

For Discussion
on 25 November 2002

Legislative Council Panel on Economic Services

Airport Authority Ordinance (Cap. 483): (Map of Airport Area) Order and (Map of Restricted Area) Order

Introduction

This paper briefs Members on our proposal for the Director-General of Civil Aviation (DGCA) to make the Airport Authority Ordinance (Map of Airport Area) Order and the Airport Authority Ordinance (Map of Restricted Area) Order (hereafter “the proposed Orders”). The proposed Orders will amend the boundaries of the Airport Area and Restricted Area of the Hong Kong International Airport (HKIA) to reflect new developments in these areas and to enable the Airport Authority to develop ferry services for transit passengers at the HKIA.

Background

2. Section 37 of the Airport Authority Ordinance (Cap. 483) provides that the DGCA, after consultation with the Airport Authority (AA), may by orders published in the Gazette describe and delineate by reference to a map the Airport Area and Restricted Area (extract of the Ordinance at **Annex A**). The maps are open for public inspection at the AA Headquarters.

Annex A

3. The purpose of delineating the Airport Area and Restricted Area is to facilitate the introduction of controls in these areas covering aspects such as public access, public order and conduct, road traffic and aircraft operations. These controls are effected through the Airport Authority Bylaw and are aimed at ensuring the safe and smooth operation of the HKIA.

4. The existing map for the Airport Area was made in January 1998. The Airport Area comprises an area at and in the vicinity of Chek Lap Kok where the HKIA is located as well as an area at and in the vicinity of Sha Chau where an aviation fuel receiving facility is situated. The existing set of maps for the Restricted Area was first made in February 1998 and updated twice in September 1999 and April 2000. The existing Restricted Area comprises the aircraft runways, taxiways, apron and parts of the Passenger Terminal Building (PTB). As a result of developments in the operation and facilities at the HKIA, there have been changes to these areas.

The Airport Area Map

5. The AA has recently removed a personnel landing facility in the northeast of the airport island. The Airport Area boundary no longer includes this facility and should be amended to reflect this change. A map showing the change is at **Annex B**.

Annex B

6. At present, the map for the Airport Area is in English only. In line with the bilingual maps for the Restricted Area, we need to introduce a bilingual map for the Airport Area as well.

The Restricted Area Map

7. As a result of the expansion of food and beverage outlets at Level 7 in the PTB and the establishment of a new coach waiting lounge at Level 3 of the PTB, there has been a reduction in the alignment of the Restricted Area. Two maps showing the changes are at **Annexes C & D** respectively.

Annexes
C & D

Proposed Ferry Services for Transit Passengers

8. As part of its efforts to improve the inter-modal connectivity of the HKIA to extend its passenger catchment area, the AA proposes to develop cross boundary ferry services between the HKIA and selected ports in the Pearl River Delta for transit passengers. To enable the introduction of an efficient and seamless air-sea link, these transit passengers have to be treated as if they were airside transit passengers thereby obviating the need for them to go through the normal customs and immigration clearance requirements relating to entry or departure when transiting through Hong Kong. A consequence of this arrangement is that the usual security procedures in the HKIA for airside transit passengers will have to be applied. One major aspect of such procedures is that transit passengers will have to remain in the airport's Restricted Area during the transit. Hence, the AA will have to ensure that during the proposed air-sea transit, passengers will stay within the Restricted Area of the HKIA when they are transferred between the PTB and the ferry terminal to continue their onward journey by air or by ferry. In order to achieve this, both the existing ferry terminal and the proposed road

connecting the ferry terminal with the current Restricted Area of the PTB will need to be designated as Restricted Area and equipped with adequate security features including fence, access control posts and closed circuit TVs. The AA plans to start work on the ferry terminal and the connecting road soon and hopes to complete this in the first half of 2003. A map showing the existing ferry terminal and proposed connecting road to be included in the Restricted Area is at **Annex E**.

Annex E

9. Separately, the Secretary for Security will need to amend the Immigration (Anchorage and Landing Places) Order, subsidiary legislation under the Immigration Ordinance (Cap. 115), to designate the ferry terminal as an additional approved immigration anchorage. The Security Bureau will take necessary action in this regard.

Proposed Orders

10. The DGCA plans to make the proposed Orders in December 2002 under section 37 of the Airport Authority Ordinance to effect the changes to the Airport Area map and Restricted Area map as mentioned in paragraphs 5 to 7 and to include the existing ferry terminal and proposed connecting road in the Restricted Area as mentioned in paragraph 8. The proposed Orders are subsidiary legislation subject to negative vetting by the Legislative Council under section 34 of the Interpretation and General Clauses Ordinance (Cap. 1). We plan to bring the changes into effect in phases:

- (a) changes to the Airport Area and Restricted Area as mentioned in paragraphs 5 to 7 will enter into effect upon the expiry of the negative vetting period; and
- (b) inclusion of the existing ferry terminal and proposed connecting road in the Restricted Area will enter into effect on a date to be appointed by the DGCA. This will enable DGCA to choose the most appropriate commencement date taking into account the expected completion of the necessary works by the AA and the introduction of the transit passenger ferry services.

The existing Map of Airport Area Order and Map of Restricted Area Order will be repealed upon the entry into force of the proposed Orders.

Views Sought

11. Members are invited to give their views and support the above proposals.

Economic Development and Labour Bureau/
Civil Aviation Department
November 2002

雙語法例資料系統
Bilingual Laws Information System

English	繁體	簡体	繁體 Gif	簡体 Gif
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Section of Enactment				
Chapter : 483	Title :	AIRPORT AUTHORITY ORDINANCE		Gazette Number :
Section : 37	Heading :	Map of Airport Area etc.		Version Date : 30/06/1997

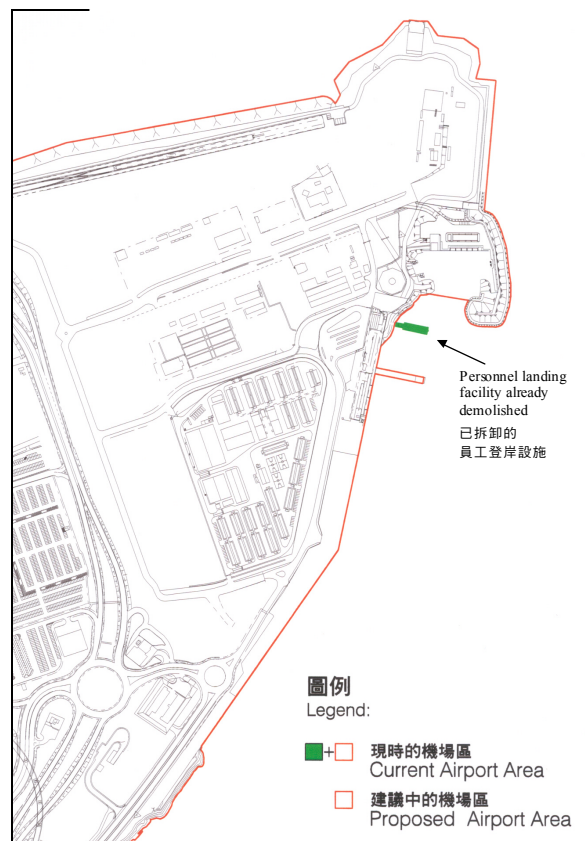
(1) The Director, after consultation with the Authority, may by an order published in the Gazette describe and delineate by reference to a map (a copy of which shall be made available by the Authority for public inspection at any reasonable time) the Airport Area and the Restricted Area.

(2) Unless the contrary is proved, an order under this section shall, for the purposes of this Ordinance or any legal proceedings (including a prosecution under this Ordinance), be taken to indicate accurately the location, extent and boundaries of any area thereby described and delineated.

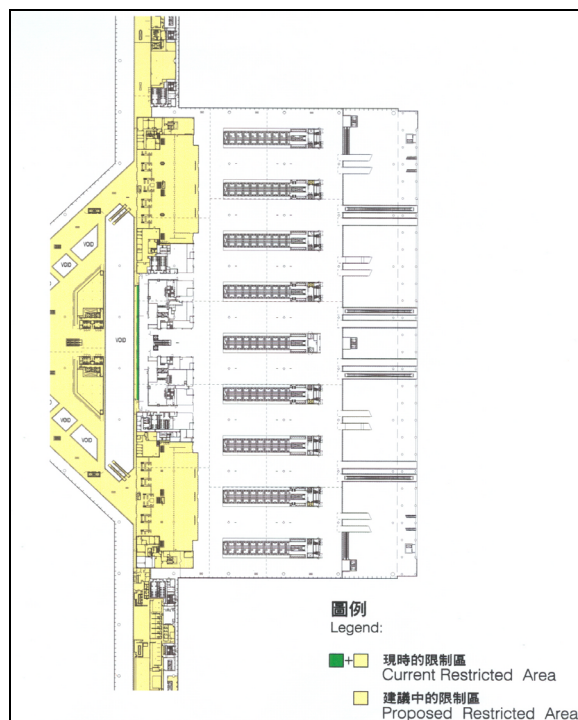
(Enacted 1995)

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附件 B
Annex B

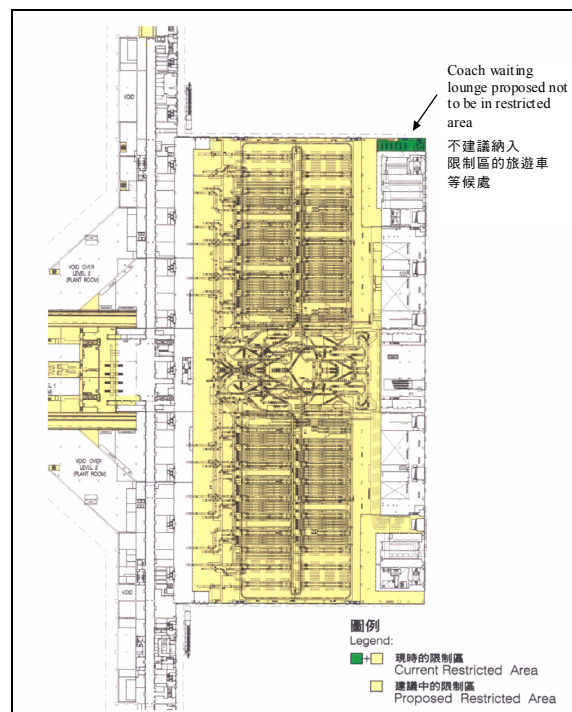


客運大樓第七層
Level 7, Passenger Terminal Building



附件 D
Annex D

客運大樓第三層
Level 3, Passenger Terminal Building



附件 E
Annex E

