

Head 28 — CIVIL AVIATION DEPARTMENT

Controlling officer: the Director-General of Civil Aviation will account for expenditure under this Head.

Estimate 2026–27 **\$1,468.8m**

Establishment ceiling 2026–27 (notional annual mid-point salary value) representing an estimated 908 non-directorate posts as at 31 March 2026 reducing by 16 posts to 892 posts as at 31 March 2027..... **\$816.1m**

In addition, there will be an estimated 23 directorate posts as at 31 March 2026 and 31 March 2027.

Controlling Officer’s Report

Programmes

- | | |
|---|--|
| Programme (1) Flight Standards | This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics). |
| Programme (2) Airport Standards | This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics) and Policy Area 9: Internal Security (Secretary for Security). |
| Programme (3) Air Traffic Management
Programme (4) Air Traffic Engineering Services
Programme (5) Air Services and Safety Management | These programmes contribute to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics). |
| Programme (6) Air Passenger Departure Tax Administration | This programme contributes to Policy Area 25: Revenue Collection and Financial Control (Secretary for Financial Services and the Treasury). |

Detail

Programme (1): Flight Standards

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	137.4	165.3	159.8 (–3.3%)	176.1 (+10.2%)
				(or +6.5% on 2025–26 Original)

Aim

2 The aim is to set and enforce flight and airworthiness standards in compliance with international civil aviation safety requirements, and to keep the relevant legislation and operational requirements up-to-date.

Brief Description

3 The Flight Standards and Airworthiness Division of the Department is responsible for regulating the operational safety and airworthiness of aircraft registered in Hong Kong, and other matters related to flight safety. The work involves:

- monitoring and inspecting Hong Kong air operators in respect of flight operations policy and standards, flight crew training and aircraft maintenance standards;
- maintaining the Hong Kong Civil Aircraft Register;
- issuing certificates of airworthiness;
- approving flight simulators;
- approving maintenance organisations;
- approving design and production organisations for aircraft and related products/parts;
- approving maintenance training organisations;
- approving flying training organisations which provide commercial pilot training courses;

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- conducting surveillance and certification validation of foreign air operators;
- conducting examinations and issuing licences for flight crew and maintenance engineers, reviewing the licensing policy and requirements, and granting authority for suitable persons as authorised examiners;
- issuing medical certificates to flight crew and air traffic controllers;
- monitoring compliance with the Mandatory Occurrence Reporting Scheme and carrying out safety analysis on reportable occurrences;
- overseeing the compliance of Flight Time Limitations Schemes by Hong Kong air operators;
- monitoring the implementation of the Quality Management System and Safety Management System by Hong Kong air operators and maintenance organisations; and
- monitoring the demand for helicopter services and facilitating the operation of cross-boundary helicopter services in Hong Kong.

4 The Flight Standards and Airworthiness Division inspects the operational and training activities of Hong Kong air operators regularly throughout the year to ensure that they maintain high safety and operational standards.

5 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
issue of air operator's certificates (working days)	60	60	60	60
issue of aircraft certificates of registration (working days).....	3	3	3	3
issue of aircraft maintenance licences (working days)	6	6	6	6
issue of professional pilot licences (working days)	3.5	3.5	3.5	3.5
approval of aircraft maintenance organisations (working days).....	60	60	60	60
approval of flying training organisations (working days).....	60	60	60	60
approval of maintenance training organisations (working days).....	60	60	60	60
flight operations and cabin safety inspections	130	120	130	130
inspections of operations and maintenance services at Hong Kong air operators' outstations	45	45	45	45
inspections of overseas maintenance facilities	25	25	25	25
inspections of local maintenance organisations	55	55	55	55
inspections of maintenance training organisations	5	5	5	6ε

ε The expected increase in 2026 is mainly attributed to an application received in 2025 that is being processed.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
aircraft registered on the Hong Kong Civil Aircraft Register	326	319	321
air operator's certificate holders.....	7	7	7
local flight crew examination papers processed.....	10 031	6 424α	3 900α
overseas flight crew examination papers processed.....	1 575	700#	100#
aircraft maintenance licence examination papers processed	1 061	1 579^	1 600
medical certificates processed.....	5 258	5 472	5 200
flight crew and aircraft maintenance licences processed	6 112	5 584α	4 200α

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	2024 (Actual)	2025 (Actual)	2026 (Estimate)
approval/renewal of approved flight simulators	31	33	33
approval of authorised examiners/approved persons	256	321‡	290

α The decrease in 2025 was mainly due to the moderation of pilot recruitment exercises by air operators. The figure is expected to further decrease in 2026 due to the drop in demand for licensed personnel.

The decrease in 2025 was due to the gradual relocation of air operators' overseas ground training and examination centres to local institutions. The figure is expected to further decrease in 2026.

^ The increase in 2025 was due to the increased demand for maintenance personnel.

‡ The increase in 2025 was due to the increased demand for authorised personnel.

Matters Requiring Special Attention in 2026–27

6 During 2026–27, the Department will continue to:

- closely monitor the operational safety of Hong Kong air operators and airworthiness of aircraft registered in Hong Kong;
- facilitate Hong Kong air operators in introducing new aircraft under their fleet modernisation plans;
- closely monitor and facilitate the training activities of Hong Kong air operators and maintenance training organisations to support the continuing air traffic growth;
- work with the Transport and Logistics Bureau (TLB) in taking forward initiatives in relation to the development of low-altitude economy, specifically the implementation of low-altitude economy regulatory sandbox pilot projects for unconventional aircraft in co-ordination with other authorities and offices; and
- review the dedicated regulatory regime for unconventional aircraft.

Programme (2): Airport Standards

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	83.0	89.2	83.5 (–6.4%)	86.2 (+3.2%)
				(or –3.4% on 2025–26 Original)

Aim

7 The aim is to set and enforce aerodrome safety and aviation security standards, and to keep the related legislation up-to-date.

Brief Description

8 The Airport Standards Division of the Department is responsible for the licensing, regulation, inspection and monitoring of the safety and security standards of international aerodromes, including heliports, in Hong Kong. The work involves:

- establishing aerodrome licensing standards and issuing licences for aerodromes;
- establishing and maintaining a system for monitoring the performance of aerodrome licensees in the areas of aerodrome safety and aviation security;
- monitoring the safety procedures and practices in respect of the operation of the Hong Kong International Airport (HKIA);
- ensuring compliance with the Hong Kong Aviation Security Programme and provisions of the Aviation Security Ordinance (Cap. 494) and its subsidiary legislation;
- liaising with foreign and local authorities on matters relating to the handling and sharing of threat and security sensitive information for compliance with the Standards and Recommended Practices set by the International Civil Aviation Organization (ICAO);
- implementing audit and inspection plans to monitor the execution of security programmes by airport operators, airline operators, tenant restricted area operators, regulated agents and regulated air cargo screening facilities;
- enforcing the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301) and its subsidiary legislation;

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- monitoring the carriage of dangerous goods by air through inspections, and keeping up-to-date and enforcing the Dangerous Goods (Consignment by Air) (Safety) Ordinance (Cap. 384) and its subsidiary legislation; and
- enforcing the Air Navigation (Flight Prohibition) Order (Cap. 448E).

9 The Airport Standards Division ensures that operations at HKIA comply with all relevant airport safety and aviation security standards through a number of measures. These include vetting and endorsing the airport safety procedures in accordance with the Aerodrome Manual, the Safety Management System Manual and the Emergency Procedures Manual as well as the security control measures stated in the security programmes of the airport and other operators, and inspecting the airport operational facilities and aviation security facilities.

10 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
audit relating to aerodrome licensing issues.....	14	14	14	14
audit of airport operators and airport tenants to ensure compliance with the requirements in the Hong Kong Aviation Security Programme.....	16	16	16	16
inspections of airport operators and operational facilities.....	160@	140	160	160
inspections of shippers, freight forwarders, airlines and ground handling agents in respect of their dangerous goods handling standards.....	100	100	100	100
inspections of operators in respect of their security programmes submitted under the Aviation Security Ordinance.....	100	100	100	100
inspections of all regulated agents and regulated air cargo screening facilities on the registers of regulated agents and regulated air cargo screening facilities once every two years (%).....	100	100	100	100
vetting building plans/development proposals and lighting proposals for compliance with airport height restrictions and other aviation safety requirements (working days per application).....	11	11	11	11
processing applications for exemption from height restrictions prescribed by orders made under the Hong Kong Airport (Control of Obstructions) Ordinance (working days per application).....	10	10	10	10
processing applications for registration as regulated agents and regulated air cargo screening facilities and the associated security programmes (working days per application).....	14	14	14	14
processing applications for carriage of dangerous goods and munitions by air (working days per application).....	11	11	11	11

@ The target is revised from 130 to 160 as from 2025 following HKIA's expansion into a Three-Runway System (3RS). The actual number of inspections in 2024 met the original target of 130.

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Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
applications for registration as regulated agents and regulated air cargo screening facilities	120	112	110
regulated agents and regulated air cargo screening facilities on the registers of regulated agents and regulated air cargo screening facilities	1 631	1 591	1 600
building plans/development proposals and lighting proposals submitted for assessment of compliance with airport height restrictions and other aviation safety requirements	515	482	480
applications for exemption from height restrictions prescribed by orders made under the Hong Kong Airport (Control of Obstructions) Ordinance	324	207◇	200◇

◇ The decrease in 2025 was mainly due to the gradual completion of on-airport developments in relation to the expansion of Terminal 2 (T2) and construction of T2 Concourse at HKIA. The figure is expected to maintain at a similar level in 2026 due to the ongoing development of the Airport City (SKYTOPIA).

Matters Requiring Special Attention in 2026–27

11 During 2026–27, the Department will continue to:

- provide advice and guidance to the Airport Authority Hong Kong (AA) as well as conduct regulatory inspections/audits to ensure that HKIA meets the required aviation safety and security standards and satisfies all aerodrome licensing requirements;
- review and monitor the implementation of the Hong Kong Aviation Security Programme in the light of international standards and relevant considerations;
- provide advice and guidance to AA on the airfield enhancement in the expanded HKIA with 3RS to ensure that the planning, design, construction and transition are carried out in compliance with all aerodrome licensing requirements;
- vet building plans/development proposals to ensure compliance with airport height restrictions and their compatibility with the 3RS operations; and
- introduce legislative amendment as necessary in relation to ICAO's latest requirements and implement enhanced control measures on safe carriage of dangerous goods by air.

Programme (3): Air Traffic Management

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	584.6	645.1	604.4 (–6.3%)	641.8 (+6.2%)
				(or –0.5% on 2025–26 Original)

Aim

12 The aim is to maintain a safe, orderly and expeditious flow of air traffic within the Hong Kong Flight Information Region (HKFIR) through the provision of quality air navigation services and aeronautical information services, and to co-ordinate search and rescue operations in the event of aircraft accidents.

Brief Description

13 The Air Traffic Management Division of the Department is responsible for the provision of air traffic services for the safe and efficient operations of aircraft within HKFIR, which has a total area of 276 000 km² and extends over the South China Sea to some 370 km to the east and south-east of Hong Kong and 580 km to the south. It also provides quality telecommunication services for the Hong Kong aviation community and acts as an important node in the global aeronautical communication network. The work involves:

- providing positive control over all air traffic to ensure aviation safety;
- providing information essential for the safe and efficient conduct of flights;
- designing flight routes and aircraft arrival/departure procedures;

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- co-ordinating, in conjunction with AA, periodic review of the capacity of the runways to meet demand;
- alerting appropriate organisations regarding aircraft in need of search and rescue services and co-ordinating search and rescue missions;
- operating the Aeronautical Telecommunication Network (ATN) between Hong Kong and adjacent Flight Information Regions and providing aeronautical services to airlines and aviation partners as well as aeronautical broadcast services to aircraft;
- maintaining close liaison with civil aviation authorities of the Chinese Mainland and Macao to review and evaluate air traffic control (ATC) and flight procedures for airports in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA);
- maintaining close liaison with AA and industry partners to improve the safety and efficiency of operations at HKIA;
- co-ordinating with neighbouring Area Control Centres (ACCs) in the implementation of updated ATC procedures;
- participating actively in ICAO's working group, task force and panel meetings in the areas of air traffic management and airspace capacity enhancement; and
- providing professional and technical training to all ATC staff to ensure that competence is maintained up to the highest possible standard.

14 The ATC systems at HKIA continue to operate smoothly with a high standard of safety and efficiency. With the 3RS operations, the operating efficiency has been enhanced and the runway capacity will be progressively increased to meet air traffic demand.

15 The key performance measures are:

Target

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
availability of ATN (%)	99.9	99.9	99.9	99.9

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
aircraft movements.....	364 041	395 581	430 000
aircraft transiting HKFIR	338 270	352 323	366 000
notices to airmen and aeronautical information publication supplements issued/received.....	1 144 653	1 223 426	1 309 000

Matters Requiring Special Attention in 2026–27

16 During 2026–27, the Department will continue to:

- improve the efficiency of air traffic management in order to further enhance the runway capacity of HKIA;
- co-ordinate with neighbouring ACCs to rationalise and optimise the airspace design of the GBA;
- refine air traffic operating procedures and improve ATC and air navigation services to enhance flight safety and capacity of HKFIR;
- recruit and train more ATC staff to meet air traffic services demand and support the 3RS operations; and
- implement the safety management system in accordance with ICAO's requirements to ensure that a high level of safety is maintained in the provision of air traffic services.

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Programme (4): Air Traffic Engineering Services

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	531.4	483.1	514.9 (+6.6%)	469.2 (–8.9%)
				(or –2.9% on 2025–26 Original)

Aim

17 The aim is to maintain the air navigation service equipment up to the highest standard, and to ensure the smooth and timely completion of engineering projects within budget.

Brief Description

18 The Air Traffic Engineering Services Division of the Department is responsible for the design, co-ordination, provision and maintenance of ATC systems, radar, navigational aids, communications equipment and information technology systems. The work involves:

- overseeing the enhancement and maintenance of ATC facilities and organising periodic flight calibration of equipment validation;
- designing, planning and implementing the provision, replacement and enhancement of communications, navigation and surveillance facilities;
- co-ordinating with works departments for the improvement works for on-airport and off-airport equipment stations;
- planning, studying, conducting trials and phased implementation of the satellite-based Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) Systems in accordance with the ICAO’s Global Air Navigation Plan; and
- planning, implementing and enhancing information technology systems and establishing the cyber security policy for ATC systems and information and communications technology systems in line with the e-government objective and ICAO’s requirements.

19 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
electronic engineering projects completed on time and within budget (%).....	98.0	99.5	99.5	98.0
availability of ATC equipment (%).....	99.9	99.9	99.9	99.9

Indicator

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
CNS/ATM trials and electronic engineering projects completed.....	10	10	10

Matters Requiring Special Attention in 2026–27

20 During 2026–27, the Department will:

- continue to enhance the maintenance programme for the existing radar, navigational aids and radio communication systems to upkeep their performance and to implement the replacement of these systems in phases;
- enhance the performance of the ATC systems and operational efficiency for provision of air traffic services by necessary system improvement work;
- conduct trials and plan for the phased implementation of various new satellite-based CNS/ATM technologies to support initiatives in improving airport and airspace capacities;
- maintain and enhance air navigation service equipment to support the 3RS operations at HKIA; and
- work with TLB in taking forward initiatives in relation to the development of low-altitude economy, specifically the study and planning for low-altitude infrastructures and unmanned aircraft system traffic management system.

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Programme (5): Air Services and Safety Management

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	87.1	90.7	90.0 (–0.8%)	93.1 (+3.4%)
				(or +2.6% on 2025–26 Original)

Aim

21 The aim is to implement air services arrangements and aviation policy to enable air services to be operated to meet demand, to develop and implement safety policy to promote and enhance safety in the aviation system, to implement the small unmanned aircraft (SUA) regulatory regime, to set and enforce air navigation services standards in compliance with international civil aviation safety requirements, to regulate the air navigation services and operations and to provide schedule co-ordination and slot allocation services.

Brief Description

22 The Air Services and Safety Management Division of the Department is responsible for:

- facilitating the operation of scheduled services in accordance with air services agreements and arrangements;
- regulating non-scheduled air services and private non-revenue flights;
- regulating the operations of SUA in Hong Kong pursuant to the Small Unmanned Aircraft Order (Cap. 448G);
- providing information to the Air Transport Licensing Authority for consideration regarding applications by local airlines for licences to operate scheduled air services;
- providing information to TLB for air services negotiations;
- providing slot co-ordination services to airlines and other aircraft operators;
- monitoring the noise and flight tracks of aircraft operating to and from HKIA, and implementing the noise abatement programme;
- reviewing and, if necessary, proposing changes to civil aviation legislation;
- co-ordinating the Department's participation in the activities of international organisations, particularly ICAO and the Asia-Pacific Economic Cooperation (APEC);
- co-ordinating, in conjunction with AA, periodic review of air transport demand forecasts;
- co-ordinating the supply of air traffic statistics to international organisations;
- co-ordinating the implementation of ICAO's Universal Safety Oversight Audit Programme Continuous Monitoring Approach in Hong Kong and Hong Kong Aviation Safety Programme to ensure compliance with the applicable ICAO Annex 19 provisions;
- approving ATC training courses, issuing ATC licences and the associated ATC ratings and certificates; and
- co-ordinating the formulation of departmental training policy and the arrangement of training courses for departmental professional grade staff.

23 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
processing applications for non-scheduled air services permits (working days per application).....	3	3	3	3
inspections of air navigation services operations/training/examination.....	28	28	28	28

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
scheduled air services permits issued.....	147	143	140
non-scheduled air services permits issued	3 154	4 014	4 000
tariff filings processed.....	583	492	500

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	2024 (Actual)	2025 (Actual)	2026 (Estimate)
applications for schedule changes.....	10 727	12 429	12 400
notifications, returns, etc., to and from ICAO.....	482	541	540
notifications, returns, etc., to and from APEC.....	26	15	15
ATC licences, ratings and certificates issued.....	170	134 λ	230 λ
ATC ratings and certificates renewed.....	223	286 ω	337 ω

λ The decrease in 2025 was due to the rescheduled processing of applications for the issuance of certain ATC licences, ratings and certificates. The figure is expected to increase in 2026 with more ATC staff necessary to support the 3RS operations at HKIA.

ω The increase in 2025 was due to the periodic cycles of renewal of certain ATC ratings and certificates which are valid for multiple years. The figure is expected to further increase in 2026.

Matters Requiring Special Attention in 2026–27

24 During 2026–27, the Department will continue to:

- implement the risk-based regulatory regime for the operations of SUA in Hong Kong pursuant to the Small Unmanned Aircraft Order;
- work with TLB in taking forward initiatives in relation to the development of low-altitude economy, specifically the implementation of low-altitude economy regulatory sandbox pilot projects for SUA;
- provide support to the negotiation and implementation of Hong Kong’s air services agreements and promote Hong Kong as an international and regional aviation hub;
- monitor the slot utilisation and slot performance of airlines and other aircraft operators;
- monitor aircraft noise and flight tracks, and implement the noise abatement programme; and
- oversee the implementation of safety management initiatives for ensuring the safe provision of air navigation services in accordance with ICAO’s requirements.

Programme (6): Air Passenger Departure Tax Administration

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	2.4	2.4	2.4 (—)	2.4 (—)
				(or same as 2025–26 Original)

Aim

25 The aim is to ensure effective administration of the Air Passenger Departure Tax (APDT) collection pursuant to the Air Passenger Departure Tax Ordinance (Cap. 140).

Brief Description

26 The Revenue Section of the Finance Division of the Department is responsible for:

- monitoring airlines’ and helicopter companies’ compliance with their legal obligation to collect APDT from departing air passengers;
- handling applications for refund/waiver of APDT in relation to exemptions prescribed under the Air Passenger Departure Tax Ordinance until 30 September 2025;
- with effect from 1 October 2025, reimbursing refund of APDT made by AA under the new refund mechanism in accordance with the Air Passenger Departure Tax Ordinance; and
- monitoring prompt banking of APDT collected by airlines and helicopter companies to Government’s accounts after deduction of charges payable to airlines, helicopter companies and other agents in connection with the collection of APDT.

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27 The key performance measures are:

Target

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
applications for refund received by post/through online submission processed within 29 working days (%) ^υ	99	99	99	—

υ Target reflected the performance achieved by the Department in 2024 and from 1 January to 30 September 2025. Target will be removed for 2026 onwards as applications for refund of APDT have been centrally handled by AA since 1 October 2025.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
taxpayers	18 571 834	20 200 000 ^β	22 200 000
exemptions processed [§]	10 644	16 503	—
exemptions processed by AA reimbursed ^Λ	—	20 258 ^η	307 200 ^η
amount of APDT collected (\$m).....	2,240.8	2,577.7 ^Ω	4,324.0 ^Ω

β Provisional figure for 2025 is subject to adjustment.

§ Indicator represented exemptions processed by the Department in 2024 and from 1 January to 30 September 2025. Indicator will be removed for 2026 onwards as applications for refund of APDT have been centrally handled by AA since 1 October 2025.

Λ New indicator for 1 October 2025 onwards. The new indicator represented the number of exemptions processed by AA and reimbursed by the Department under the new refund mechanism.

η The figure represented the number of exemptions processed by AA in accordance with the expanded scope of passengers being exempted from APDT with effect from 1 October 2025 which are reimbursed by the Department. The figure is expected to further increase in 2026 due to the full-year effect of the expanded scope of passengers exempted from APDT.

Ω Provisional figure for 2025 is subject to adjustment. The increase in 2025 was due to the increase of APDT to \$200 with effect from 1 October 2025. The figure is expected to further increase in 2026 due to the full-year effect of the increase of APDT.

Matters Requiring Special Attention in 2026–27

28 During 2026–27, the Department will continue to:

- monitor the collection of APDT through checking regular returns on details of departing air passengers and aircraft departures submitted by airline operators and helicopter companies; and
- reimburse refund of APDT made by AA in accordance with the Air Passenger Departure Tax Ordinance.

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ANALYSIS OF FINANCIAL PROVISION

Programme	2024–25 (Actual) (\$m)	2025–26 (Original) (\$m)	2025–26 (Revised) (\$m)	2026–27 (Estimate) (\$m)
(1) Flight Standards	137.4	165.3	159.8	176.1
(2) Airport Standards.....	83.0	89.2	83.5	86.2
(3) Air Traffic Management	584.6	645.1	604.4	641.8
(4) Air Traffic Engineering Services.....	531.4	483.1	514.9	469.2
(5) Air Services and Safety Management....	87.1	90.7	90.0	93.1
(6) Air Passenger Departure Tax Administration	2.4	2.4	2.4	2.4
	1,425.9	1,475.8	1,455.0 (-1.4%)	1,468.8 (+0.9%)
				(or -0.5% on 2025–26 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2026–27 is \$16.3 million (10.2%) higher than the revised estimate for 2025–26. This is mainly due to the increased provision for salary increment and full-year effect of vacancies filled in 2025–26, partly offset by the decreased provision for operating expenses. There will be a net decrease of one post in 2026–27.

Programme (2)

Provision for 2026–27 is \$2.7 million (3.2%) higher than the revised estimate for 2025–26. This is mainly due to the increased provision for salary increment and full-year effect of vacancies filled in 2025–26, partly offset by the decreased provision for operating expenses. There will be a net decrease of four posts in 2026–27.

Programme (3)

Provision for 2026–27 is \$37.4 million (6.2%) higher than the revised estimate for 2025–26. This is mainly due to the increased provision for salary increment and full-year effect of vacancies filled in 2025–26, partly offset by the decreased provision for operating expenses. There will be a net decrease of eight posts in 2026–27.

Programme (4)

Provision for 2026–27 is \$45.7 million (8.9%) lower than the revised estimate for 2025–26. This is mainly due to the decreased provision for operating expenses, partly offset by the increased provision for salary increment, full-year effect of vacancies filled in 2025–26 and replacement of ageing equipment and system. There will be a net decrease of two posts in 2026–27.

Programme (5)

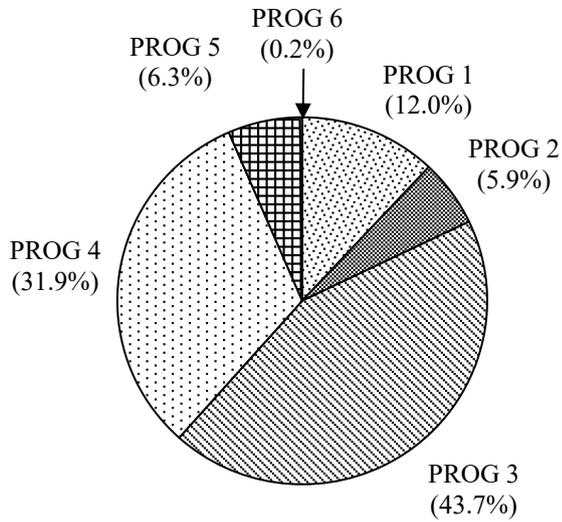
Provision for 2026–27 is \$3.1 million (3.4%) higher than the revised estimate for 2025–26. This is mainly due to the increased provision for salary increment and full-year effect of vacancies filled in 2025–26, partly offset by the decreased provision for operating expenses. There will be a net decrease of one post in 2026–27.

Programme (6)

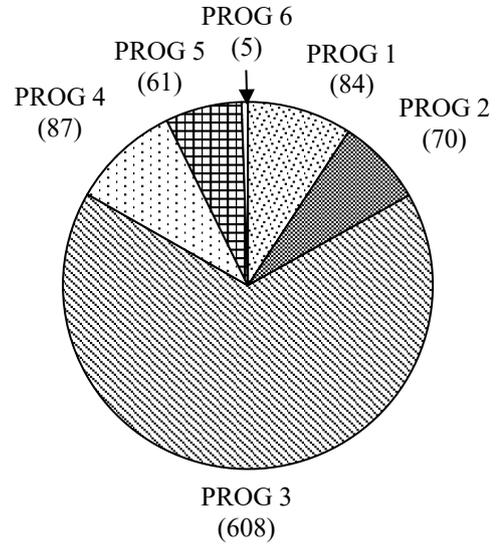
Provision for 2026–27 is the same as the revised estimate for 2025–26.

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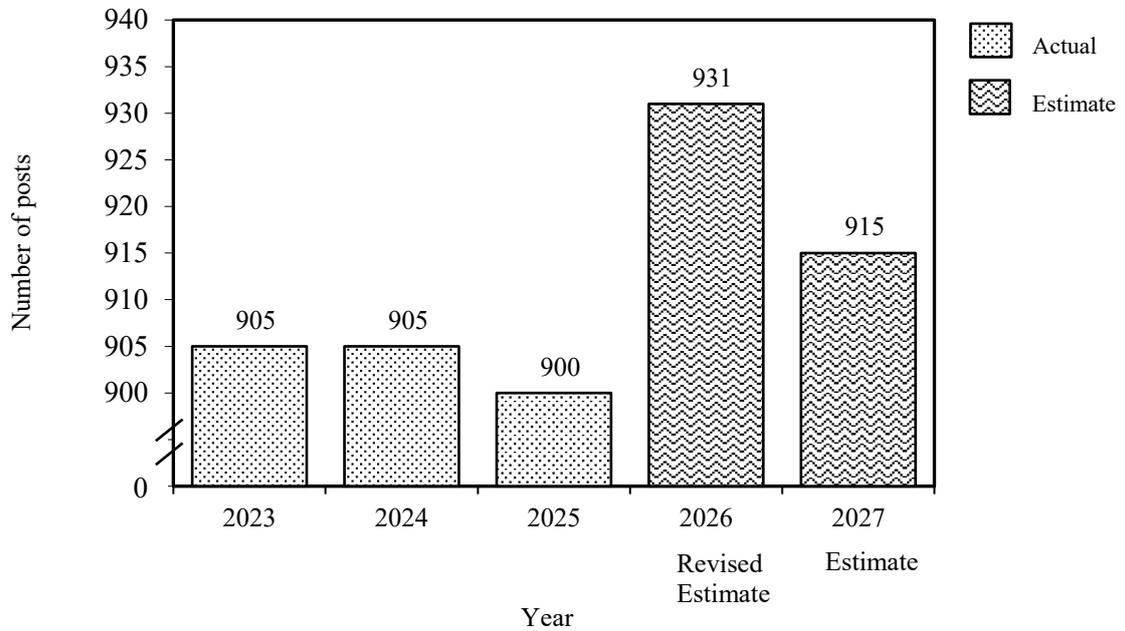
Allocation of provision to programmes (2026-27)



Staff by programme (as at 31 March 2027)



Changes in the size of the establishment (as at 31 March)



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Sub-head (Code)	Actual expenditure 2024–25	Approved estimate 2025–26	Revised estimate 2025–26	Estimate 2026–27	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	1,413,012	1,463,577	1,443,413	1,453,466
170	Airport insurance	3,893	4,400	3,800	4,500
	Total, Recurrent.....	1,416,905	1,467,977	1,447,213	1,457,966
	Total, Operating Account	1,416,905	1,467,977	1,447,213	1,457,966
Capital Account					
Plant, Equipment and Works					
661	Minor plant, vehicles and equipment (block vote).....	9,034	7,787	7,787	10,856
	Total, Plant, Equipment and Works.....	9,034	7,787	7,787	10,856
	Total, Capital Account.....	9,034	7,787	7,787	10,856
	Total Expenditure	1,425,939	1,475,764	1,455,000	1,468,822

Head 28 — CIVIL AVIATION DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2026–27 for the salaries and expenses of the Civil Aviation Department is \$1,468,822,000. This represents an increase of \$13,822,000 over the revised estimate for 2025–26 and \$42,883,000 over the actual expenditure in 2024–25.

Operating Account

Recurrent

2 Provision of \$1,453,466,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Civil Aviation Department.

3 The establishment as at 31 March 2026 will be 931 posts. It is expected that there will be a net decrease of 16 posts in 2026–27. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2026–27, but the notional annual mid-point salary value of all such posts must not exceed \$816,099,000.

4 An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2024–25 (Actual) (\$'000)	2025–26 (Original) (\$'000)	2025–26 (Revised) (\$'000)	2026–27 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	714,906	806,232	729,953	812,632
- Allowances	16,668	13,870	17,860	18,030
- Job-related allowances.....	719	2,272	2,100	2,670
Personnel Related Expenses				
- Rent allowance	59	—	—	261
- Mandatory Provident Fund contribution	1,955	2,511	1,850	2,431
- Civil Service Provident Fund contribution	64,755	72,476	68,486	77,676
- Disturbance allowance.....	—	52	52	48
Departmental Expenses				
- General departmental expenses	613,950	566,164	623,112	539,718
	1,413,012	1,463,577	1,443,413	1,453,466

5 Provision of \$4,500,000 under *Subhead 170 Airport insurance* is for the purchase of insurance against financial liabilities which the Government might incur for provision of air traffic services for the Hong Kong International Airport. The increase of \$700,000 (18.4%) over the revised estimate for 2025–26 is to cater for an increase in premium due to additional electronic equipment and projected increase in air traffic.

Capital Account

Plant, Equipment and Works

6 Provision of \$10,856,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$3,069,000 (39.4%) over the revised estimate for 2025–26. This is mainly due to the increased requirement for replacement of ageing equipment and system.