

立法會
Legislative Council

LC Paper No. CB(4)1193/15-16
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by the Administration and
Airport Authority Hong Kong)

Ref : CB4/HS/1/14

**Subcommittee to Follow Up Issues Relating to the Three-runway System at
the Hong Kong International Airport**

**Minutes of the ninth meeting
held on Saturday, 21 May 2016, at 9:00 am
in Conference Room 2 of the Legislative Council Complex**

- Members present** : Hon Andrew LEUNG Kwan-yuen, GBS, JP (Chairman)
Hon Dennis KWOK (Deputy Chairman)
Hon CHAN Kam-lam, SBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Dr Hon Kenneth CHAN Ka-lok
Dr Hon KWOK Ka-ki
Hon SIN Chung-kai, SBS, JP
Hon TANG Ka-piu, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon Alvin YEUNG Ngok-kiu
- Members absent** : Hon Albert HO Chun-yan
Hon LEE Cheuk-yan

Hon Abraham SHEK Lai-him, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Dr Hon LAM Tai-fai, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Elizabeth QUAT, JP
Hon Martin LIAO Cheung-kong, SBS, JP

**Public officers
attending**

: Agenda item I

Transport and Housing Bureau

Mr Andy YAU Pak-hang, JP
Head (Airport Expansion Project Coordination
Office)

Mr Wallace LAU Ka-ki
Deputy Secretary for Transport and Housing
(Transport) 4

Civil Aviation Department

Mr Kevin CHOI
Deputy Director (Special Duties)

Mr Raymond NG Che-on
Chief Safety Officer
(Airport & Safety Regulation)

Mr Samuel NG
Senior Evaluation Officer (1)

Airport Authority Hong Kong

Mr Kevin POOLE
Executive Director, Third Runway

Mr William LO Chi-chung
Executive Director, Finance

Mr Tommy LEUNG King-yin
General Manager, Projects

**Attendance by
invitation:**

Agenda item I

Hong Kong Tourism Industry Employees General
Union

Mr LAM Chi-ting

Hong Kong Certified Tour Escort Association

Mr CHAN Siu-lun
Chairman

Mr TSE Yuet-houn

Outlying Islands Women's Association

Ms CHOW Chuen-heung
Chairman

Hong Kong Economic & Trade Association

Mr YEUNG Chi-tit
Vice President

Hong Kong Industrial & Commercial Association
Limited Islands Branch

Mr NG Siu-yuen
Founding Chairman

People's Aviation Watch

Mr LAM Chiu-ying

Mr FU Ka-ho

Mr WONG Wai-kit
Tsuen Wan District Councillor

Liberal Party Youth Committee

Mr Mark FU
Vice Chairman

Miss TSE Kwei-ying

Mr AU Chun-chung

Liberal Party

Mr SHIU Ka-fai
Vice Party Chair

Cathay Pacific Airways Flight Attendants Union

Ms CHOI Yan-ling
Executive Committee

Hong Kong Dragon Airlines Flight Attendants
Association

Miss Rebecca SY
Chairperson

Hong Kong Tianjin Women Association

Ms Janice KWAN Wing-kum
Chairman

Hong Kong Construction Professionals Association

Mr LAU Chi-wan
Committee Member

JCI Lantau

Mr LAW Kwan-ping
Member

Tai O San Tau Village

Mr TSE King-tin
Indigenous Inhabitants Representative

Mr LUN Chi-wai

Cathay Pacific Airways Limited

Mr Prian CHAN Pak-hon
Assistant Environmental Manager

Cathay Pacific Services Limited

Mr YUEN Wing-ching
Head of Finance

Hong Kong Dragon Airlines Limited

Mr LAU Kai-chi
General Manager International Affairs

Pichia Sister

Cathay Pacific Catering Services (HK)
Limited

Mr WONG Yiu-cheong
Financial Controller

AHK Air Hong Kong Limited

Mr Teddy LEE Yiu-chung
General Manager Commercial

Board of Airline Representatives Hong Kong

Mr Wyn LI
Executive Committee Member

Miss YAU Wai-ching

Hong Kong Airport Services Limited

Miss Jodi KWOK Chui-man
Head of Human Resources

第三條跑道德紀律委員會

Mr Baggio LEUNG Chung-hang
雜務員

Green Sense

Mr TAM Hoi-pong
Chief Executive (Voluntary)

Clerk in attendance : Miss Mary SO
Chief Council Secretary (4)2

Staff in attendance : Miss Joyce CHING
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Vivian YUEN
Legislative Assistant (4)2

Action

I. Receiving public views on the Three-runway System Project at the Hong Kong International Airport

- | | | |
|--------------------------------------------------------------------|----|----------------------------------------------------------------|
| LC Paper No. CB(4)921/15-16(01)
(<i>Chinese version only</i>) | -- | Submission from People's Aviation Watch |
| LC Paper No. CB(4)921/15-16(02)
(<i>Chinese version only</i>) | -- | Submission from Mr AU Chun-chung |
| LC Paper No. CB(4)921/15-16(04)
(<i>English version only</i>) | -- | Submission from Board of Airline Representatives Hong Kong |
| LC Paper No. CB(4)921/15-16(06)
(<i>Chinese version only</i>) | -- | Submission from Hong Kong Tianjin Women Association |
| LC Paper No. CB(4)921/15-16(08)
(<i>Chinese version only</i>) | -- | Submission from Cathay Pacific Airways Flight Attendants Union |

- LC Paper No. CB(4)921/15-16(09) -- Submission from Hong Kong
(Chinese version only) Dragon Airlines Flight Attendants Association
- LC Paper No. CB(4)921/15-16(10) -- Submission from Hong Kong
(Chinese version only) Cabin Crew Federation
- LC Paper No. CB(4)921/15-16(11) -- Submission from Ms LAW
(Chinese version only) Mei-mei
- LC Paper No. CB(4)921/15-16(12) -- Submission from Mr LUN
(Chinese version only) Chi-wai
- LC Paper No. CB(4)921/15-16(13) -- Submission from Miss TSE
(Chinese version only) Kwei-ying
- LC Paper No. CB(4)921/15-16(14) -- Submission from Green Sense
(Chinese version only)
- LC Paper No. CB(4)921/15-16(15) -- Submission from JCI Lantau
(English version only)
- LC Paper No. CB(4)1001/15-16(01) -- Submission from Mr TSE
(Chinese version only) Yuet-houn
- LC Paper No. CB(4)1001/15-16(04) -- Submission from Hong Kong
(Chinese version only) Construction Professionals Association
- LC Paper No. CB(4)918/15-16(05) -- Submission from Miss
(Chinese version only) Melonie CHAU
- LC Paper No. CB(4)918/15-16(06) -- Submission from Mr Daniel
(English version only) TSANG Ying-cheuk
- LC Paper No. CB(4)918/15-16(07) -- Submission from Hong Kong
(English version only) Aircraft Engineering Company Limited
- LC Paper No. CB(4)918/15-16(08) -- Submission from Airport
(English version only) Freight Forwarding Centre Co. Ltd

- LC Paper No. CB(4)918/15-16(09) -- Submission from Mr LAM
(Chinese version only) Chiu-ying
- LC Paper No. CB(4)918/15-16(10) -- Submission from Hong Kong
(English version only) Institution of Highways and
Transportation
- LC Paper No. CB(4)918/15-16(11) -- Submission from Mr Singa LO
(Chinese version only)
- LC Paper No. CB(4)918/15-16(12) -- Submission from HongKong
(English version only) Association of Freight
Forwarding and Logistics Ltd
- LC Paper No. CB(4)918/15-16(13) -- Submission from The Chinese
(Chinese version only) General Chamber of
Commerce
- LC Paper No. CB(4)918/15-16(14) -- Submission from China
(English version only) Aircraft Services Limited
- LC Paper No. CB(4)918/15-16(15) -- Submission from Airline
(English version only) Operators' Committee Hong
Kong
- LC Paper No. CB(4)918/15-16(16) -- Submission from Hong Kong
(English version only) Airline Service Providers
Association Limited
- LC Paper No. CB(4)918/15-16(17) -- Submission from Hong Kong
(English version only) Air Cargo Terminals Limited
- LC Paper No. CB(4)918/15-16(18) -- Submission from Tradeport
(English version only) Hong Kong Limited
- LC Paper No. CB(4)918/15-16(19) -- Submission from Worldwide
(English version only) Flight Services
- LC Paper No. CB(4)921/15-16(03) -- Submission from Construction
Industry Council
- LC Paper No. CB(4)921/15-16(05) -- Submission from
(Chinese version only) Youngspiration

- LC Paper No. CB(4)921/15-16(07) -- Submission from Mr AU-YEUNG Kwok-wah
(Chinese version only)
- LC Paper No. CB(4)925/15-16(03) -- Submission from Federation of Hong Kong Industries
(Chinese version only)
- LC Paper No. CB(4)925/15-16(05) -- Submission from HK Conservation Association
(Chinese version only)
- LC Paper No. CB(4)925/15-16(06) -- Submission from O Brave New Hong Kong
(English version only)
- LC Paper No. CB(4)925/15-16(07) -- Submission from 民主新香港
(Chinese version only)
- LC Paper No. CB(4)1001/15-16(02) -- Submission from Miss YUEN Choi-wah
(Chinese version only)
- LC Paper No. CB(4)1001/15-16(03) -- Submission from Real Hong Kongers View
(Chinese version only)
- LC Paper No. CB(4)1027/15-16(01) -- Submission from Outlying Islands Women's Association
(Chinese version only)
- LC Paper No. CB(4)1027/15-16(02) -- Submission from Mr LAW Kwan-ping
(Chinese version only)

The Subcommittee deliberated (index of proceedings attached at **Annex**).

The Administration's response to the views expressed by deputations at the meeting

2. Deputy Secretary for Transport and Housing 4 ("DSTH4") said that:

Enhancement of the capacity of Hong Kong International Airport ("HKIA") under the existing Two-runway System ("2RS")

- (a) a working group had been set up between the Government and the Airport Authority Hong Kong ("AAHK") to look into ways on increasing the runway capacity of HKIA under the existing 2RS and before the full commissioning of the Three-runway System ("3RS") without compromising the compliance of the relevant conditions stipulated in the Environmental Permit ("EP") for the

3RS project granted by the Director of Environmental Protection on 7 November 2014. The working group's preliminary assessment was that only marginal increase could be added to the existing runway capacity of HKIA which was capped at 68 air traffic movements ("ATMs") per hour, and hence could not obviate the need of expanding HKIA into a 3RS to achieve 102 ATMs per hour in the long run to meet future traffic growth;

Manpower at HKIA

- (b) to better attract/enable people, such as those from the Tung Chung area, to work at HKIA under 3RS, the Government, on the advice of the Lantau Development Advisory Committee established by the Chief Executive in January 2014, was, amongst others, studying ways to enhance transport connection to HKIA from other parts of Hong Kong including Tung Chung; and

Noise mitigation measures

- (c) to mitigate the impact of aircraft noise on residents of Ma Wan during the 3RS operation, AAHK was required under the EP for the 3RS project to implement a series of noise mitigation measures, including putting the existing South Runway on standby where possible at night between 2300 hours and 0659 hours; phasing out noisier aircraft with reference to international practice; and adopting the Continuous Descent Approach for all aircraft on approach to HKIA from the northeast between 2300 hours and 0700 hours. The Government would closely monitor the compliance of all noise mitigation measures stipulated in the EP for the 3RS project by AAHK.

3. Deputy Director (Special Duties) said that:

- (a) the 86 ATMs per hour stated in the 1992 New Airport Master Plan ("NAMP") was a theoretical projected runway capacity of a 2RS made on the premise that HKIA at Chek Lap Kok could operate in a constraint-free environment. As explained at the previous meetings of the Subcommittee, both NAMP and the subsequent consultancy studies by the Washington Consultancy Group and the National Air Traffic Services ("NATS") confirmed that what really limited HKIA's runway capacity from achieving the high-end hypothesized traffic projection mentioned in NAMP was the entire stretch of North Lantau terrain. Following the report of NAMP, the Civil Aviation Department ("CAD") engaged Washington

Consulting Group in 1994 to conduct in-depth study of air traffic control operations, surrounding terrain and airspace conditions etc. to design the flight procedures for HKIA at Chek Lap Kok in accordance with the ICAO standards. The study confirmed that, due to constraints under the surrounding terrain, the maximum capacity of the two runways at HKIA was no more than 63 ATMs per hour. In 2008, AAHK commissioned NATS to conduct the "Airspace and Runway Capacity Study" for HKIA. Taking into account the latest Air Traffic Control technology and international standards, NATS confirmed that the capacity of the existing two runways at HKIA could be increased to 68 ATMs per hour which was the practical maximum capacity that HKIA was operating currently;

- (b) the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)", drawn up by the Civil Aviation Administration of China, CAD of Hong Kong and the Civil Aviation Authority of Macao SAR ("the Tripartite Working Group ("TWG")) in 2007 ("the 2007 Plan"), had taken into account the operational need of 3RS of HKIA, as well as the planned development of other key airports in the PRD region. Based on the flight procedure design of the key airports in the region, the objective of the 2007 Plan was to optimize the utilization and management of the Pearl River Delta ("PRD") airspace, for the mutual benefits of the five major airports in the PRD region with an ultimate aim to increase the runway capacity of each individual airport. This had formed the basis for achieving the target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA taking into account the current technology. Since the 2007 Plan was a government-to-government agreement and contained sensitive information concerning other airports, it had to be kept confidential;
- (c) it was a misunderstanding that upon the full implementation of the 3RS, the flight tracks would result in inadequate spacing between aircraft and would be unsafe. The overarching objective of the 2007 Plan was to optimize the utilization and management of PRD airspace, in a safe and efficient manner, for the mutual benefits of the five major airports in the PRD region, including the future flight procedures under the 3RS operation to achieve the 102 ATMs per hour. Aviation safety was the priority of the TWG and the safety regulations on airspace management set out by the ICAO would be strictly adhered to. Flight safety would never be compromised; and

- (d) it was an international practice to implement a new Air Traffic Management System ("ATMS") in phases, which would involve a slight decrease in the number of daily movement during the early phase of system implementation, to ensure aviation safety. The airlines had been consulted on the need to adjust their numbers of flight movements in support of the phased functional implementation of the new ATMS of CAD. CAD would endeavour to minimise the impact in this regard. Responses from the airlines were positive. As advised at the meeting of the Legislative Council Panel on Economic Development on 24 March 2016 and at the meeting of the Subcommittee on 12 April 2016, the new ATMS of CAD was planned for implementation incrementally from June 2016 onwards. The use of the new ATMS would be progressively expanded in terms of operating time and scope of service coverage over a period of about five months. Subject to actual experience and progress, and upon independent consultant's advice, the new ATMS would be fully commissioned and operated by October/November 2016. The new system would enhance the capacity of air traffic management and meet the needs of the future 3RS.

4. Chief Safety Officer (Airport & Safety Regulation), CAD supplemented that to reduce the impact of aircraft noise on residents of Ma Wan particularly during the night time, subject to acceptable operational and safety consideration, arriving aircraft were required to land from the southwest direction over the sea in order to reduce the number of aircraft overflying populated areas. Besides, CAD had already prohibited noisier aircraft types (i.e. those non-Chapter 3 compliant aircraft) from landing and taking off in Hong Kong. To strengthen this noise mitigation measure, from 2014, CAD no longer allowed aircraft which were marginally compliant with the ICAO Chapter 3 noise standards to land and take off in Hong Kong. According to the statistics, although the number of aircraft flying in the vicinity of Ma Wan during the night time was on the rise in recent years, the noise level records of the aircraft noise monitoring terminal at Ma Wan was on the decrease.

AAHK's response to the views expressed by deputations at the meeting

5. Executive Director, Finance, AAHK said that:

- (a) in conducting the financial arrangement study for the 3RS project, AAHK had undertaken "what-if" analysis to test the financial robustness and prudence of the 3RS financial arrangement plan by assessing the impact of potential downside scenarios on the

financial position of AAHK, including: (a) decline in all revenues; (b) overspending in capital cost; (c) single adverse event similar to the SARS outbreak in 2003; or (d) increase in the cost of borrowing. Results of the test indicated that it would be viable for AAHK to increase borrowing to \$69 billion under base case and provide flexibility for AAHK to handle downside scenarios. If any of the four aforesaid downside scenarios were to occur, AAHK could still maintain an investment grade rating ;

- (b) another buffer built into the financial model was the 5% per annum cost of borrowing used in the financial model throughout the entire period which was a conservative assumption under current market condition;
- (c) the financial arrangement plan of the 3RS project had been assessed by independent financial advisors engaged by AAHK and the Government respectively to be viable and robust, and was in compliance with the requirement of the Airport Authority Ordinance (Cap. 483) that AAHK should conduct its business according to prudent commercial principles;
- (d) with the downgrading of Standard and Poor's credit rating outlook for Hong Kong from stable to negative on 31 March 2016, the credit rating outlook for AAHK had correspondingly been downgraded from stable to negative given that AAHK was 100% owned by the Government. However, the aforesaid downgrading had not affected the credit rating of Hong Kong as well as AAHK at AAA;
- (e) in deciding whether or not to lend money to AAHK for the 3RS project, lenders would only consider the issuer credit rating on AAHK and not AAHK's stand-alone credit rating;
- (f) so long as AAHK could maintain its investment grade rating, which was a very wide spectrum in the credit rating methodology, AAHK could still raise sufficient debt from the market at reasonable costs to meet its funding shortfall for the 3RS project;
- (g) it should be borne in mind that the methodologies adopted by the credit rating agencies had been revised since 2008; and
- (h) AAHK did not see the need for adjusting downwards the Airport Construction Fee ("ACF") to be charged for transfer and transit

("TT") passengers at \$70. AAHK had consulted passengers, airlines and other stakeholders on the charging mechanism of the revised ACF regime, all of whom generally considered the ACFs to be charged, including \$70 for TT passengers, reasonable. According to the base case of 3RS financial model, AAHK will be able to cease collecting ACF by 2030-31 when all of its 3RS-related borrowings will be repaid.

6. Executive Director, Third Runway, AAHK said that:

- (a) in recognition of the fact that San Tau Village and seven other villages in North Lantau were above the Noise Exposure Forecast 25 contour and that such noise nuisance on the villages would aggravate during the 3RS construction works, a one-off cash allowance previously offered to the residents of Sha Lo Wan Village at the commencement of HKIA operation in 1998 had been offered to residents of San Tau Village and six other affected villages in North Lantau for the installation of double-glazed windows and air conditioners. To further assist residents of the affected villages, including residents of Sha Lo Wan Village, to improve their living environment, AAHK had also provided a one-off payment of \$65,000 for each storey of village house for carrying out improvement works under the "HKIA Village Home Improvement Scheme". AAHK would continue to maintain a regular dialogue with the affected villagers to address their concerns about noise nuisance; and
- (b) with the 3RS in place, the noise impact on the villages in North Lantau would be greatly abated. For instance, the existing South Runway would be put on standby mode at night, where possible, to minimize aircraft noise impact on North Lantau.

Discussion

7. The Chairman and Mr SIN Chung-kai urged the Administration to expeditiously provide a vehicular emergency access for residents of San Tau Village. DSTH4 agreed to refer the matter to the relevant department for follow up.

Admin

8. Mr SIN Chung-kai noted from the submission from Miss TSE Kwei-ying (LC Paper No. CB(4) 921/15-16(13) that residents of San Tau Village were asked by AAHK to sign an agreement that the Government and AAHK would not be held liable for any nuisance or damages later caused to their living environment once they accepted the one-off maximum reimbursement of

\$96,000 per storey upon the installation of double-glazed windows and air conditioners. Mr SIN further noted that although residents of Sha Lo Wan were offered a one-off cash allowance of \$55,000 from AAHK for the installation of double-glazed windows and air conditioners, this did not make it right for AAHK to offer the same, albeit at \$96,000, for residents of San Tau and the other six affected villages in North Lantau, as the allowance offered to residents of Sha Lo Wan was made when legislation against aircraft noise had yet to be enacted, not to mention that all these villagers had to endure 17 more years of aircraft noise nuisance before the 3RS operation. In the light of this, Mr SIN urged AAHK to expeditiously review and enhance the compensation to affected villagers.

[Post-meeting note: LegCo had scheduled a case conference on 24 May 2016 to hear San Tau villagers' requests/complaints in relation to the development of HKIA.]

II. Any other business

9. There being no other business, the meeting ended at 12:20 pm.

Council Business Division 4
Legislative Council Secretariat
30 June 2016

**Subcommittee to Follow Up Issues Relating to the Three-runway System at
the Hong Kong International Airport**

**Proceedings of the ninth meeting
on Saturday, 21 May 2016, at 9:00 am
in Conference Room 2 of the Legislative Council Complex**

Time Marker	Speaker(s)	Subject(s)	Action required
Receiving public views on the Three-runway System Project at the Hong Kong International Airport			
Session 1			
001029 – 001255	Chairman	Welcoming remarks	
001255 - 001600	Hong Kong Tourism Industry Employees General Union	Expressed support for the Three-runway System ("3RS") project	
001600 - 001800	Mr TSE Yuet-houn	Presentation of views set out in his submission (LC Paper No. CB(4)1001/15-16(01)) Expressed support for the 3RS project	
001800 - 002123	Outlying Islands Women's Association	Presentation of views set out in its submission (LC Paper No. CB(4)1027/15-16(01)) Expressed support for the 3RS project	
002123 - 002444	Hong Kong Economic & Trade Association	Expressed support for the 3RS project	
002444 - 002713	Hong Kong Industrial & Commercial Association Limited Islands Branch	Expressed support for the 3RS project	
002713 - 003020	People's Aviation Watch	Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(01)) Opposed the 3RS project	
003020 - 003327	Mr FU Ka-ho	Opposed the 3RS project	
003327 - 003635	Mr WONG Wai-kit	Expressed support for the 3RS project	
003635 - 003936	Liberal Party Youth Committee	Expressed support for the 3RS project	
003936 - 004250	Hong Kong Certified Tour Escort Association	Expressed support for the 3RS project	

Time Marker	Speaker(s)	Subject(s)	Action required
004250 - 004827	Chairman Administration AAHK	Responses to views expressed by deputations at the meeting	
004827 - 005405	Mr YIU Si-wing People's Aviation Watch AAHK	Financial arrangement plan for the 3RS project	
005405 - 010248	Mr SIN Chung-kai Administration People's Aviation Watch	Runway capacity of Hong Kong International Airport ("HKIA") under a Two-runway system	
010248 - 010640	Mr WU Chi-wai CAD Chairman	Pearl River Delta ("PRD") region airspace	
Session 2			
011149 - 011341	Chairman	Welcoming remarks	
011341 - 011647	Miss TSE Kwei-ying	Presentation of views set out in her submission (LC Paper No. CB(4) 921/15-16(13)) Expressed objection to the compensation offered by Airport Authority Hong Kong ("AAHK") for aircraft noise nuisance	
011647 - 011930	Mr AU Chun-chung	Presentation of views set out in his submission (LC Paper No. CB(4) 921/15-16(02)) Expressed concern about the financial viability of the 3RS project	
011930 - 012255	Liberal Party	Expressed support for the 3RS project	
012255 - 012437	Cathay Pacific Airways Flight Attendants Union	Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(08)) Opposed the 3RS project due to the concerns about importation of labour and overlapping flight tracks arising from the shared use of the PRD airspace	
012437 - 012727	Hong Kong Dragon Airlines Flight Attendants Association	Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(09)) Opposed the 3RS project because of the concern that aviation safety would be compromised under the shared use of the PRD airspace and the uncertainty as to which jurisdiction should be held accountable if an accident occurred during the adoption of the "delegation of airspace" arrangement.	

Time Marker	Speaker(s)	Subject(s)	Action required
012727 - 013038	Hong Kong Construction Professionals Association	Presentation of views set out in its submission (LC Paper No. CB(4) 1001/15-16(04)) Expressed support for the 3RS project	
013038 - 013205	JCI Lantau	Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(15)) Expressed support for the 3RS project	
013205 - 013455	Tai O San Tau Village	Opposed the 3RS project Expressed dissatisfaction that the residents of San Tau Village were asked by AAHK to sign an agreement that the Government and AAHK would not be held liable for any nuisance or damages later caused to their living environment once they accepted the compensations offered by AAHK. They also expressed concern on the lack of vehicular emergency access to the village.	
013455 - 013826	Hong Kong Tianjin Women Association	Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(06)) Expressed support for the 3RS project	
013828- 014305	Chairman	Meeting suspended	
014305 - 015048	Chairman Administration AAHK	Responses to views expressed by deputations at the meeting	
015048 - 015451	Mr YIU Si-wing Cathay Pacific Airways Flight Attendants Union	Manpower shortage at HKIA	
015451 - 015914	Mr SIN Chung-kai AAHK Miss TSE Kwei-ying Chairman	Compensations offered to San Tau Village	
015914 - 020033	Mr Frankie YICK	The 3RS project is essential for maintaining Hong Kong's status as an important aviation hub	
020033 - 020211	Mr AU Chun-chung AAHK	The credit rating of AAHK	
020211 - 020325	Cathay Pacific Airways Flight Attendants Union Chairman	Expressed concern as to whether Cathay Pacific Airways would recruit local employees to fill the flight attendant vacancies upon the commissioning of 3RS	

Time Marker	Speaker(s)	Subject(s)	Action required
Session 3			
021914 - 022103	Chairman	Welcoming remarks	
022103 - 022418	Cathay Pacific Airways Limited	Expressed support for the 3RS project	
022422 - 022745	Mr LUN Chi-wai	<p>Presentation of views set out in his submission (LC Paper No. CB(4) 921/15-16(12))</p> <p>Opposed the implementation of the 3RS project, as the residents of Ma Wan were suffered from serious noise nuisance arising from the operation of HKIA.</p> <p>Suggested that penalties should be imposed on operators if aircrafts failed to meet the noise restrictions when departing or landing HKIA; and the penalties collected should be used for the provision of public infrastructure at Ma Wan.</p>	
002745-023215	Chairman	Meeting suspended	
023215-023412	Cathay Pacific Services Limited	Expressed support for the 3RS project	
023415-023925	Chairman	Meeting suspended	
023925-024259	Hong Kong Dragon Airlines Limited	<p>Expressed support for the 3RS project and urged for its early implementation</p> <p>It would be difficult for the airlines to increase the number of destinations connecting to cities in the Mainland, and Hong Kong might lose out in regional competition if the handling capacity of HKIA would not be enhanced.</p>	
024259 - 024602	Pichia Sister	Questioned the economic benefits that would be brought by the 3RS project to Hong Kong. The 3RS project would become a "white elephant" project if the airspace constraints could not be addressed.	
024602 - 024910	Cathay Pacific Catering Services (HK) Limited	Expressed support for the 3RS project and urged for its early implementation	
024910 - 025137	AHK Air Hong Kong Limited	Expressed support for the 3RS project, and would adopt appropriate measures to minimize impacts on environment due to the development of aviation industry.	
025137 - 025441	Board of Airline Representatives Hong Kong	<p>Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(04))</p> <p>Expressed support for the 3RS project</p>	
025441 - 025712	Miss YAU Wai-ching	Opposed the 3RS project	

Time Marker	Speaker(s)	Subject(s)	Action required
		Expressed doubt on the economic benefits of the 3RS to Hong Kong. The financial arrangements of the 3RS project, particularly the introduction of Airport Construction Fee, was considered not acceptable. Expressed dissatisfaction that the airspace constraint could only be addressed after the construction work of 3RS was commenced.	
025712 - 030018	Hong Kong Airport Services Limited	Expressed support for the 3RS project	
030018 - 030229	第三條跑道德紀律委員會	Opposed the 3RS project	
030229 - 030545	Green Sense	Presentation of views set out in its submission (LC Paper No. CB(4) 921/15-16(14)) Opposed the 3RS project	
030545 - 031859	Chairman Administration	Responses to views expressed by deputations at the meeting Mitigation measures to be implemented by AAHK to alleviate the aircraft noise impact on Ma Wan's residents	
031028 - 031859	Mr YIU Si-wing Pichia Sister Administration Mr LUN Chi-wai	The tourism industry in Hong Kong and Singapore PRD region airspace management, delegation of airspace arrangement in Singapore and Malaysia and operating mode of HKIA The aircraft noise impact on residents of Ma Wan	
Way forward			
031859-031912	Chairman	Closing remarks	