

LEGISLATIVE COUNCIL BRIEF

Airport Authority Ordinance (Cap. 483)

Airport Authority Ordinance (Map of Restricted Area) (Amendment) Order 2021

INTRODUCTION

The existing Airport Authority Ordinance (Map of Restricted Area) Order (Cap. 483 sub. leg. L) needs to be amended in order to reflect the changes in the boundaries of the Restricted Area (“RA”) arising from the latest developments at Hong Kong International Airport (“HKIA”) and the commissioning of the Third Runway of the Three-Runway System (“3RS”) project.

BACKGROUND

2. Section 37 of the Airport Authority Ordinance (Cap. 483) (“AAO”) provides that the Director-General of Civil Aviation (“DGCA”), after consultation with the Airport Authority Hong Kong (“AAHK”), may by an order published in the Gazette describe and delineate, by reference to a map, the RA.

3. The maps of the RA were first made in February 1998. The maps were last updated in 2020 vide AAO (Map of Restricted Area) (Amendment) Order 2020 (L.N. 232 of 2020). In light of the latest developments at HKIA and its 3RS project, there is a need to update the boundaries of the RA to reflect the changes. The updated maps of the RA would be made available for public inspection at the office of AAHK at the HKIA Tower.

THE AMENDMENT ORDER

4. The Airport Authority Ordinance (Map of Restricted Area) (Amendment) Order 2021 (“Amendment Order”) amends the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L) by repealing

and substituting the current set of maps being referred to. The following summarises the changes made to the boundaries of the RA:

Changes to the Restricted Area to be effective from 30 April 2022

Intermodal Transfer Terminal

5. Prior to the commissioning of the SkyPier, amendments were made to the RA in 2009 to enable the ferry transfer service to be provided thereat. Transfer passengers of the SkyPier are not required to go through immigration clearance and shall remain at all times within the RA before leaving HKIA by air or by ferry. Modelling on the operation of SkyPier, AAHK is developing the Intermodal Transfer Terminal (“ITT”) with a bonded vehicular bridge linking up the Hong Kong Boundary Crossing Facilities (“HKBCF”) Island of the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) with HKIA. Likewise, these transfer passengers are not required to go through immigration clearance and shall remain at all times within the RA before leaving HKIA by air or by bonded buses connecting HZMB.

6. The ITT is slated for commissioning by end 2022. Since SkyPier will become an integral part of the ITT, some refurbishment works will have to be undertaken in the SkyPier prior to the commissioning of the ITT to link it to the ITT building. To allow such refurbishment works to be carried out (which are expected to take eight months to complete), while maintaining the integrity of the RA for the continued operation of the SkyPier, the operational areas of the ITT building will have to be covered under the RA during the transitional period, including baggage handling system, check-in hall and passenger waiting lounge, etc. at various levels as reflected in the map numbered AAO/RA/011 (Revision E) as referred to in section 1(c) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L), which will come into operation on 30 April 2022.

7. The SkyPier will be integrated with the ITT building and the composite will be named “Intermodal Transfer Terminal”. Accordingly, the base maps are to be updated with effect from 30 April 2022 to reflect the aforementioned changes in the map numbered AAO/RA/001 (Revision L) as referred to in section 1(a) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L) and the map numbered AAO/RA/002 (Revision J) as referred to in section 1(b) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L) which will come into operation on 30 April 2022.

Passenger Terminal Building

8. The boundaries of the RA need to be updated from time to time to reflect the various developments in light of the operational needs of the airport. To reflect the latest developments within the Passenger Terminal Building (PTB), it is proposed to update the RA, with effect from 30 April 2022, to -

- (a) cover the enlarged steel platform at Level 4 of the Baggage Hall for the new Automated Arrival Baggage Delivery System as reflected in the map numbered AAO/RA/005 (Revision K) as referred to in section 1(b) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L); and
- (b) cover the new decking structure at Level 7 and the new roof top at Level 8 of the East Hall for the expansion of airside retail area as reflected in the maps numbered AAO/RA/008 (Revision I) and AAO/RA/009 (Revision F) as referred to in section 1(b) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L).

Changes to the Restricted Area to be effective from 31 May 2022

Expansion of HKIA into a 3RS

9. The 3RS project includes reclamation of some 650 hectares of land north of the existing Airport Island for providing a host of new airport facilities to cater for the growing air traffic demand. According to AAHK's target, the commissioning of the Third Runway and its supporting taxiway systems as well as other associated airport support infrastructure (hereinafter referred to as "the Third Runway and associated infrastructure") is scheduled for 2022, after which the existing North Runway will be closed for about two years for reconfiguration into a new centre runway. The 3RS project is scheduled for completion in 2024.

10. Upon the commissioning of the Third Runway in 2022, the Third Runway and associated infrastructure on the reclaimed land to the north of the existing Airport Island have to be integrated with infrastructure on the existing Airport Island to ensure the safe and effective operation of HKIA as a whole. In this connection, it is proposed to expand the RA to cover the Third Runway and associated infrastructure as reflected in the map numbered AAO/RA/001 (Revision M) as referred to in section 1(a) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L),

which will come into operation on 31 May 2022. This will allow sufficient time for AAHK to arrange the necessary training, familiarization and operational drills with the airport stakeholders on and in the vicinity of the Third Runway for simulating a real operating environment, before the commissioning of the Third Runway in 2022.

Changes to the Restricted Area to be effective from 19 September 2022

ITT Bonded Vehicular Bridge and HKBCF Staging Area

11. As mentioned in paragraph 6 above, the commissioning of ITT is targeted by end 2022. The construction of ITT building, as well as the bridge and the staging area on the HKBCF Island (HKBCF staging area), is underway. To prepare for the commissioning and allow time for testing and necessary trial runs in advance, it is proposed to expand the RA to cover the bonded vehicular bridge and the HKBCF staging area for coach kiosks and relevant inspection facilities as reflected in the map numbered AAO/RA/013 (Version A) as referred to in section 1(e) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L). Accordingly, the base map is to be updated to reflect the aforesaid changes as reflected in the map numbered AAO/RA/001 (Revision N) as referred to in section 1(a) of the Schedule to the AAO (Map of Restricted Area) Order (Cap. 483 sub. leg. L), which will come into operation on 19 September 2022.

TIMETABLE

12. The legislative timetable will be –

Publication in the Gazette	20 August 2021
Tabling at the Legislative Council	25 August 2021

13. To align with the different effective dates required for the respective amendments on the maps of RA, it is proposed to bring the changes to the RA into effect in phases:

- (a) Inclusion of the operational area of the ITT building mentioned in paragraphs 6 and 7 above and changes arising from the latest developments within PTB mentioned in paragraph 8 above should enter into effect on **30 April 2022**;
- (b) Inclusion of the Third Runway and associated infrastructure on the reclaimed area to the north of the existing Airport Island

mentioned in paragraph 10 above should enter into effect on **31 May 2022**; and

- (c) Inclusion of the ITT bonded vehicular bridge and HKBCF staging area mentioned in paragraph 11 above should enter into effect on **19 September 2022**.

IMPLICATIONS OF THE PROPOSAL

14. The Amendment Order is in conformity with the Basic Law, including the provisions concerning human rights, and has no economic, financial, civil service, productivity, environmental, sustainability, family and gender implications. The proposed amendments will not affect the current binding effect of the AAO.

CONSULTATION

15. The changes in the boundaries of the RA are operational and technical in nature. AAHK has consulted relevant stakeholders and will continue to engage stakeholders.

PUBLICITY

16. Relevant press releases will be issued in due course.

ENQUIRIES

17. For enquiries on the brief, please contact Miss AU Wai-sum, Winsome, Principal Assistant Secretary for Transport and Housing (Transport) at 3509 8194 or Mr. CHAN Kor-shu, Klaus, Assistant Secretary (Transport) at 3509 8249 or Miss TAI Pik-ying, Assistant Secretary (Airport Expansion Project Coordination Office) at 3543 0420.

Transport and Housing Bureau
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