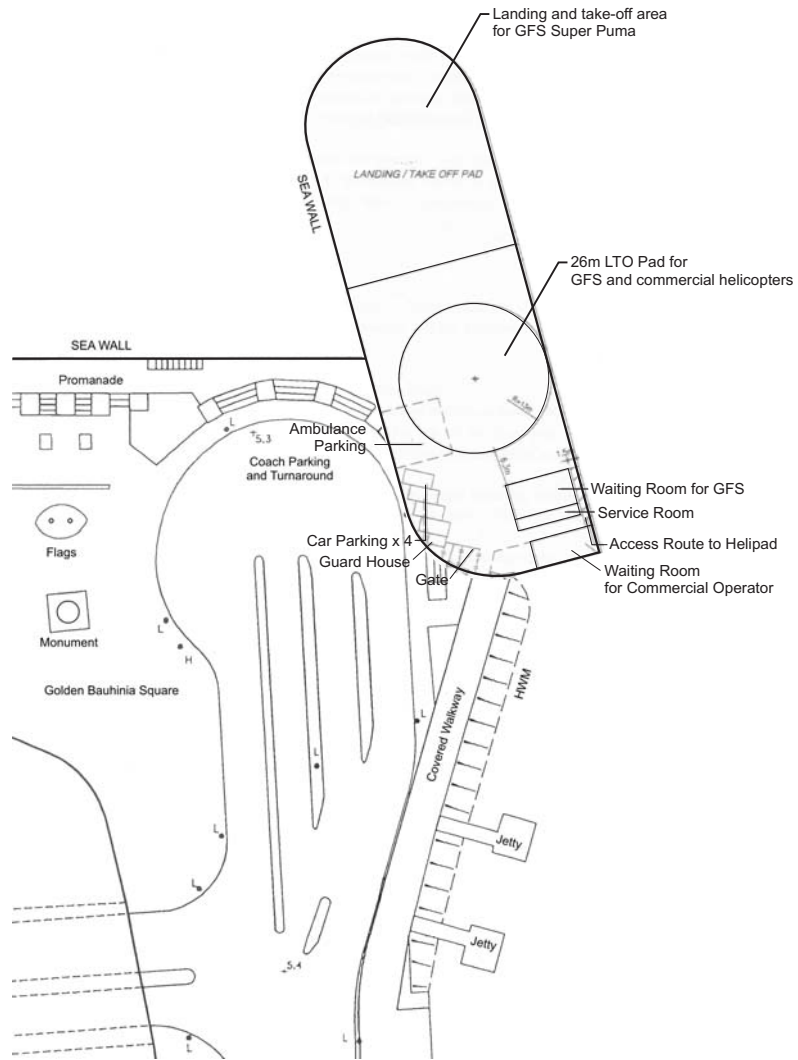


Comparison of Government and Hong Kong Regional Heliport Working Group (RHWG) Proposals for a Heliport at the H.K. Convention and Exhibition Centre

CRITERIA	GOVERNMENT PROPOSAL	RHWG PROPOSAL
Surface Area of Helipad	2,700 sq.m.	2,600 sq.m.
Facilities Provided	<ul style="list-style-type: none"> • One landing and take-off pad for GFS Super Puma (sub-standard dimensions). • One landing and take-off pad for commercial helicopters (26 metre diameter). • Separate waiting rooms for GFS and commercial operators. • Service room. 	<ul style="list-style-type: none"> • One landing and take-off pad for GFS Super Puma. • Three landing and take-off pads for smaller government and commercial helicopters. • Refuelling facilities. • Control tower for coordination of local air and marine movements. • Separate waiting rooms and operational facilities for both GFS and commercial operators. • Accessible public space (approximately 2,000 sq m.)
Comparable Resources to Former CBD Heliports	No. Only two pads provided. Former Tamar Central Heliport had five.	Yes. Four pads are sufficient for Hong Kong's long-term CBD heliport needs.
Suitable for Long-term Needs and Cross-Boundary Services	No. Size requires that movements by commercial operators are restricted. Domestic only.	Yes. Maximum flexibility for Hong Kong's long-term needs. Customs / immigration / quarantine facilities could be housed in the refurbished ferry terminal building.
Adverse Impact on Golden Bauhinia Square	Substantial. Removal of public viewing area and promenade (1,300 sq. m.), as well as public lavatories. Views to the East may be blocked by noise / wash barriers.	Minimal. The Working Group has solicited community views on how the adjacent area may be further opened up for enjoyment by the public.
Reclamation Required	According to the Government paper, no. However, engineering studies may suggest substantial refurbishment of the existing pier structure to render it suitable to support a heliport deck.	No. Could be built as a pier using four columns; or as floating pontoons with either minimal or no reclamation. Preliminary studies indicate that both approaches are practical alternatives to formation of an offshore island.
Integrated into a Vibrant Harbour-front. People-friendly Heliport for Residents and Visitors Alike	No. Popular promenade around the existing ferry building would be lost. Entire promontory will be a restricted access area, similar to the Tamar Central Heliport.	Yes. Promenade retained. Refurbished ferry terminal building can provide public interior facilities, amenities and roof-top viewing areas.
Fate of Ferry Terminal Building	Demolished.	Refurbished to provide harbour and people-friendly services for visitors to Golden Bauhinia Square, as well as serve as the heliport terminal.
Learned from Public's Views on Tamar Central Heliport	No.	Yes.
Lead Government Bureau	Led by Security Bureau, reflecting the narrow focus of Government's proposal.	Led by the Economic Development and Labour Bureau, to reflect the wide-ranging community, regional development and tourism needs the heliport serves.

Government Proposed Heliport *at the* Convention and Exhibition Centre



Hong Kong Regional Heliport *at the* Convention and Exhibition Centre

