


CB(1)139/05-06(01) 1/10

A HELIPORT FOR HONG KONG




The heliport is not a short-term commercial opportunity . . . It is an AIR BRIDGE connecting the PRD and Hong Kong . . . infrastructure as important as ferry links, railways, tunnels or bridges.

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CROSS-BOUNDARY - SINGLE ENGINE TRAFFIC THE KEY ISSUE

- Designating the heliport for domestic use only, as government suggests, precludes single-engine cross-boundary operations from the CBD.
- 85% of the world's commercial helicopters are single-engine - the most viable and affordable option.
- There is considerable interest from Mainland authorities for enhanced connectivity within the PRD.



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CAPACITY - 2 Pads Inadequate!



5-pad Central Heliport Closed Nov 2003 (9,700sq m)

Government's inadequate 2-pad proposal (2,700sq m)

- Government's case for 25,000 (GFS / commercial) movements per year for 2 pads is flawed.
- In 2003 alone, 16,500 movements were reported to Legco by government at the 5-pad Central Heliport.
- Industry experience shows that the proposed 2-pad heliport will only permit approx. 14,000 movements per annum, which is clearly inadequate, and does not even meet past needs, let alone future requirements!

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FEEDBACK ON OUR PARTICIPATION IN THE PUBLIC ENGAGEMENT PROCESS

Harbourfront Enhancement Committee: Initial support has been expressed by some members of the Wan Chai Development Phase II Review Sub-committee. We have been invited back to the next HEC meeting on 26 October to continue discussions.

Islands District Council: No strong views but preferred our proposal because they felt that 4 pads were better than 2.

Wan Chai District Council: Objected to any permanent heliport in Wan Chai but was prepared to reconsider their position in the context of an overall review of the planning of the Wan Chai District.

Town Planning Board: Critical of government for not providing plans or illustrations of what the future heliport would look like. Our proposals were not discussed.

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NO RECLAMATION . . . we fully agree!

- Our proposals do **not** rely on reclamation.
- Legal counsel advises that piers do **not** contravene the Protection of Harbour Ordinance.
- Floating pontoons, also considered by government for the cruise ship terminal, do **not** contravene the ordinance.
- The proposed heliport will **not** result in any permanent alteration to the shoreline.
- We propose a decommissioning plan for piers or pontoons. These are **not** permanent structures.



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As to

NOISE

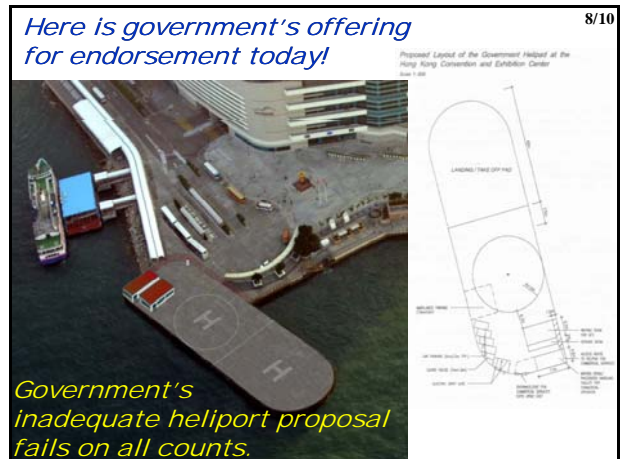
- Renowned consultants Mott Connell conducted independent noise tests, with **community participation**.
- Helicopter noise at the proposed site is generally **no greater** than urban ambient noise.
- The proposed heliport location is at the **greatest distance** from residential areas.

ENVIRONMENT 7/10



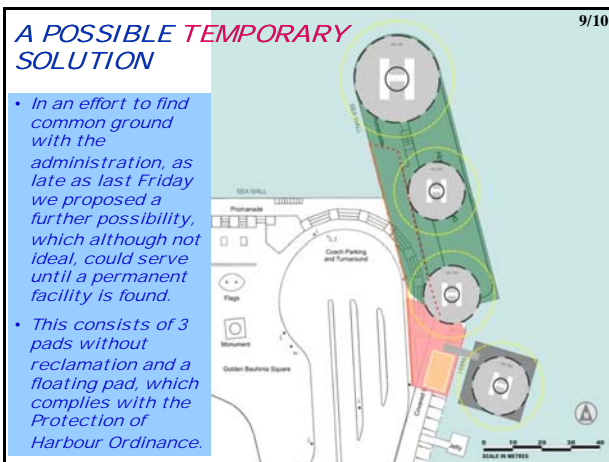
- The Golden Bauhinia Square is a popular landmark.
- Retention of the ferry terminal building minimizes noise impact and preserves the surrounding amenity and environment.

Here is government's offering for endorsement today! 8/10



Government's inadequate heliport proposal fails on all counts.

A POSSIBLE TEMPORARY SOLUTION 9/10



- In an effort to find common ground with the administration, as late as last Friday we proposed a further possibility, which although not ideal, could serve until a permanent facility is found.
- This consists of 3 pads without reclamation and a floating pad, which complies with the Protection of Harbour Ordinance.

Clearly the preferred choice for Hong Kong 10/10



Please do not allow Hong Kong to be short-changed by agreeing to inadequate fixes.