



二〇〇四年五月二十一日  
討 論 文 件

灣 仔 區 議 會  
文件第 53/2004 號

## 擴大灣仔中期直升機場用途的建議

### I. 目的

位於灣仔(舊公眾貨物裝卸區)的中期(臨時)直升機場，現時只限政府飛行服務隊使用。近月來，直升機服務(香港)有限公司(Heliservices)兩次致函灣仔區議會主席，建議政府應讓商業機構，與政府飛行服務隊共用這直升機場。本文件旨在提供有關資料，以便議員討論這項建議。

### II. 背景

#### 直升機服務(香港)有限公司(Heliservices)的建議

- (1) 2004年2月5日，Heliservices致函灣仔區議會主席(附錄 I)，要求與灣仔區議員見面，目的是尋求灣仔區議會支持，使政府同意讓商業營運機構可與政府飛行服務隊共用灣仔中期直升機場。信函指出，香港作為國際大都會，需要有一個位於港島的商業直升機場，鄰近商業中心區，以便發展珠三角洲城鎮的跨境經濟，並且推廣香港旅遊事業。函中聲稱，商業及觀光的五座位直升機，所產生的聲浪較政府飛行服務隊的直升機為小，且直升機到達及離開的航線，均遠離附近民居及香港遊艇會。
- (2) 2004年2月12日，Heliservices再致函灣仔區議會主席(附錄 II)。信函

一再申明於港島設置商業直升機場的重要性，並就與灣仔區議員會面的要求提供進一步資料(例如：2003 年最後 6 個月，Heliservices 共記錄了每月 200 次的升降，其中 50%是商業用途，而遊客觀光飛行亦達 25%)。(備註：根據民航處提供的資料顯示，在 2003 年 7 月 1 日至 12 月 31 日期間，Heliservices 每月平均有 283 次升降，其中 72%是商業用途，而就遊客觀光飛行而言，其數目亦佔每月平均 283 次升降中的 61%。)

### III. 相關資料(有關直升機場一覽表見附錄 III)

#### (1) 政府直升機場

- (a) 2003 年 2 月，「中環填海計劃第 III 期」工程動工，鑑於工程需要，當時位於金鐘海旁(添馬艦)的中環境內直升機場需搬遷。(註：當時這個直升機場，是由政府飛行服務隊及商業直升機服務經營機構共同使用的。)
- (b) 政府已在港島北岸 (即灣仔會展新翼東北面的「其他指定用途」地帶註明「直升機升降坪」)覓得適合的地點，作為設置永久直升機場，供政府飛行服務隊使用。但為興建該永久直升機場，估計需將現有碼頭的平台向東面伸延約 0.07 公頃。工程的時間表，亦需配合現正進行檢討的「灣仔發展計劃第 II 期」整體工程的時間表，故永久灣仔直升機場的目標竣工日期不可能在 2008 年底以前。
- (c) 清拆中環直升機場後及興建灣仔會展附近的永久直升機場前，當中有約少於 5 年空檔。為滿足政府飛行服務隊及商業直升機服務

經營機構的需要，政府遂安排提供兩個直升機場，即西九龍臨時直升機場及灣仔中期直升機場。

## **(2) 西九龍臨時直升機場**

在西九龍填海區設有一臨時直升機場，供境內商業/觀光之用。西九龍直升機場的經營機構為港聯直升機有限公司(Heli Hong Kong)，是於2003年6月經公開投標程序而獲得經營權的。按合約規定，其他商業直升機服務經營機構亦可使用該機場作直升機升降之用。(註：(i) Heliservices 並無參與投標，亦從未使用該機場。(ii)九龍半島酒店上蓋的私人直升機場，可供 Heliservices 作境內商業及觀光飛行之用。)

## **(3) 港澳碼頭上蓋跨境直升機場**

該直升機場有海關、出入境及檢疫配套服務，供商業跨境直升機服務之用。該直升機場由港聯機場管理有限公司管理。按合約規定，其他商業直升機服務經營機構亦可使用該機場。

## **(4) 灣仔中期直升機場**

(a) 於灣仔建設中期直升機場的建議，拓展署曾在2002年7月16日諮詢灣仔區議會，並提供了以下資料：

- (i) 政府需要建設這個直升機場，供政府飛行服務隊使用，以維持緊急及重要支援服務(例如：意外支援、撤離重要人員、支援內部安全、護送政要、支援海上搜索及拯救行動，以及政府後勤服務等)。

- (ii) 因香港警隊是政府飛行服務隊的主要服務使用者之一，故直升機場須設置在灣仔，以接近警察總部(現址軍器廠街)。興建這中期直升機場，並不需進行任何填海工程。
- (iii) 選址是灣仔舊公眾貨物裝卸區，遠離民居超過 300 米。有關政府部門曾在距離直升機場 260 米處進行音量測試，所錄得的最高音量約為 84.9 分貝。
- (iv) 中期直升機場將會只由政府飛行服務隊使用，並由其管理。由於每天直升機升降只是數次，故對附近民居將不會有太大影響。

- (註：• 直升機飛行及升降所產生的聲浪，不受《噪音管制條例》規管。
- 倘若直升機場位於現有(或計劃中)的住宅發展區 300 米以外，亦不受《環境影響評估條例》規管，無須在興建前申領環境許可證。
  - 根據香港規劃標準與準則，於上午七時至晚上七時的時段，適用於大部份對噪音感應強的地方(例如住宅樓宇)的直升機噪音標準是 85Lmax 分貝。

- (b) 經討論後，灣仔區議會並不反對在灣仔設置中期直升機場的建議  
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(附錄 IV)。於中環直升機場停止運作後，灣仔中期直升機場遂於

2004年1月15日開始運作。

**(5) 灣仔中期直升機場使用頻率及飛機升降產生的聲浪**

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詳情列載於附錄 V。

**(6) 香港遊艇會的立場**

(a) 2002年7月30日，香港遊艇會代表致函拓展署，表達基於噪音、安全及環境理由，反對政府擬將中期直升機場設於灣仔公眾貨物裝卸區(附錄 VI)。

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(b) 其後，該會代表與拓展署商討，得悉該直升機場將只供政府飛行服務隊作緊急及重要支援的用途，而每天直升機升降只有數次，故該會最後不再提出反對。

(c) 2003年12月11日，該會獲悉有建議讓商業直升機服務營運機構使用該直升機場，遂再致函拓展署(附錄 VII)，反對這項建議，並指出倘接納這建議，每天直升機升降的次數，將會大幅增加至 18 次或以上。

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(d) 2004年3月2日，遊艇會主席(Dr. Alan Lau)向灣仔民政事務處重申，倘上述建議獲接納，遊艇會將會提出強烈反對。

## (7) 居民意見

自灣仔中期直升機場啓用至今，政府部門共收到 13 宗投訴(詳情列於  
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附錄 VIII)。

## (8) 政府的立場

Heliservices 曾多次就其建議接觸政府各部門，政府明確表達，部門已於 2002 年 7 月諮詢灣仔區議會時，清楚承諾灣仔中期直升機場只限於政府飛行服務隊使用，以便執行緊急及重要支援飛行任務，故無意開放灣仔中期直升機場予商業直升機服務經營機構使用。

## IV. 其他資料

### 有關灣仔永久直升機場的資料

#### (1) 立法會的關注

- (a) 2001 年 12 月 7 日，立法會規劃地政及工務委員會(Panel on Planning, Lands & Works)舉行會議，有議員關注在灣仔會展中心附近興建永久直升機場的建議，詢問會否引致噪音，滋擾到訪會展的遊人，帶來安全問題，及影響附近海域的水流。
- (b) 政府部門解釋，由於直升機場的位置離住宅區頗遠，加上政府會採取消減噪音的措施，包括進行環境美化工程和興建低矮屏障，因此，直升機聲浪滋擾將會減至最低，且該直升機場主要是作為政府飛行服務隊緊急及重要支援飛行之用，每天直升機升降只有數次。

## (2) 灣仔區議會的意見

在 2001 年 9 月 18 日，當拓展署就「灣仔發展計劃第 II 期」諮詢區議會時，議員提出反對在會展對開位置設置直升機場。拓展署解釋直升機場乃由金鐘海旁遷至會展附近，並非新的設施，主要供警方執行緊急職務之用。在 2001 年 11 月 20 日，當拓展署就「灣仔發展計劃第 II 期」再次諮詢區議會時，議員沒有再反對設置直升機場，而「灣仔發展計劃第 II 期」亦得到通過。

## (3) 政府的立場

- (a) 在「灣仔發展計劃第 II 期」工程的環境影響評估中，拓展署已向公眾表明，建議興建的灣仔永久直升機場，只限由政府飛行服務隊使用，並不包括商業及觀光飛行之用。
- (b) 政府並無意更改這個建議用途。

## 諮詢

Heliservices 希望政府同意，讓商業直升機服務經營機構及政府飛行服務隊，共用灣仔中期直升機場設施。現請議員考慮這個建議及發表意見。

灣仔區議會秘書處

二〇〇四年五月

附錄 I

# SIR ELLY KADOORIE & SONS LIMITED

**DIRECTORS:**

- J. E. DICKSON LEACH (Chairman)
- The Hon. MICHAEL D. KADOORIE  
Chevalier de la Legion d'Honneur  
Commandeur de l'Ordre de Leopold II
- R. J. MAULAY
- W. E. MOCATTA
- R. BISCHOF
- J. A. K. LEIGH
- I. D. BOYCE
- J. H. WHITTLE
- D. C. TONG

Post-it <sup>®</sup> Fax Note 7671		Date
To	MS Pauline Wong	From
Co./Dept.		Co.
Phone #		Phone #
Fax #	28952138	Fax # 28106398

嘉道理父子有限公司

**By Fax (2895 2138) and Post**

**Ms. Ada Wong**  
 Chairman of Wanchai District Council  
 Unit 1-H Po Foo Building  
 1-5 Foo Ming Street  
 Causeway Bay  
 Hong Kong

5<sup>th</sup> February 2004



**Re: Wanchai Heliport**

1. Further to our recent telephone call and in the absence of being able to reach you by phone now, I am writing to you on the issue of access to the Wanchai Heliport currently controlled by the Government Flying Services ("GFS").
2. As mentioned on the telephone, late last year, Donald Tsang and I had reached an understanding that on the closure of the Central Heliport at Harcourt Road, the commercial operators would have access to Wanchai Heliport alongside GFS.
3. Unfortunately, one or two days before the Central Heliport was due to close, we were informed by the Housing, Planning and Lands Bureau that we could not use the helipad because of a letter they had received from the Royal Hong Kong Yacht Club objecting to our access to the site. Fortunately, one of my colleagues in the office, John Leigh is the immediate Past Commodore of that club and he obtained a copy of the objection letter. It was clear that objection was not directed exclusively at the commercial operators but at usage of the site generally on the basis of noise.

30.7.2002...12  
 (+ another letter  
 objecting to "commercial  
 use" dated 11.12.2003)



SIR ELLY KADOORIE & SONS LIMITED

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Attn: Ms. Ada Wong

5<sup>th</sup> February 2004

4. As a result, I went to see Michael Suen to discuss this matter. At the meeting, one of his colleagues, Thomas Tso (Deputy Secretary) informed us that notwithstanding the understanding I had reached with the Chief Secretary, the Housing, Planning and Lands Bureau had given an undertaking to the Wanchai District Council as long ago as August 2002 that the Wanchai Heliport would only be used for emergency purposes. However, for reasons that he could not explain, no one else in Government i.e. the Chief Secretary's office, the Secretary for Housing, Planning and Lands Bureau, Economic Services Bureau, Civil Aviation Department nor the GFS had been informed of that undertaking.
5. For the last few months, the commercial operators had been working with both Civil Aviation Department and GFS to develop operating procedures for the Wanchai Heliport.
6. Further, in order to allay the Yacht Club's concerns about noise, there had been a noise test conducted at the Wanchai Heliport in mid December 2003 which established that even the Government's own helicopters, which are the largest and noisiest helicopters in Hong Kong, came within the established noise parameters.
7. I attach to this letter a copy of the operating procedures developed by Heliservices which set out the approach, landing and departure procedures for the site. As mentioned earlier, these procedures have been approved by both the Civil Aviation Department and GFS. As you will see from the map contained in the procedures, the approach and departure is over water away from both the Yacht Club and the residential blocks in Wanchai.
8. You may not be aware but for many years now, we have been trying to establish a cross border service to access towns in the Pearl River Delta and only recently has the present Administration taken the matter seriously and is currently looking for a permanent site on Hong Kong Island to provide this type of service for business community. Meanwhile, that community together with the all important growing tourist industry have, as a result of the closure of the Central Helipad, been denied access to a site from where they need it most i.e. Central. As a result, we have seen a serious deterioration in our business due to the closure of this pad. Indeed, when I raised this issue with various Chambers of Commerce, they all expressed concern about the closure and the lack of a suitable alternative.
9. I am keen to have the opportunity to make a presentation to your Council in order to demonstrate that access by the commercial operators would not adversely affect the residents of Wanchai. Indeed, the type of helicopter used by the commercial operators is a small five seat machine whose noise profile is a lot less intrusive than those operated by Government.
10. I would be delighted to give you lunch in order to discuss this matter further and indeed, I would also be happy to demonstrate our helicopter to your Council colleagues so that you might assess for yourselves the impact of access to the Wanchai Heliport.

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SIR ELLY KADOORIE & SONS LIMITED


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Attn: Ms. Ada Wong

5<sup>th</sup> February 2004

I am departing on a business trip to Shanghai this evening but I am free for lunch next week on either Monday, 9<sup>th</sup> February or Wednesday, 11<sup>th</sup> February before leaving for Europe on Thursday, 12<sup>th</sup> February. I shall be most grateful if your secretary will advise my secretary on telephone 2524 9221 if you are free for either date and I will arrange lunch at my penthouse at St. George's Building on 24<sup>th</sup> Floor.

27 3 dates  
are occupied

With kind regards  


Michael D. Kadoorie

MDK/jah/fs  
Encl

## SIR ELLY KADOORIE &amp; SONS LIMITED

## DIRECTORS:

J. S. DICKSON LEACH (Chairman)  
 The Hon. MICHAEL D. KADOORIE G.B.S.  
 Chevalier de la Légion d'Honneur  
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 1-5 Foo Ming Street  
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12<sup>th</sup> February 2004



**Re: Wanchai Heliport**

1. I refer to my letter to you of 5<sup>th</sup> February 2004 on the issue of the newly opened Wanchai Heliport. In that letter, reference was made to my meeting with the Secretary for Housing, Planning and Lands Bureau at which he mentioned that an undertaking had been given by Government to your District Council in August 2002, I would like to explore the possibility of commercial operators accessing the Wanchai Heliport in view of the recent closure of the Central Heliport.
2. I understand from Government that the possible use of the Heliport by commercial operators has never been raised with your Council. As a result, we would like to seek the views of your Council as to whether they would entertain a presentation from the commercial operators on access to the Heliport.
3. As you may appreciate, the helicopter operators play an important role in the movements of business personnel around Hong Kong as well as helping to promote the tourist industry. Unfortunately, with the closure of the Central Heliport, the alternative temporary site on the Western Reclamation does not adequately address either the business or tourist needs of Hong Kong, the majority of the users being located within a very short distance of the Central Business District.

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## ELLY KADOORIE &amp; SONS LIMITED

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Attn: Ms. Ada Wong12<sup>th</sup> February 2004

4. In this connection, I have taken the liberty of enclosing some brief facts and figures gathered over last few years by Heliservices, which demonstrate the increasing usage and importance of the Central helipad.

Once again, I shall be grateful if you will let me know whether the Council would be prepared to receive a presentation from us; if not, your advice on how we might proceed on this matter would be most welcome.

*With kind regards,*



Michael D. Kadoorie

MDK/jah/fs  
Encl

**Briefing on the increase of usage and importance of the Central Heliport**

1. During the 6-month period leading up to the closure of the Central Heliport, Heliservices has recorded an average of over 200 landings per month.
2. Almost 50% of the flights originated from the Central Heliport was for the use of the business community in the Central Business District and over 25% of the flights was for tourists.
3. As most of the business activities of Hong Kong originate from the Central Business District, the requirement to have a heliport on the Hong Kong Island side is essential to cater for these requirements.
4. In addition, many of the flights were for the transportation of people between Hong Kong Island and other parts of the Special Administrative Region. There are over 100 helicopter landing locations throughout the SAR, however, there is none on Hong Kong Island that can be used by commercial helicopter operators domestically.

## 直升機場一覽表

	可供使用機構/單位	用途	飛行範圍
<b>(1) 現有 * (1)</b> 灣仔：中期直升機場 (舊公眾貨物裝卸區) • 西九龍：臨時直升機場 (西九龍填海區南端) • 上環：永久直升機場 港澳碼頭(建築物上蓋)	政府飛行服務隊 政府及商業直升機服務經營機構 * (2) 政府及商業直升機服務經營機構	緊急及重要支援飛行任務 商業及觀光飛行 各類跨境飛行	境內 * (3) 境內 * (3) 跨境 * (4)
<b>(2) 已拆卸</b> • 金鐘海旁(添馬艦) 直升機場	• 政府飛行服務隊 • Heliservices • Heli Hong Kong	緊急及重要支援飛行任務 商業及觀光飛行 商業及觀光飛行	境內 * (3)
<b>(3) 擬建</b> • 灣仔：永久直升機場 (灣仔會展附近)	政府飛行服務隊	緊急及重要支援飛行任務	境內 * (3)
<b>(4) 策劃中</b> • 東南九龍：永久境內直升機場 • 東南九龍：永久跨境直升機場	• 政府飛行服務隊 • 商業直升機服務經營機構 • 商業直升機服務經營機構	緊急及重要支援飛行任務 商業及觀光飛行 各類跨境飛行	境內 * (3) 跨境 * (4)

註：\* (1) 九龍半島酒店上蓋的私人直升機場，可供 Heliservices 作境內商業及觀光飛行之用。

\* (2) Heliservices 從未使用該直升機場。

\* (3) 無海關、出入境及檢疫(CIQ)服務。

\* (4) 具備 CIQ 服務。

電視服務外，還能強化電視的接收信號。

49. 鍾蕙玲小姐回應說，根據電訊管理局的發牌條款，本地固網服務供應商在其網絡覆蓋範圍內不能拒絕提供服務，除非有技術限制，如有有關個案資料，該局樂意跟進。此外，如果公用地方不足，電訊管理局會要求各電訊公司共用設施。現時有關建築物條例已規定，新建的樓宇必須預留位置，供電訊公司入內鋪線。至於電視接收不良的問題，電訊管理局的電視干擾組將作出跟進。
50. 盧天送議員補充說，灣仔區有些大廈仍未能接收有線電視，他詢問電訊管理局是否有監管。
51. 孫啓昌副主席表示，政府在二〇〇二年已立法，讓營辦商進入大廈加鋪電訊設施。不過，由於灣仔區許多大廈也在二〇〇〇年前落成，如果電訊公司在進入大廈鋪線的事宜上與業主有所爭拗，電訊管理局應作出協調，他認為電訊管理局應規定電訊公司在某段時限內達到一定覆蓋率，以免電訊公司選擇顧客，以致舊式大廈無法享用服務。
52. 鍾小姐回應說，根據有線電視的牌照條款，有線電視必須向所覆蓋範圍內的住宅用戶提供服務，電訊管理局會就有關個案作出跟進。她亦同意電訊管理局必須負責協調工作，她補充該局現已設立熱線電話，供大廈管理人員查詢。
53. 主席希望電訊管理局能就上述問題作出跟進，希望能在修頓中心裝設有線電視。
- 第12項：搬遷中環直升機坪至灣仔公眾貨物裝卸區  
(灣仔區議會文件第75/2002號)**
54. 主席詢問，將來灣仔直升機坪的位置是否填海得來的，拓展署楊鴻熹先生表示，中期直升機坪的位置在灣仔貨物裝卸區，至於永久直升機坪則設於會展中心的東北方，到時可能需要在現有碼頭東面加建平台，在進行灣仔發展第II期會作詳細設計。主席詢問為何要搬遷中環直升機坪。楊先生回應說，由於中環III期及灣仔II期填海工程的關係，令現有的及中期直升機坪不能運作，故此必須搬遷至海旁位置。

Extracted from minutes  
of 16th WDC  
meeting of 1st Term  
held on 16-7-2002.

**(I) 灣仔中期直升機場使用頻率**

(A) 現況(政府飛行服務隊緊急及支援飛行)

2004 年	0700 – 2200 hrs	2200 – 0700 hrs
1 月 15 – 31 日(17 天)	68 次	12 次
2 月(29 天)	177 次	12 次
3 月(31 天)	201 次	20 次
4 月(30 天)	180 次	20 次
共計：	626 次	64 次
平均(每天)：	約 6 次	(少於)1 次

註：每次 = 升降各一次

(B) 倘若擴大用途(包括商業及觀光飛行)

	政府飛行服務隊	商業及觀光	共
每天 (最高使用率)	10 次	10 次	20 次

**(II) 飛機升降產生的聲浪**

飛行試驗日	量度地點	聲浪水平(不同機型)
2003 年 12 月 17 日	香港遊艇會	82-83.9dB, 77-82.6dB
	伊利沙伯大廈	78-83.6dB, 73-81dB

註：按資料顯示，某些型號的直升機所產生的聲浪，在 300 米以外的地點量度，可超越 85 Lmax dB 的上限。影響聲浪的因素包括：飛機型號、飛行模式及進場及離場航道相對於噪音接收者的距離等。



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**BY FAX AND BY POST**  
 Our Ref.: CSD/D4-012/16435  
 Your Ref.: ( ) in HKI 2/4/47 HP



30<sup>th</sup> July 2002

**i** Insignia  
 Brooke

PM/HKINI  
 Territory Development Department  
 13/F., North Point Government Offices  
 333 Java Road  
 North Point  
 Hong Kong.

For the attention of: Mr. K.K. Ho

Re: **Central Reclamation Phase III**  
**Design and Construction for the Minimum Option**  
**Interim Relocation of Central Helipad to Wan Chai PCWA**

Dear Sirs,

We refer to your letter dated 16<sup>th</sup> July 2002 to our Client, the Royal Hong Kong Yacht Club ("the Club"), to which a consultation paper to be forwarded to the Wan Chai District Council, setting out the proposal relating to the relocation of the existing Central Helipad to the Wan Chai Public Cargo Working Area ("PCWA"), was attached.

The Club objects to the proposal in connection with the relocation of the existing Central Helipad to the Wan Chai PCWA, given that the implementation of such proposal will adversely affect the normal operations of the Club during the period within which the Wan Chai Development Phase II ("the Scheme") is implemented.

On behalf of the Club, we now draw the attention of the Territory Development Department to the following issues which are associated with the objection raised by the Club.

#### OPERATION OF THE CLUB DURING CONSTRUCTION PERIOD OF THE SCHEME

It should be emphasised that the Club wishes to maintain the full operation of the facilities at Kellett Island during the period within which the Scheme is being implemented. It is also understood that the Government concurs that the normal operations of the Club should not be affected both during the implementation of, and after the completion of, the Scheme. Therefore, the Club has raised concerns regarding the timing, phasing and extent of the proposed engineering works in the vicinity of the Club, including its objection to the proposed interim relocation of the Central Helipad at Wan Chai PCWA, within a formal submission to the Town Planning Board in response to the gazettal of the Draft Wan Chai North Outline Zoning Plan No. S/H25/1 on 19<sup>th</sup> April 2002. The Club considers that further dialogue between the Club and the Government with a view to resolving these issues is necessary, in order that the operation of the Club can continue throughout the period within which the Scheme is being implemented.

## EARLY COMPLETION OF THE PERMANENT HELIPAD

The Club welcomes the fact that the permanent helipad serving the Government Flying Service will be situated upon a site to the east of the Hong Kong Convention and Exhibition Centre Extension. It is considered that the Government should construct the permanent helipad as soon as possible, such that it is available in time to allow it to be used when the existing helipad in Harcourt Road is no longer available at the end of 2003.

## ADVERSE IMPACTS UPON THE OPERATIONS OF THE CLUB

The temporary helipad is currently proposed to be situated in close proximity to the site which is currently occupied by the Club. The Club is concerned that the taking-off and landing of helicopters within this temporary helipad will significantly affect the operation of the Club, in terms of both the amenity value of the Club and the disposition and number of moorings associated with the Club. In particular, it will impact upon sailing activities, including competitions, to be conducted by the Club within Victoria Harbour, during the period within which the Scheme is being implemented.

## MOORING FACILITIES OF THE CLUB

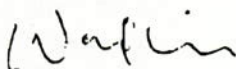
Given that the existing mooring facilities of the Club will be significantly affected by the reclamation, the Club is concerned with the proposed arrangements relating to the temporary and permanent reprovisioning of the moorings, in particular the temporary reprovisioning of the moorings, which have not yet been addressed by relevant Government Departments. Therefore, the Club considers that the proposed interim relocation of the Central Helipad should only be implemented after the arrangements relating to the temporary and permanent reprovisioning of the moorings have been agreed between the Club and the Government.

## ENVIRONMENTAL IMPACTS

Furthermore, given that the proposed interim helipad at Wan Chai PCWA is situated in close proximity to the site currently occupied by the Club, it is anticipated that there will be a significant noise impacts associated with the operation of the interim helipad upon the Club. The amenity value of the Club will be significantly affected if the Government insists to locate the interim helipad at Wan Chai PCWA.

It is considered that many of the issues set out above can be resolved via further dialogue with your office, and the Club would be prepared to enter into discussions regarding these issues at any time. We look forward to discussing the concerns of the Club in connection with the proposed interim relocation of the helipad in further detail in due course. In the meantime, should you have any queries or require further information, please do not hesitate to contact Chris Brooke or the undersigned.

Yours faithfully,



Kenneth Wong  
Senior Associate Director

cc: Royal Hong Kong Yacht Club – Mr. Robert Bird / Dr. Alan Lau (Fax No.: 2239 0329)  
Maunsell Consultants Asia Ltd. – Mr. Dickson Lo (Fax No.: 2691 2649)

KW/PF



11<sup>th</sup> December 2003

Mr Chai Sung Veng, JP  
 Director  
 Territory Development Department  
 13/F North Point Government Offices  
 333 Java Road, North Point  
 Hong Kong

Dear Sir,

### Helicopter Landing Pad, Wan Chai

I refer to the intended use of the helicopter landing pad on the arm of the sea wall of the former Wan Chai Cargo Handling Area, and am writing to express our great concern.

The Club objected to the use of this facility when it was first proposed. At that time we were advised that it would be used for GFS helicopters only and that operations would have minimal effect on the operations and activities of the Club. We are now advised that the facility will also be used for commercial flights and that upward of eighteen flights per day can be expected. This change in usage is considered completely unacceptable.

Test flights that have taken place have clearly indicated that the use of the helicopter landing pad will seriously disrupt the use and enjoyment of the Yacht Club facilities to a level which is totally unacceptable to our Members.

The down draft from the helicopters has already sent dust, leaves and furniture within our property flying, and presents a real danger to people in the vicinity. This would indicate that inadequate safety provisions have been incorporated into the design of the landing pad, posing a potential danger to people on our premises. This obviously cannot be accepted and it would seem that the liability for any injuries or damage caused to our property, or to people and their private property such as cars, would rest solely with the Government as the owner and operator of the facility.

The noise generated by the helicopters as they approach and depart from the landing pad, and while they are on the ground with the motors operating, is also a major nuisance. It completely disrupts normal conversation for people inside our premises. Whilst those using our outdoor facilities are simply unable to hold a conversation much less bare the noise for longer than a moment or two.

We will be conducting sound level tests when GFS hold further test flights in the coming week and anticipate that the noise level will be well outside acceptable levels.

The Club would not be surprised if the noise from the helicopters resulted in complaints from residents on the southern side of Gloucester Road.

..... / Page 2

ROYAL HONG KONG YACHT CLUB 會艇遊港香

KELLETT ISLAND, HONG KONG TEL: (852) 2831 2817 FAX: (852) 2239 0329

Mr Chai Sung Veng, JP  
11<sup>th</sup> December 2003

Apart from the obvious discomfort caused by the noise, we anticipate a significant downturn in the business of the Club, in particular our Bistro outdoor dining terrace, which sits directly opposite the helipad.

We are also concerned that the down-draft from the landing and departure of helicopters will interfere with yacht racing taking place on the harbour in the vicinity of the club, and again creating unnecessary risk and danger to people and property.

I am therefore writing to you to ask that the landing pad not be commissioned, and that the operation be indefinitely deferred. A new helicopter landing facility has recently been opened in South West Kowloon and this would appear to be more than adequate to handle both Government and commercial operations. It also has easy and convenient connection to Hong Kong through the Western Harbour Tunnel. In addition the on-going dispute over the contract on the Central Reclamation means that there is no longer any urgency for moving from the facility in front of the Tamar Site. The existence of these two sites means that it is completely unnecessary to commence operation from the Wan Chai site.

We would suggest that in the time that may become available while the reclamation issues are sorted out, that CAD urgently commission the design and construction of the permanent Helicopter Landing Pad near the Convention Centre. Early implementation of the permanent facility would be to the advantage of all parties concerned.

I respectfully request that you give this matter your urgent attention.

Yours sincerely,  
Royal Hong Kong Yacht Club



Dr. Alan Lau  
Commodore

AL/RB/pl

cc. Director of Environmental Protection  
Chairman of the Wan Chai District Council  
Director General of Civil Aviation Department  
Director of Planning Department  
Director of Lands Department

有關灣仔中期直升機場的居民噪音投訴

接獲投訴日期	投訴人	接獲投訴部門
2004年2月13日	灣景中心居民 (投訴：晚間飛行)	政府飛行服務隊
2004年2月13日 (10 a.m.)	灣仔居民 (投訴：晚間飛行影響居民睡眠；質詢政府部門就搬遷停機坪到灣仔區一事，有沒有諮詢灣仔區議會)	民航處
2004年3月1日	灣景中心居民 (投訴：晚間(2 a.m.)飛行)	民航處
2004年3月2日	銅鑼灣海殿大廈居民 (投訴：於2004年2月22日晚上(10:00 p.m.)及2004年3月2日早上(5:00 a.m.)，有直升機升降的噪音嚴重滋擾和影響附近居民)	環境保護署 轉介民航處
2004年3月2日	市民 (投訴：晚間飛行)	政府飛行服務隊
2004年3月5日	洛克大廈居民 (投訴：晚間飛行及質詢選址理據)	民航處 (後轉介政府飛行服務隊)

2004年3月8日	洛克大廈居民 (投訴：晚間飛行及質詢選址理據)	政府飛行服務隊
2004年3月8日	銅鑼灣海殿大廈居民 (投訴：晚間飛行及質詢選址理據)	政府飛行服務隊
2004年3月10日	市民 (投訴：噪音)	政府飛行服務隊
2004年3月22日	伊利沙伯大廈居民* (投訴：噪音)	政府飛行服務隊
2004年3月29日	伊利沙伯大廈居民* (投訴：晚間飛行噪音，並表明會繼續投訴)	政府飛行服務隊
2004年4月16日	伊利沙伯大廈居民* (投訴：噪音)	政府飛行服務隊
2004年4月18日	伊利沙伯大廈居民* (投訴：噪音)	政府飛行服務隊

註：1. \*同一投訴者

2. 接收投訴的人員均有盡量解釋晚間飛行有實際需要，因政府飛行服務隊須進行緊急任務（例如：送傷病者往港島醫院就醫）。