

LCQ7: Co-ordination between Hong Kong International Airport and neighbouring airports

â€‹Following is a question by Dr the Hon Wendy Hong and a written reply by the Secretary for Transport and Housing, Mr Frank Chan Fan, in the Legislative Council today (May 11):

Question:

The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area puts forward pursuing differential development and positive interaction of airports in the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) for developing a world-class airport cluster in the Greater Bay Area. It is learnt that Hong Kong International Airport and Shenzhen Bao'an International Airport are both constructing their third runways, which will be completed in 2024 and 2025 respectively. Some analyses have pointed out that as these two airports are in relatively close proximity with the orientation of their runways being perpendicular to each other, and they are using different air traffic management systems, conflicts may arise in respect of the rights to use the airspace upon completion of the third runways of the two airports. In this connection, will the Government inform this Council whether, in order to ensure the efficiency of the airport cluster in the Greater Bay Area, the authorities have commenced discussion with the authorities of the country and other airports in the Greater Bay Area, so as to rationalise the rights to use the airspace and co-ordinate the air traffic management systems; if so, of the current progress; if not, how the authorities resolve the conflicts that may arise in future in respect of the rights to use the airspace?

Reply:

President,

To consolidate and enhance Hong Kong's status as an international aviation hub, the Hong Kong Special Administrative Region Government and the Airport Authority Hong Kong are carrying forward various measures and works projects, including the planned commissioning of the third runway of Hong Kong International Airport (HKIA) this year and the targeted completion of the Three-Runway System (3RS) in 2024, and working closely with the Civil Aviation Administration of China (CAAC) and the Civil Aviation Authority of Macao (AACM) on air traffic management issues in the Greater Bay Area (GBA). In respect of the airspace development in the GBA, the reply is as follows:

The CAAC, the Civil Aviation Department (CAD) of Hong Kong and the AACM jointly established a Pearl River Delta Region Air Traffic Management Planning and Implementation Tripartite Working Group (TWG) in 2004 to collaboratively formulate appropriate measures, with a view to allowing every

airport in the region to operate most efficiently. The TWG takes into account the development of airports in the region and the actual situation of airspace in a holistic manner, including the operational need of HKIA under the 3RS and the future development need of other airports in the GBA, with a view to seeking a mutually optimal proposal. Over the years, a number of air traffic control improvement measures have already been implemented, which optimise the air traffic control management in the region and allow the air traffic in the region to grow sustainably in a safe and efficient manner.

The TWG completed a GBA airspace fast time simulation modelling report in 2021. The report explores new ideas about airspace development in the GBA and lays a solid foundation for continuing to promote closer co-operation among the three parties. The experience of the tripartite modelling work shows that synergy is beneficial to the overall development of the airport cluster in the GBA, including promoting the co-ordinated development of all airports in the region in achieving their respective capacity targets. The report also points out the importance of optimising peripheral flight routes in the GBA to satisfy the ever-growing air traffic demand in the GBA and China as a whole, as well as the Asia-Pacific region. The TWG will launch a study on airspace planning of the airport cluster in the GBA and will continue to proactively explore suitable application of new technologies to promote advancement and enhancement of air traffic control operations in the GBA through innovation. The CAD will continue to collaborate with the CAAC and the AACM to actively study and implement various measures for the optimisation of GBA airspace management, with a view to enabling the 3RS of HKIA to progressively achieve the target runway capacity of 102 air traffic movements per hour in the long run, and strengthening Hong Kong's status as an international and regional aviation hub.