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Southern District Council

Hong Kong International Airport Master Plan 2030

1. Purpose

1.1. This paper aims to seek the views of Members of the Southern District Council on the "Hong Kong International Airport Master Plan 2030".

2. Background and Options

2.1. On 2 June 2011, Airport Authority Hong Kong (AAHK) unveiled the *Hong Kong International Airport Master Plan 2030* (Master Plan 2030), a 20-year development blueprint for Hong Kong International Airport (HKIA), to solicit stakeholder and public feedback on the airport's future development direction during a three-month public consultation exercise from 3 June 2011 to 2 September 2011.

2.2. The Social Sciences Research Centre (SSRC) of the University of Hong Kong is appointed by AAHK to collect and compile public views independently. During the three-month public consultation exercise, a series of roving exhibitions, public forums and stakeholder briefings will be conducted to facilitate public understanding of Master Plan 2030 and to encourage participation and feedback. Copies of Master Plan 2030 in various levels of detail as well as other related information are also available at AAHK's dedicated website www.hkairport2030.com. Members of the public are welcome to express their opinions by filling out the questionnaires available online and in the exhibitions.

2.3. The Master Plan 2030 study, which commenced in July 2008, is part of AAHK's regular five-year review of the airport's development needs. Nine independent consultants were commissioned to research different strategic aspects of the airport's development. After three years of intensive study and review by the consultants and AAHK management, with inputs from the professionals of the airport community, two different options for HKIA's future expansion are proposed for public consultation.

Option 1: Maintaining the existing two-runway system

- The two-runway option maintains the existing dual-runway system but makes enhancements to the terminal and apron facilities to increase HKIA's capacity.

- This option will enable HKIA to handle a maximum of 420,000 flight movements per year, with annual passenger and cargo throughput increased to 74 million and six million tonnes respectively.

- It is estimated to cost approximately HK$23.4 billion (in 2010 dollars) or HK$42.5 billion (at money-of-the-day prices). It will increase number of direct jobs associated with HKIA to 101,000 by 2030 (from 62,000 in 2008) and generate a total of HK$432 billion (in 2009 dollars) in economic net present value (ENPV) over a 50-year lifespan up to 2061.

- However, this option can only meet the estimated air traffic demand in the medium term, and HKIA will reach its maximum runway capacity sometime around 2020.

Option 2: Expanding into a three-runway system

- The three-runway option envisages the building of a third runway and its associated terminal, airfield and apron facilities, which requires the reclamation of about 650 hectares of land north of the existing airport island.

- With a third runway and its associated facilities, HKIA would be able to handle a maximum of 620,000 flights per year, and meet forecast annual passenger and cargo throughput of about 97 million and 8.9 million tonnes by 2030 respectively.

- It is estimated to cost approximately HK$86.2 billion (in 2010 dollars) or HK$136.2 billion (at money-of-the-day prices). It will increase number of direct jobs associated with HKIA to 141,000 by 2030 and generate an ENPV of HK$912 billion (in 2009 dollars) over a 50-year lifespan up to 2061.

- This option will enable HKIA to meet forecast traffic demand and maintain its extensive air network and connectivity up to and possibly beyond 2030.

3. Advice Sought

3.1 Members are invited to give their views on the above issue.

Airport Authority Hong Kong
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