



**SUBMISSION TO THE PANEL ON ECONOMIC DEVELOPMENT**

**FROM THE EXECUTIVE COMMITTEE OF THE AIRCREW OFFICERS ASSOCIATION (AOA EXCO)**

**HONG KONG INTERNATIONAL AIRPORT MASTER PLAN 2030**

The AOA Exco, the professional trade union that represents Cathay Pacific Airways' 2500-plus pilots worldwide, wholeheartedly endorses Option 2 of the Hong Kong Airport Authority's (HKAA) future development of Hong Kong International Airport (HKIA) Master Plan 2030 proposal.

Hong Kong is uniquely situated in the Pacific Rim and this location is a driving force behind HKIA being a dominant aviation hub. The strategic location of HKIA, and the ability for Cathay Pacific Airways to offer the level of service and frequency they currently provide, are both crucial elements in the current economic success of Hong Kong.

Asia is forecast to be the fastest growing aviation market worldwide for the foreseeable future and at some point will become the world's largest aviation market. In order to successfully address this challenging forecast, and stay near the top tier in terms of market share, Hong Kong must invest in the infrastructure at HKIA to keep pace with this growth by providing the requisite additional capacity in the coming years. Even now we receive reports of delays caused to landings and take-offs due to congestion at busy periods at CLK.

At the current predicted growth rate, HKIA will be unable to facilitate this increased need for capacity by 2020, and perhaps even earlier. Realistically, capacity can only be increased with the addition of another runway as presented in Option 2 of the Master Plan. If the window of opportunity to address this forecast capacity increase is allowed to slip by, and HKIA eventually becomes a slot restricted airport, the local economy will stagnate, Hong Kong will fall behind other progressive aviation hubs in the area in terms of economic prowess, and it is highly unlikely it will ever be able to regain the same level of success it currently enjoys.

The Cathay pilots support keeping Hong Kong as a strong economic force in Asia and we believe this can only be achieved by building the additional runway at HKIA. The challenges faced in an undertaking such as this are large indeed, but we are convinced that all of these challenges—the economic challenges, the construction challenges, and the environmental challenges—can be successfully addressed in this colossal task. In particular, if Option 2 is adopted and building of a third runway goes ahead, we would urge that "industry best practice" techniques that are the most environmentally friendly must be used.

As pilots we not only want to see Hong Kong succeed economically but we believe we are obligated to the travelling public to ensure that any new facilities constructed at HKIA meet the highest levels of safety and efficiency. We hereby commit to actively work with all parties to make HKIA the safest, most effective, most efficient and most environmentally sound airport in this part of the world.

John Findlay  
Assistant General Secretary, AOA Exco

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