



27 June 2014

The Hon James TIEN Pei-chun, GBS, JP
Chairman
Panel on Economic Development
Legislative Council

(By Email: mjylee@legco.gov.hk)

Dear Mr. Tien,

HAFFA Views on the Third Runway Project in the Hong Kong International Airport (HKIA)

Reference is made to your email regarding the Panel on Economic Development Meeting on 14 July 2014. Having duly deliberated the matter at our Executive Committee, on behalf of HAFFA, I am writing to submit our considered views on the Third Runway Project in the HKIA and the Environmental Impact Assessment Report put forwarded by the Airport Authority Hong Kong (AAHK) for your consideration.

HAFFA is in principal in support of the third runway system. This project is both an essential and urgent measure crucial to maintaining the Hong Kong's competitive aviation logistics edge. However, we would like to point out additional insight by the association as set out below:

1. Demand Projection

In view of the current capacity of HKIA is going to reach its saturation between 2018 and 2020 based on the current trend in terms of Air Traffic Movement (ATM), as well as passenger and air cargo throughput, the Third Runway would be required to accommodate future growth in passenger and cargo demand, ensuring Hong Kong's position as the world's leading air cargo hub. In result, we should do whatever possible to accelerate the approval process to avoid further delay of completion date which is now planned in 2023. As mentioned in our previous submission, we should by all means to also consider implementing a comprehensive reclamation plan to allow construction of a fourth runway when needed.

2. Environmental Concern

a. Aircraft noise and Health Impact

We agreed to the mitigation proposed by the AAHK, however we would like to know more about following:

- The restriction of operation and safety consideration in case of requiring departures to take the southbound route via West Lamma Channel during the east flow at night between 23:00 and 06:59.
- If based on the current weather and operation environment, what is the likelihood of not being able to implement such mitigation?
- The assumption of 95% of flights may preferentially use the new Track 6 instead of existing straight-in tracks?
- What are the requirements of flight to perform such mitigation?

- How many percent that the current flights in and out of Hong Kong are able to reach this requirement?
- What is the current scenario of wind condition to implement a preferential runway use program?
- How often the program would be affected by using the current wind condition data of HKIA?

b. Air Quality Impact

The initiatives of air quality program of HKIA are adequate in particular to requiring all airside saloon vehicles to be electric by end-2017 and banning the use of APU for all aircraft at frontal stands by end-2014 which would be able to substantially reduce the overall emission at the airport. In addition, we noticed the compliance of the operational air quality impact within 5 km of the project boundary, which shall avoid degrading the overall air quality of the neighborhood district.

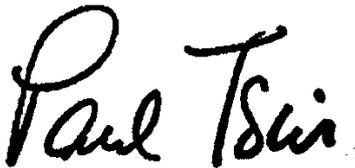
c. The Chinese White Dolphins and Marine life Impact

The mitigation of overall marine life impact by employing non-dredge method (DCM) in the reclamation land formation and diverting the existing submarine aviation fuel pipelines by using the HDD method and the submarine 11 kV cables by using direct bury method with field joint are adequate, and literature review and field surveys in relation to the evaluation of the ecological value for the intertidal, sub-tidal soft bottom and hard bottom, and marine water habitats within the proposed land formation footprint as well as the survey artificial seawall of the existing airport island, species diversity and evenness were found to be moderate-low. We are also welcome to the suggestion to reflect our previous view in the formation of Marine Park in the area around the Brothers, Sha Chau, and Lung Kwu Chau. However, there are arguments in the literature review between the AAHK and some of the environmental protection groups whether the Chinese White Dolphins shall return to the construction sites after the completion of project. AAHK should provide further explanation and evident to those environmental protection groups to ease their worries.

Should you require further information / clarifications, please feel free to contact the undersigned or Ms. Alice Lui at 2796 3121.

Thank you for your attention.

Yours sincerely,



Ir. Dr. Paul Tsui
Chairman
HAFFA

Cc: HAFFA Executive Committee and Policy Sub-committee