

## 港澳碼頭上蓋直升機場擴建計劃

### 引言

為滿足跨境直升機服務的發展需要，政府擬擴建港澳碼頭上蓋的直升機場。本文件旨在向議員介紹有關建議。

### 背景

2. 民航處曾委託顧問公司進行《香港直升機交通需求及直升機場發展》顧問研究。根據該顧問研究，一九九一年至二零零一年期間，來往香港和澳門之間的直升機乘客人次以每年 23% 的幅度顯著增長。此外，珠江三角洲地區經濟蓬勃增長，與香港的聯繫日趨緊密，有待開發的跨境直升機市場有很大的發展潛力。顧問報告預測，隨着珠江三角洲的航點逐步開放，從目前到二零二零年，整體跨境直升機乘客人次將以平均每年 9.4% 的幅度增長。我們認為，發展跨境直升機服務能進一步促進香港與珠江三角洲之間的人員流動，並鞏固香港作為國際及區域航空中心的地位。此外，有關服務能令旅遊項目更加豐富，推動旅遊業發展。

3. 港澳碼頭上蓋的直升機場是市區唯一的跨境直升機場，設有一個升降坪，設計容量為每年 30,700 架次，目前主要供港澳之間直升機服務使用。直升機場在二零零二年處理了 17,883 架次(即平均每天 49 架次)，約為設計容量的 60%；並預期於二零零六年底飽和。為配合跨境直升機服務的增長，我們需盡早計劃和興建新的設施。

### 擴建計劃

4. 我們評估過幾個不同規模的擴展方案，包括長遠而言在建議的東南九龍郵輪碼頭上蓋興建直升機場。現時擴建港澳碼頭上蓋直升機場的建議，是一個較容易在短期內實施的方案。建議方案是在港澳碼頭直升機場加建一個升降坪，並新建一條滑行道連接現有的升降坪。擴建後的港澳碼頭直升機

附件

場容量將增加 80%，即每年可多處理 24,500 架次的升降，預計可應付直至二零一五年的需求。擴建計劃的概念圖載於附件。

5. 鑑於直升機業務的商業性質以及政府盡量鼓勵私營機構參與公營項目的目標，擴建項目將由私營機構投資興建。此外，整個項目將由單一機構發展、管理及經營，以確保新設施的興建和現有設施的如常運作能配合無間。同時，通過統一調配員工及配套設施，達至協同效應和規模經濟。

6. 我們計劃透過公開招標，在二零零四年中，以租賃合約的形式批出該直升機場的發展和經營權。承租者將在其後的兩年半內進行詳細的環境評估及設計工作，履行審批程序，展開建造工程，以期擴建後的直升機場可於二零零六年底前投入使用。

### 環境影響

7. 港澳碼頭直升機場發展計劃屬於《環境影響評估條例》下的指定工程項目，須進行法定的環境評估程序，其施工和營運亦需要許可證。

8. 顧問研究初步評估過港澳碼頭擴建計劃對環境影響的總體可接受程度。有關評估顯示，擴建後的直升機場應可容許兩架目前用於跨境服務的直升機在日間同時操作，而不會對附近噪音感應強的地方造成不能接受的噪音影響。此外，直升機場南面的兩座商業大廈亦可對噪音產生一定的屏障作用，減少對附近居民的影響。發展商暨經營者將為該項目進行詳細的環境影響評估。

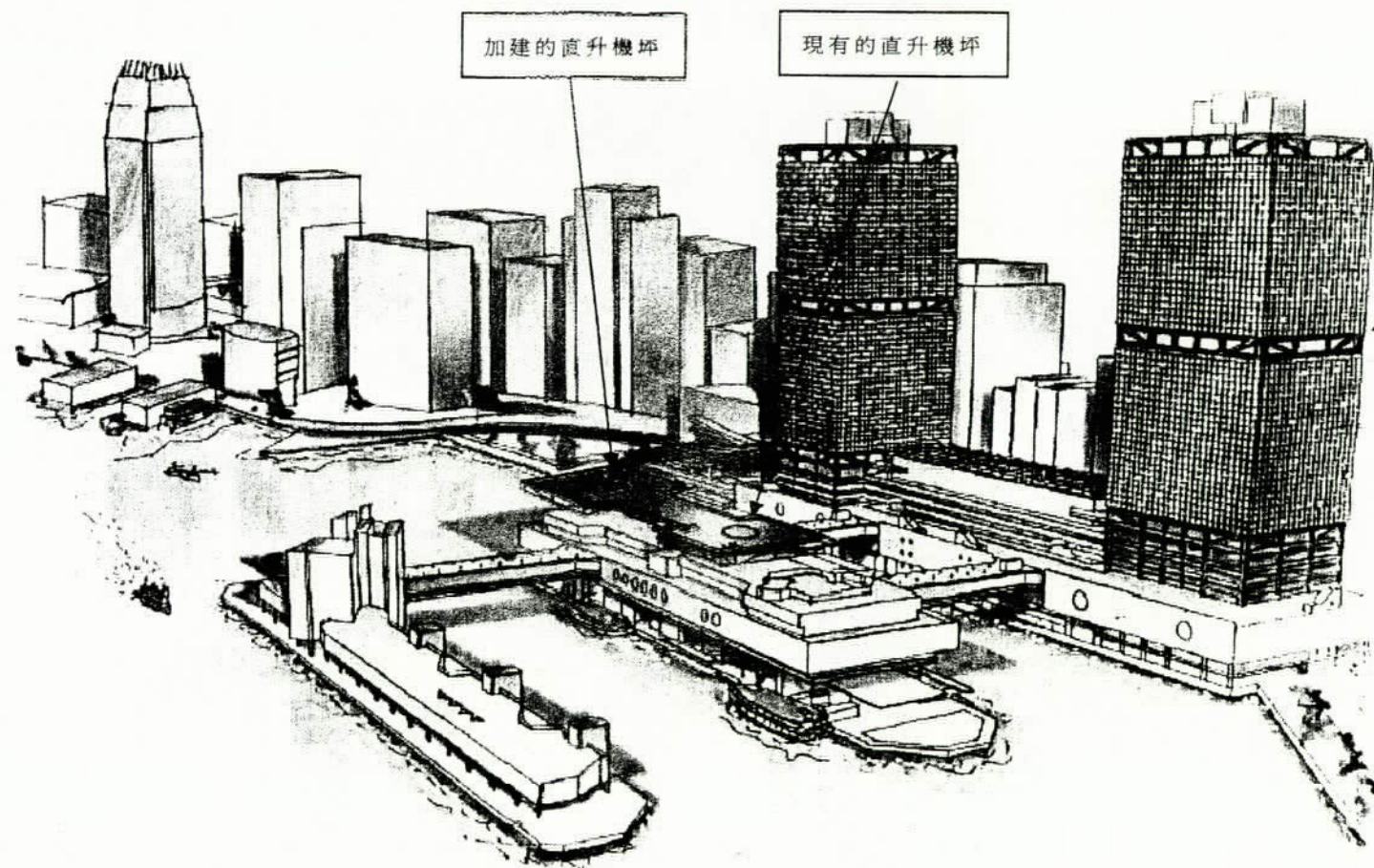
### 徵詢意見

9. 請議員就擴建港澳碼頭直升機場計劃提供意見。

民航處

二零零四年一月

擴建後的港澳碼頭直升機場概念圖



## **Expansion of Heliport Facilities at Macau Ferry Terminal**

### **Introduction**

This paper briefs Members on the Government's proposal to expand the existing heliport on the rooftop of the Macau Ferry Terminal (MFT) to cater for the development needs of cross-boundary helicopter services.

### **Background**

2. The Civil Aviation Department (CAD) has commissioned a Consultancy Study on Helicopter Traffic Demand and Heliport Development in Hong Kong. According to the Consultancy Study, the number of passenger trips between Hong Kong and Macau by helicopters experienced a significant annual growth rate of 23% between 1991 and 2001. The fast economic development of the Pearl River Delta (PRD) and its growing links with Hong Kong present a virtually unexploited market for cross-boundary helicopter services with significant growth potential. The Consultancy Study projects that with the progressive opening of PRD destinations, the overall cross-boundary passenger trips would grow at an average rate of about 9.4% per annum between now and 2020. We are of the view that development of cross-boundary helicopter services would further facilitate the flow of people between Hong Kong and the PRD and reinforce Hong Kong's position as an international and regional aviation centre. The services would also enhance tourism by expanding the portfolio of tourism products available.

3. The heliport on the rooftop of MFT is the only cross-boundary heliport in the urban area. It has one elevated landing/take-off helipad with a designed capacity of 30,700 flight movements per year. At present, the heliport is primarily used by the helicopter services between Hong Kong and Macau. In 2002, the

heliport handled 17,883 movements (i.e. 49 daily movements on average), representing about 60% of its designed capacity, and is expected to be fully utilized by end-2006. We therefore need to plan and construct additional facilities to meet the anticipated growth in cross-boundary helicopter traffic.

### **The Expansion Project**

4. We have evaluated several expansion options of various scale, including the longer-term development of a heliport on the rooftop of the proposed cruise terminal in the Southeast Kowloon Development. The present proposal for MFT can be implemented within a relatively short period of time. This option involves adding one landing/take-off pad and a new connecting taxiway to the existing MFT heliport. When completed, it would expand the existing capacity of the MFT heliport by 80%, or an additional 24,500 movements each year. The expanded MFT heliport is expected to meet the anticipated demand up to 2015. A conceptual drawing of the expanded MFT heliport is at the Annex.

#### Annex

5. Given the commercial nature of the helicopter business and the Government's objective to involve private sector as much as possible in delivering public projects, the expansion project will be funded and carried out by the private sector. The expanded facility will be developed, managed and operated by one single entity to ensure that there will be seamless co-ordination between the construction of the new facility and on-going operation of the existing facility. Supporting facilities and staff can also be shared to achieve synergy and economies of scale.

6. We intend to award the tenancy to develop and operate the heliport through open tender by mid-2004. The tenant will then have 2 ½ years to undertake detailed environmental study and design, seek regulatory approvals, and carry out the construction works, with a view to commissioning the expanded heliport in end-2006.

## **Environmental Implications**

7. Heliport development at the MFT constitutes a designated project under the Environmental Impact Assessment (EIA) Ordinance. As such, the project has to go through the statutory EIA process and an environmental permit is required for its construction and operation.

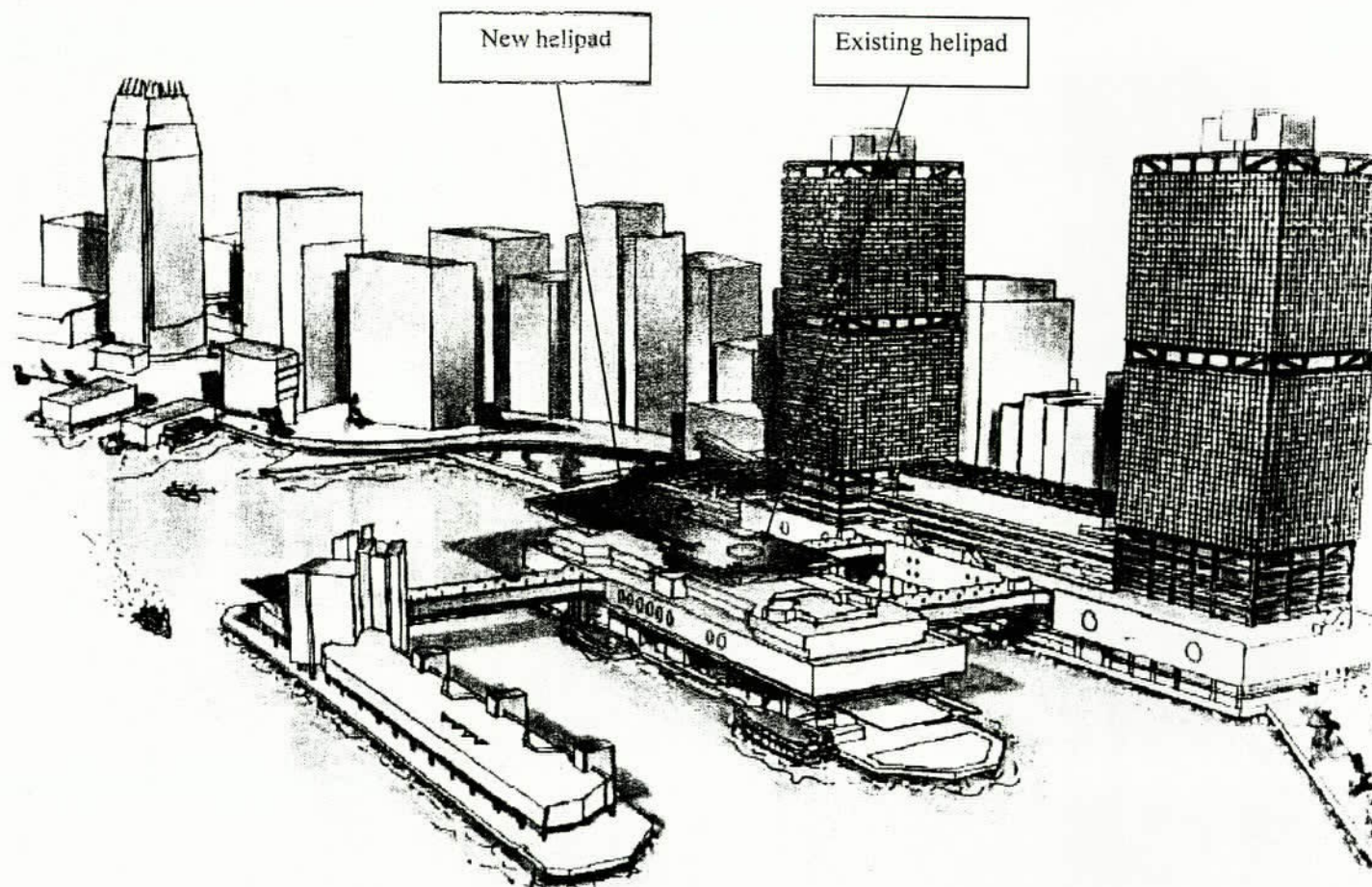
8. A preliminary assessment has been conducted in the Consultancy Study to assess the general environmental acceptability of the proposed MFT expansion. The assessment indicates that, during day-time, the expanded heliport could accommodate simultaneous operations of two helicopters currently deployed for cross-boundary services without causing unacceptable noise impact to the neighbouring Noise Sensitive Receivers. Furthermore, the two commercial buildings to the south of the heliport will serve as a barrier to reduce the noise impact on residents in the neighborhood. The developer-cum-operator of the heliport will be required to undertake the detailed EIA Study.

## **Views Sought**

9. Members are invited to comment on the proposal to expand the MFT heliport.

Civil Aviation Department  
January 2004

Conceptual Drawing of the Expanded MFT Heliport



港澳碼頭上蓋直升機場擴建計劃  
直升機音量問題及擴建計劃時間表

本文件旨在向議員提供有關擴建港澳碼頭上蓋直升機場環境影響的補充資料及擴建計劃的大概時間表。

2. 民航處一直緊密監察港澳碼頭上蓋的直升機場的運作。根據民航處的紀錄，由一九九九年一月至二零零四年一月期間所收到九宗來自中西區居民對直升機噪音的投訴經調查後，證實噪音源自吊送工程物料到區內山坡工程地盤的直升機，及政府飛行服務隊直升機於深夜時段接送重病人士的緊急飛行任務，與港澳碼頭直升機服務無關。政府預期擴建直升機場後不會對附近社區構成不能接受的環境影響，主要有以下原因：

(a) 民航處會繼續緊密監管直升機場的運作及其產生的音量。民航處現時規定港澳碼頭直升機場營運公司不能編排直升機航班於晚上十一時至翌日早上八時之時段內升降。這項規定亦將會繼續實施，以減低附近居民受直升機噪音的影響。

附圖

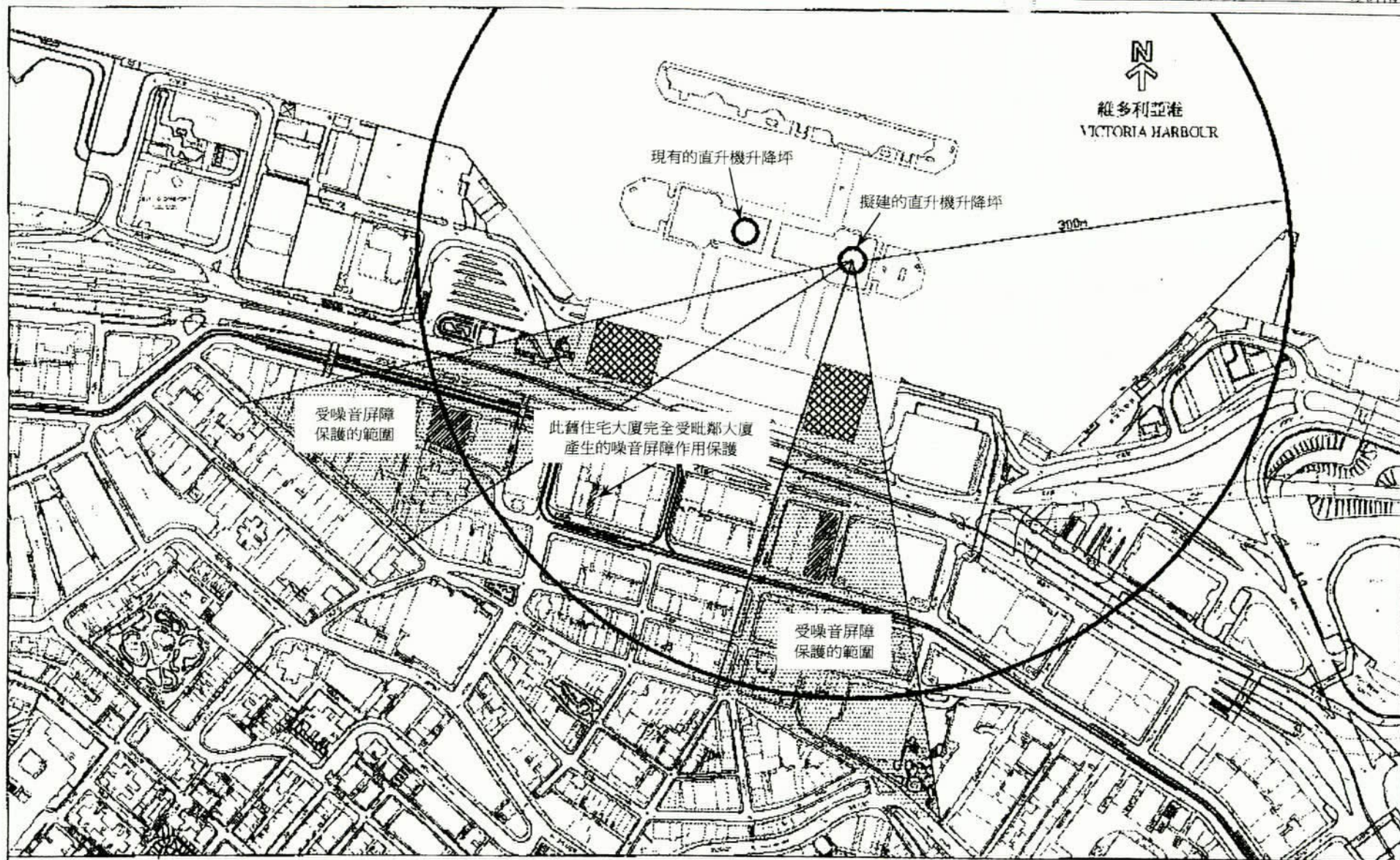
(b) 民航處委託的顧問研究顯示，本擴建計劃 300 米範圍內有三幢住宅大廈（見附圖）。其中一幢住宅大廈完全受毗鄰大廈所起的噪音屏障作用所保護，另外兩幢大廈亦位處信德中心所起的噪音屏障保護範圍內。另外，基於運作安全上的要求，兩架直升機不能在兩邊升降坪同時升降，所以兩架直升機同時運作所產生的綜合音量亦只會比目前最高水平增加 0.9 分貝。

3. 基於以上的原因，港澳碼頭上蓋直升機場的擴建計劃並不會顯著增加毗鄰地方的噪音問題。此外，直升機場建造及營運者必須根據《環境影響評估條例》（香港法例第 499 章）進行環境影響評估，待環境保護署批准後才可開展工程。故此，有足夠的程序保障直升機場所產生的音量必須符合有關的法例規定。


4. 至於擴建的時間表，政府計劃在二零零四年中進行招標及批出租賃合約。承租者將在其後的兩年半內進行詳細的環境影響評估及設計工作，履行審批程序，展開建造工程，以期擴建後的直升機場可於二零零六年底投入使用。

民航處  
二零零四年二月





註解

 住宅樓宇 / 服務式住宅樓宇

 信德中心

### 附圖

擴建後的港澳碼頭上蓋直升機場  
300 米範圍內易受噪音影響的地方