



Hong Kong Airline Pilots Association

香港民航機師總會

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Hong Kong's Airline Pilots Support Construction of Third Runway at HKIA

The Hong Kong Airline Pilots Association (HKALPA) is a professional, non-commercial association with the mandate to promote flight safety, professionalism and the interests of its members. HKALPA is the representative body for airline pilots in professional and technical matters within Hong Kong and internationally through our membership of the International Federation of Air Line Pilots' Associations (IFALPA). HKALPA conditionally supports the construction of a third runway at Hong Kong International Airport (HKIA), and we commit our continued cooperation in the process to ensure that flight safety and environmental issues are given high priority.

Asia is forecast to be the world's fastest growing aviation market and is set to eventually become the world's largest. Hong Kong's future position can only be realized through investment in additional infrastructure to support this magnitude of sustainable growth. As the existing runway configuration approaches maximum capacity, aircraft are being forced to fly extended arrival and departure procedures, including 'race-track' holding patterns, that result in increased fuel burn and consequential increases in carbon emissions. HKIA is already congested at peak times, and more flights are operating during the late night/early morning hours, worsening noise pollution. Only by constructing a third runway can HKIA realistically increase capacity to meet future needs.

HKALPA cautions, however, that any additional runway and corresponding infrastructure requires rationalization of the airspace surrounding HKIA, especially to the North and West of the proposed new runway so as to allow new and efficient arrival and departure procedures to be designed. Comments from various groups have cited altitude restrictions for flights entering and leaving Chinese airspace as one of the contributing factors for capacity saturation in HKIA. HKALPA believes that would only affect the efficiency of Hong Kong airspace and relevant flights, however the capacity of HKIA is in fact limited by wake turbulence separation for arriving and departing aircraft and also restrictive airspace and terrain surrounding HKIA. Marginal capacity increase can be obtained by bigger aircraft but substantial increase can only be achieved by new runway and efficient procedures. HKALPA therefore believes the rationalization of the Hong Kong airspace must be given equal priority to the addition of a third runway to effectively increase capacity at HKIA. Without the rationalization of surrounding airspace and the associated departure and arrival routing reformation, the capacity and potential of the 3rd runway cannot be fully liberated.

HKALPA further recognizes that Hong Kong's economic success must be balanced against the environmental challenges and that all development should be sustainable. With rationalization of the surrounding airspace, HKIA will be able to adopt new arrival and departure procedures that will enable more fuel-efficient and noise mitigating flight paths to



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be constructed while ensuring flight safety. These new procedures can be implemented using satellite-based technologies that alleviate the need to construct additional ground-based navigation facilities. Efficient approach strategies that minimise noise impact as well as reducing emissions, however, still require the airfield to have the capacity to accommodate the volume of air traffic. Without a third runway, air traffic in Hong Kong airspace will become less and less efficient, costing both the environment and the industry.

The aviation industry itself has made huge efforts in advancing technology in both airframe and engine manufacture, contributing to significant improvements in fuel efficiency, noise levels and emission reduction. Last year, the International Civil Aviation Organisation's (ICAO) Committee on Aviation Environmental Protection (CAEP) has made important progress, delivering agreement on the certification procedures supporting a new CO₂ standard for aircraft, as well as a new global noise standard that will result in quieter skies and airports. The new CO₂ certification procedures represent another step towards a practical and comprehensive CO₂ standard for aircraft. As well as its ongoing efforts towards improving aviation CO₂ emissions, ICAO additionally through the Committee on Aviation Environmental Protection has reached consensus on a new aircraft noise standard. The agreed new noise standard will be 7EPNdB below ICAO's current standard and will be applicable to new-design aircraft entering into service from 2017 and from 2020 for the lower weight aircraft. With the right technologies and planning, it is possible to build the extra capacity at HKIA with neutral growth in noise and emission levels.

HKALPA believes that the construction of the third runway, along with rationalization of the Hong Kong airspace, will enhance both flight safety and efficiency benefiting the traveling public, environment and industry. HKALPA, in partnership with the Civil Aviation Department and the Airport Authority will ensure HKIA remains one of the safest and most efficient airports in the world.

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