

**HONG KONG INTERNATIONAL AIRPORT MASTER PLAN 2030
A VIEW FROM HONG KONG BUSINESS AVIATION CENTRE**

The Hong Kong Business Aviation Centre (HKBAC) fully supports the construction of a third runway at Hong Kong International Airport (HKIA). In a globalized economy, it is cities with the most international outlook and most efficient communications that will prosper. Hong Kong is one of them, but it must continue to invest in order to retain and reinforce this leading role.

Business aviation is well established in North America and Western Europe, but relatively young in this part of the world. It is young, but growing rapidly, driven by essentially the same dynamic – the need for business decision makers to cover long distances in the shortest possible time.

Opened in 1998, movements of business aircraft through HKBAC have grown exponentially to reach nearly 5,800 in 2010. The majority of these, around 85%, are flights within the region, of which slightly more than half involve flights into or out of China. Forty business aircraft are now based in Hong Kong. They cater for the growing number of entrepreneurs, investors and bankers looking for a fast and flexible way to meet clients around the region. Many foreign businessmen now choose to fly into Hong Kong on commercial airlines, but then to switch to private charters in order to maximize use of their time when visiting multiple locations, particularly in the mainland.

Dedicated Customs, Immigration and Quarantine services at HKBAC ensure security while minimizing delays on arrival and departure. Similarly, co-location of business aviation chartering, management, maintenance and supporting services firms provide customers with both convenience and choice. Space is, however, becoming a constraint.

The current HKBAC facility comprises a terminal building and two aircraft hangars together with a parking apron. Construction of a third hangar has just begun, but apron parking space is limited. Increasingly, as business travel becomes more popular, visiting aircraft must be diverted to park at remote locations. This is obviously inconvenient, but because HKBAC is sandwiched between two existing Government facilities it is not possible to expand the apron area.

Like HKIA itself, HKBAC has consistently won industry awards for excellence, but it cannot afford to sit on these laurels. It must expand and improve in order to meet demand and constantly rising service level expectations. A third runway will be important for maintaining HKIA's hub role for both passengers and cargo. At the same time, HKBAC sincerely hopes that the HKIA will use the opportunity presented by the development of the third runway to rationalize the lay out of existing facilities and make more room for the expansion of this dynamic high-end market segment.