

CB(1)801/05-06(03)

# The Save Kai Tak Campaign

## 救救啓德運動

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A holistic 3-DIMENSIONAL  
Land-Sea-Air development plan  
for  
the whole harbour & the  
legendary Kai Tak Airport

The success of Save Kai Tak Campaign's VISION in the KPR Stage 1: LAND

1. Multi-purpose Olympic Stadium
2. Open Space & green - Metro-park, Sung Wong Toi park, Runway park, Stadium park
3. Formula Race Track (re-located to Chek Lap Kok)
4. View Corridor to Lion Rock, Lei Yigo Shan, Lei Yue Mun, Mt. Parker
5. Environment: Building oriented SE to NW breezeways to enhance ventilation
6. Tourism node, Entertainment node
7. Sports/Recreation and Cultural activity facilities
8. Cycle Track - Victoria Park Cycle track
9. Pedestrian and walkway connections



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The success of Save Kai Tak Campaign's VISION in the KPR Stage 1: SEA


1. No reclamation
2. Harbour/Waterfront Promenade and Kai Tak Boulevard
3. Cruise Terminal (partial success - should be at Whampoa/North Point or Stone-cutters)
4. Island and waterfront living
5. Marina, water activity centres and leisure boat ride



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The success of Save Kai Tak Campaign's VISION in the KPR Stage 1: AIR

1. Aviation Runway Park with facilities of Aviation, Aviation Museum etc.
2. Preservation of the Kai Tak Control Tower
3. Helipad
4. Major Disappointment - government failed to realise the importance of a light aircraft runway for the development of the General Aviation industry as its self-sustainable contribution to the economy, employment, aviation human resource and national defence.



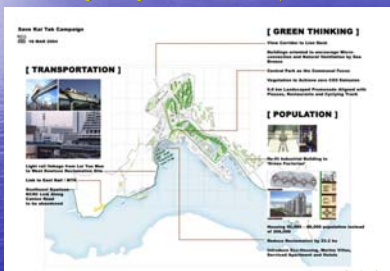
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The success of Save Kai Tak Campaign's VISION in the KPR Stage 1: Transport

Major disappoint in all the 3 concept plans  
- failure to use low CO2 emission public transports & complete dependence on fossil fuel

Our recommendation

1. light rail/mono rail (sight-seeing double benefit) linking up the whole Kai Tak promontory
2. light rail/mono rail (sight-seeing double benefit) to link up western rail and MTR



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## Objection to Cruise Terminal at Kai Tak

- displacing HK's only chance of General Aviation Industry development - Kai Tak Runway
- - a hard blow to HK's economic switch-over for employment and revenue
- Opportunity Cost - very expensive to lose G.A. industry and economy forever

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Objection to the Cruise Terminal at Kai Tak  
(Cont. 1)

- **A dog in the manger syndrome** – The DOG - cruise terminal can be at other better place than Kai Tak which is the only place for a runway for G.A.

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Objection to the Cruise Terminal at Kai Tak  
(Cont. 2)

- Better place for the Cruise Terminal
- Greater **water depth** & shelter
- already **established infrastructures** like mass transit, hotels, shopping centres, places needs economy revitalisation input, e.g. North Point, Whampoa, Stone-cutters, CLK, W. Kln.....available **sooner than 2010**.

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Objection to the Cruise Terminal at Kai Tak  
**Pollution to the whole SE Kowloon !!**

- A New Era Cruise Liner is a **mini-city** towering 22 stories high and the length of Lion Rock Road and is a **major pollutant generating monster !**

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Objection to the Cruise Terminal at Kai Tak  
(Cont. 3)

- **Noise pollution** – low + high Hz health damaging noise, main engines, electric generators, air-con, ventilation fans, kitchen burners, maintenance noise
- Low Hz – major health hazard

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**Pollution to the whole SE Kowloon !!**

- **Water pollution of 5,000 passengers and crew** : toilets, bath, pools, laundry, kitchen, deck washes, oil spills, lead based paints

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**Pollution to the whole SE Kowloon !!**

- **Air Pollution** – exhaust smoke fumes from huge engines, generators, bath & laundry, kitchens = 100,000 light aircraft per ship

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### Pollution to the whole SE Kowloon !!

- Ecological upset – the HULK reaching 11 stories below water surface huge water cooled engines, air-con, boilers, laundry, dish washers etc. raised the water temperature of the stagnant Kai Tak water leading to accelerated health threatening bacteria breeding & germ growth.

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### Pollution to the whole SE Kowloon !!

- Blocking of views and ventilation by 2 to 3 huge smoke, heat and noise generating monster to the planned Runway Park and open spaces violating the original concept of tourist lookout spot and view corridors (see photo on P. 27 of the Public consultation Digest)

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### 被遺忘了的規劃原則 Stage 1

- 以人為本的規劃原則 -> 忽視航空發展和航空界人仕的生存, 偏重地產郵輪業
- 保留地區性的文化及歷史 -> 忽視航空文化及歷史的延續和保存

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### 被遺忘了的規劃原則 Stage 1

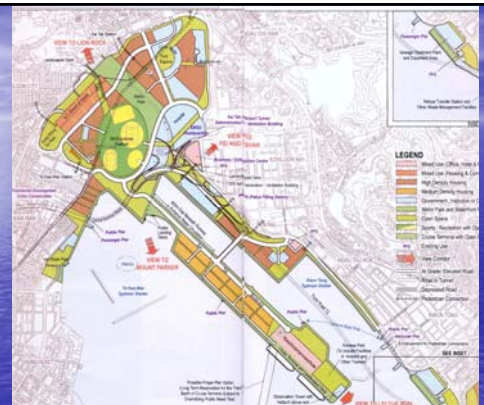
- 藉啓德未來發展改善該區生活質素 -> 自1920年已在啓德落地生根的原居民-香港飛行會及飛行員將會因啓德規劃的漠視而受到災難性的影響
- 應積極正視作出適當規劃及土地調配

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### Self-fulfilling Prophecy 自我應驗的預言

- 爲了應驗自己的預言而採取一切方法令預言成真 - 並非是事情的真象
- 預言郵輪碼頭可行便將所有城市規劃項目配合郵輪碼頭而排斥航空發展和小型飛機跑道

規劃錯配：  
不想你飛？！



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油蔴地碼頭和小跑道可共存-相輔相成

- 只須將油蔴地碼頭移後1,000米
- 成為亞洲獨有海陸空客貨運樞紐
- 共用CIQ 海關入境檢疫減低成本
- 放棄航空機會成本大於挖泥成本

鴛鴦政策和積極解決問題的取捨 ?!

- 漠視通用航空發展對經濟就業重要性
- 漠視普羅市民康樂休閒就業機會
- 偏重地產郵輪小部份人利益
- 規劃處應與飛行界通力合作
- 規劃應包容通用航空發展

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解決方案

- The HK General Aviation Centre 香港通用航空中心
- A multi-purpose complex in Kai Tak Inside the HK General Aviation Park. It will include RUNWAY facilities and accommodations for the following organizations:

1. Hong Kong Aviation Club
2. Tourist Flying Centre
3. Hong Kong Air Cadet Corps
4. University Aviation Training Centre
5. Hong Kong Museum of Aviation History
6. HK Parachute Clubs
7. HK Balloon Clubs
8. Gliding Clubs
9. Aero Modeling Clubs
10. Air Scouts
12. Other aviation oriented organizations, e.g. GAPAN AOPA

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澄清規劃的謬誤

- 小於一噸的螺旋槳小飛機與550噸噴射珍寶客機迥異, 不能混為一談, 誤導市民和規劃委會。
- 小飛機只在維港海上升降小跑道, 不飛越周边任何陸地
- 小跑道(799x18米)不妨礙其他基建
- 小飛機聲量比直升機小, 無噪音污染, 何解關財貴副處長規劃在啟德興建極度嘈吵之多引擎(噴射)商用直升機場而無噪音污染???
- 小跑道為全港人民服務, 提供機師訓練、航空教育、粵珠三角越程航空交通服務、小型飛機製造、提供就業機會、幫助經濟轉營、增加庫房收入, 培育香港天人才, 並非如關財貴副處長的謬誤, 謂只有少數飛行員得益。

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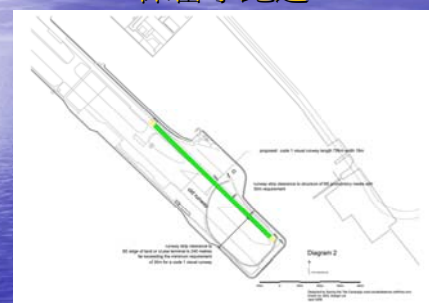
### 澄清規劃的謬誤

- 小飛機聲量比直升機小, 無噪音污染. 何解規劃處在啓德興建極度嘈吵之多引擎(噴射)商用直升機場而無噪音污染???

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### 保留小跑道



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The Benefit of a small Light Aircraft Runway for G.A.

- The proposed runway will provide a venue and opportunity for the development of
- General Aviation Industry/economy
- H.K. Light Aviation Centre
- a regional light aircraft communication hub for the Pan Pearl River Delta/South China
- pilot training & aviation education in Hong Kong" with the following benefits :

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The Benefit of a small Light Aircraft Runway for G.A.

- (a) providing ample employment opportunity (20,000++) in the general aviation industry for the people of Hong Kong,

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The Benefit of a small Light Aircraft Runway for G.A.

- (b) develop Hong Kong's human resources and expertise in aviation and aeronautics especially in pilot training and aviation education,

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The Benefit of a small Light Aircraft Runway for G.A.

- (c) providing substantial revenue for the government from various sources in general aviation, tourism and Pan Pearl River Delta light aviation traffic and transport

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The Benefit of a small Light Aircraft Runway for G.A.

- (d) providing one more solution in the field of general aviation to ameliorate the government's budget deficit. and

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The Benefit of a small Light Aircraft Runway for G.A.

- (e) **preserving Hong Kong's aviation heritage and promote Hong Kong's aviation culture,**

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The Benefit of a small Light Aircraft Runway for G.A.

- (f) **serving an important National Air Defence Reserve/Asset for China in the South,**

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The Benefit of a small Light Aircraft Runway for G.A.

- (g) **the co-existence of the light aviation airfield and cruise terminal** creating synergy in promoting the development of a tourism node as well as an **air-sea-land transportation hub** for Hong Kong and the Pan-Pearl River Delta area,

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The Benefit of a small Light Aircraft Runway for G.A.

- (h) **filling the gap between the slow land/sea transport and the expensive high end jumble jet travelling in the Pan Pearl River Delta and opening up the employment and revenue generation opportunity in this form of transportation for Hong Kong,**

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The Benefit of a small Light Aircraft Runway for G.A.

- (i) **providing a proactive planning and infra-structure in anticipation of the tremendous increase in cross-boundary light aircraft general aviation traffic** as a result of the close cooperation and integration between Hong Kong and the **Pearl River Delta** areas and the recent decreed by the Central Government opening up the sky of China for general aviation, and

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The Benefit of a small Light Aircraft Runway for G.A.

- (j) **enabling the cost-effective and maximised use of join CIQ facilities by the airport and cruise terminal**

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## Save a G.A. Runway for the People of Hong Kong

- It is your golden opportunity to save Kai Tak and preserve 799 metres of runway for a small airfield for light aircraft,
- for pilot training,
- for aviation education,
- for aviation related tourism,
- for the development a land-sea-air regional communication hub for the Pan Pearl River Delta and South China, as well as
- for the development of the general aviation industry.

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## 現成好例子 – 西澳洲



## 現成好例子 – 西澳洲



## 現成好例子 – 西澳洲



• Allan said, "The people of our city are grateful to city planners who allowed Langley Park to remain."

- 草地机场更可愛環保
- Thanks to Allan Churn, Perth, Western Australia for sending me the photos.
  - Francis Chin, Q.S., J.P.

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VR-HGV the Cambell Cricket Gyrocopter that flew along side with 747s in the 1970s  
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