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Hong Kong Dragon Airlines Limited

Presentation by Captain Peter Sanderson General Manager Operations

to Legislative Council Panel on Economic Development on Hong Kong International Airport Master Plan 2030

- My name is Peter Sanderson and I am the General Manager Operations for Dragonair. Firstly, I should like to thank the members for allowing me to speak on some of the operational issues with regard to the proposed 3R.
- Speaking on behalf of the company, Dragonair fully supports the construction of a third runway (3R) at CLK.
- The 3R will give HKIA the much needed extra capacity that will undoubtedly be required as the demand for air travel increases over the years ahead.
- Having a number of airport already in the region is not a reason to allow CLK to stagnate but exactly the opposite. Without doubt the 3R will be necessary in order that HKG keeps its competitive edge and to continue to offer passengers travel to destinations worldwide with a frequency of flights so necessary for business travellers.
- Much has already been said about the economic and social benefits the 3R would provide so I would to focus on some of the things that have been said or reported on that are not correct about the 3R.
- Terrain, specifically Tai Mo Shan, it has been said is a problem as it lies directly in the proposed approach path for the 3R. I would like to make it clear that despite this being the case, the proposed 3R, by design, is stepped back more westward than the two existing runways such that it meets all the terrain clearance criteria. In short, Tai Mo Shan is a non-issue as far terrain is concerned with the 3R.

- Meteorological conditions - there is no correlation between adverse weather conditions, such as windshear and the position of the proposed 3R. This runway will not be affected to any greater extent than those conditions which already affect the two existing runways. In fact, windshear and turbulence is likely to be less of an issue for the 3R as the proposed location is further away from the hills on Lantau.
- Airspace - Some have said that the need for a 3R is not necessary as a restructuring of the PRD airspace will solve the capacity problems. This is not the case. There is a limit to the number of movements per hour any rwy can handle and this is not determined by the airspace above the airfield but by separation on final approach. The 3R is required because CLK will reach capacity in terms of movements per hour by 2015 with a possible small improvement on this figure made possible by the new ATC system. The much needed extra capacity can only really come at CLK from having another runway. However, in order to be able to fully benefit from the 3R, it is true that an airspace restructuring is needed. Talks on airspace restructuring in the PRD have been taking place for the past seven years and we now have an agreed implementation date for the new airspace targeted between 2015 & 2020. This is well before the proposed 3R will be ready. In short, improving the airspace is not the solution to improve existing capacity at CLK and the already agreed airspace improvement plan will not limit the operational use of another runway.
- Noise – the 3R is not going to significantly impact on noise levels especially on built up areas. In fact the new increased navigation accuracy approaches using GPS will provide significant benefit by reducing night time noise levels by routing approaches away from built up areas. This, along with much quieter new generation of aircraft, such as the A350 & the B787, which will predominate at CLK, noise levels on built up areas will be reduced significantly as a whole.
- The huge market potential offered in the Asia Pacific region is apparent as demand for passenger and cargo air transport surges. Hong Kong has to act promptly to increase capacity by building a third runway. It is vital that HKIA keeps pace with the growing aviation trends in the region and acts to absorb the unfulfilled demand in air transport, which in turn can enhance not only the local aviation industry but Hong Kong's overall economic development. Failure to do so will result in the city losing its position as a key aviation hub in the region to other regional competitors that are eager and ready to expand.