would be created for about seven years up to 2024-2025, and asked if CAD had considered creating it for a longer period in order to ensure a smooth transition to 3RS. DDGCA2 advised that CAD had taken into account the duties involved and the time required for the post-holder to complete the designated tasks before finalizing the period of the post. The proposed duration of the post was considered to be reasonable and adequate.

59. Mr WU Chi-wai considered that airspace arrangement and implementation of GBAS were essential for enhancing the number of flight movements at HKIA, and that the post-holder of the supernumerary directorate post should also play a role in enhancing ATMs at HKIA before the full commissioning of 3RS. Given that the problems relating to airspace arrangement had not yet been resolved, and that GBAS was yet to be implemented, he doubted if there would be enough workload to sustain the creation of the post concerned. He was of the view that the post concerned should be created at a later time when more details relating to airspace arrangement and the implementation of GBAS were available.

60. DDGCA2 undertook to explore the feasibility of advancing the implementation of GBAS taken into consideration Mr WU Chi-wai's relevant view. Besides, she advised that in order to cater for both the commissioning of

the third runway by 2022 and the full commissioning of 3RS by end 2024, complex and substantial preparatory work including developing new arrival and departure procedures, and work relating to the design of flight procedures and ATC procedures applicable to 3RS operations had to be conducted beforehand. Furthermore, the preparatory work for the liaison with TWG on airspace matters was also enormous, which rendered the creation of the relevant post at this juncture suitable. Mr WU remained unconvinced as he considered the design of the relevant flight procedures impossible when airspace problems were not yet resolved.

61. Mr Michael TIEN referred to CAD's response during the FC's special meeting to examine the Estimates of Expenditure 2018-2019 in April 2018 that there had been no major incidents involving the new air traffic management system since May 2017. However, he said that since the commissioning of the new air traffic management system, some incidents involving the system were not reported by CAD on its own initiative, thus affecting public confidence in the system. In this connection, he asked the Administration to consider reviewing the existing notification mechanism for major incidents involving ATC or ATC-related systems by taking the opportunity of creating the new directorate posts to oversee ATC operations under 3RS, so as to enhance transparency.

62. DDGCA2 advised that the overall performance of the new air traffic management system was smooth after the run-in period, and that the average number of split tracks, false targets and aircraft positions temporarily not being displayed had decreased significantly. She further advised that CAD's current notification mechanism was in accordance with the international requirements stipulated by ICAO, and that CAD would strictly adhere to such requirements. Under such a mechanism, CAD should announce any aircraft accidents or serious incidents which would warrant CAD's investigation under the requirements stipulated by ICAO.

63. Mr Frankie YICK held the view that as the current notification mechanism was in accordance with international standards, he did not see the need to review it.

Training for CAD staff

64. Mr Jeremy TAM expressed grave concern about the shortage of ATCOs and about the training for new ATCOs. He said that existing ATCOs had to work over-time from time to time in order to maintain the necessary ATC operations. Even though new ATCOs would be recruited in 2018-2019, he

doubted if there would be enough time to train them for meeting the growth in air traffic demand by 2024, when 3RS was fully commissioned. Furthermore, he was worried that there might not be enough trainers within CAD to coach the new ATCOs. In this connection, he suggested that CAD should consider recruiting retired ATCOs or experienced ATCOs overseas as a short-term measure to ensure smooth and uninterrupted training for new ATCOs. He also considered adequate manpower would help avoid staff burnout, which would in turn minimize the chance of occurrence of ATC incidents. In response, DDGCA2 advised that CAD had a comprehensive manpower plan, and that it was under such a plan that retired ATCOs and experienced ATCOs overseas be recruited.

65. Mr LUK Chung-hung raised enquiries about the training to be provided to, and the qualifications requirements of, the 40 new CAD staff who would fill the non-directorate posts in 2018-2019. He was also concerned about the difficulties facing CAD in recruiting such staff. In response, DDGCA2 advised that recruitment process regarding the 40 non-directorate posts to be created in 2018-2019 would start in 2018. She said that from past experience, similar vacancies would attract quite a large number of applicants and CAD had not encountered any major recruitment difficulty. As a minimum entry requirement, a Student Air Traffic Control Officer should have completed secondary school education. After being offered the post, the candidate would have to undergo training of up to seven years.

66. Mr YIU Si-wing enquired if recruitment of the 40 non-directorate posts would be conducted in one go or in phases. Considering the large number of new staff in CAD in the coming year, he asked if the existing training mechanism of CAD could cater for the need of the future development of ATC operations. As new equipment and technologies would be provided under CAD's resources proposals, he also sought information on CAD's readiness in using such new equipment. DDGCA2 replied that CAD would recruit staff for the 40 non-directorate posts in phases in 2018-2019. Given the large number of new intake, CAD had formulated an internal training plan correspondingly in order to provide adequate training to its staff for ensuring aviation safety. The plan would include both in-house training and trainings provided by outside institutions.

67. The Chairman suggested that CAD should liaise with other Flight Information Regions ("FIRs") for organizing exchange sessions for ATCOs of different FIRs. He considered such exchange beneficial for CAD staff in terms of management and operation of the ATC system.

68. DDGCA2 echoed members' view that a comprehensive training would be beneficial for new recruits in discharging their duties effectively. In order to familiarize frontline ATCOs with the relevant equipment and allow them to exchange with the manufacturers concerned, they would be invited to join selected equipment expos or visits to the manufacturers.

Conclusion

69. The Chairman concluded that the Panel was generally supportive of the staffing proposal under the agenda item.

Motion

70. Members noted that a motion was to be moved by Mr Michael TIEN under this agenda item. The Chairman ruled that the motion was directly related to the agenda item and members agreed that the motion should be dealt with at the meeting. At members' request, the Chairman ordered that a division would be taken on the motion. The division bell was rung for five minutes.

71. Mr Michael TIEN moved the following motion –

"新航空交通管制系統啟用以來，部分系統事故並非由政府主動通報，影響公眾對系統的信心和對政府的觀感。本委員會促請政府當局，在開設新職位監督三跑道系統空管操作的同時，向外詳細列明及解釋，空管或相關系統重大事故通報機制的國際標準，以提高透明度。"

(Translation)

"Since the commissioning of the new ATC system, some incidents involving the system have not been reported by the Government on its own initiative, thus affecting public confidence in the system and public perception of the Government. This Panel urges the Administration to provide details and explanations to the public about the international standard of a notification mechanism for major incidents involving ATC or ATC-related systems while creating the new posts to oversee ATC operations under 3RS, so as to enhance transparency."

72. The Chairman put the motion to vote. Nine members voted for and no member voted against the motion. No member abstained from voting. The voting results were as follows:

For:

Mr WONG Ting-kwong

Mr Michael TIEN

Mr WU Chi-wai

Mr Martin LIAO

Mr Jeremy TAM

(9 members)

Mr WONG Kwok-kin

Mr Frankie YICK

Mr YIU Si-wing

Mr SHIU Ka-fai

Against:

(0 member)

Abstain:

(0 member)

73. The Chairman declared that the motion was carried.

(Post-meeting note: The Chinese version and the English version of the Administration's response to the motion were issued to members vide LC Paper No. CB(4)1276/17-18(01) on 20 June and 25 June 2018 respectively.)

VI. Any other business

74. There being no other business, the meeting ended at 12:46 pm.