三跑道系統規畫工作展開
Planning of Three-Runway System

隨着政府原則上批准，我們正探討擴建香港國際機場成為三跑道系統，以應付不斷上升的航空交通量以及未來的需求增長。機場為未來發展作好準備，不但對鞏固香港的區域及國際航空中心地位至為重要，對本地經濟的可持續發展更是舉足輕重。

工程項目將分三個階段進行。若一切按照計劃進行，三跑道系統需約11年才可投入運作。若機場以三跑道系統運作，將足以應付2030年的預測航空交通需求量，即年客運量9 700萬人次、年貨運量8 990萬公噸及年飛機起降量6 022 000架次。

With the government's in-principle approval, we are looking at expanding HKIA into a three-runway system (3RS) to cope with increasing air traffic and meet future demand growth. Equipping HKIA for growth is not only important to strengthening Hong Kong's status as a regional and international aviation centre, but also crucial to the sustainable growth of Hong Kong's economy.

The project will be carried out in three phases. If everything proceeds according to the plan, it will take about 11 years before the three-runway system can begin operation. Operating as a three-runway system, HKIA will be able to meet the forecast traffic demand in 2030: 97 million passengers, 8.9 million tonnes of cargo and 602,000 flight movements a year.

三跑道系統將分三個階段進行:
The three-runway system will be carried out in three phases:

<table>
<thead>
<tr>
<th>項目階段</th>
<th>第1階段 Phase 1</th>
<th>第2階段 Phase 2</th>
<th>第3階段 Phase 3</th>
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</thead>
<tbody>
<tr>
<td>項目起稿</td>
<td>Project Planning</td>
<td>Project Approval</td>
<td>Project Implementation</td>
</tr>
<tr>
<td>時間</td>
<td>ABOUT 2 YEARS</td>
<td>ABOUT 1 YEAR</td>
<td>ABOUT 8 YEARS</td>
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### 關於《三跑道系統專訊》
About 3RS Bulletin

我們很高興推出全新的《三跑道系統專訊》，作為與持份者溝通的其中一種方式，讓他們了解香港國際機場三跑道系統規畫工作的發展。我們將定期與您分享上述工程項目各個階段的最新資料，包括環境影響評估研究的進展及持份者的參與活動。

一如既往，我們歡迎您提出寶貴意見。如欲查閱更多資料或提出意見及建議，請登入我們的專題網站。

We are delighted to introduce our new publication, 3RS (three-runway system) Bulletin, one of our many communication tools keeping stakeholders abreast of the planning of the 3RS of Hong Kong International Airport (HKIA). In each issue, we will provide updates on various aspects of the project, including progress of the Environmental Impact Assessment (EIA) study and stakeholder engagement activities.

As always, we value your opinions and welcome your feedback. Please visit our dedicated website for more information and to leave your comments and suggestions.
緊密溝通 廣納意見

Reaching out in every way

香港國際機場是香港人的機場，因此我們必須與各界持份者保持聯繫，令機場發展過程公開透明。

機場於2012年11月26日至12月2日期間舉行了一系列的活動，包括簡報會、研討會、機場參觀及園景講座。

我們會透過ホームページ以及電郵向各界持份者發出邀請，並在活動中聆聽各界的意見。

HKIA is the airport for the people of Hong Kong. We therefore find it important to make our FIA process highly transparent by engaging a wide range of stakeholders.

As of November 2012, about 600 engagement activities such as briefings, seminars, visits and roundtable meetings have been held to foster understanding and seek views on the future growth of HKIA. Such efforts to engage various stakeholders will continue as we proceed to different planning and development stages of the three-runway system project.

技術研討小組

Technical Briefing Groups (TBGs)

我們設立了八個技術研討小組，由在確定環境事宜方面具專業知識及經驗的專業人士及專家組成。有關事宜包括噪音、空氣質量、海洋生態及漁業、以及珍惜禽類。各組舉行技術研討小組會議，我們會就項目環境事宜的多個技術範疇，與小組成員分享最新研究及資料，並聆聽他們的建議及意見。首輪會議已於9月及11月初舉行。有關各技術研討小組的參與人士名單及討論內容摘要，請瀏覽三跑道系統專題網站。

社區聯繫小組

Community Liaison Groups (CLGs)

我們在機場附近地區成立了五個社區聯繫小組，作為與社區溝通的平臺。這些社區包括離島、葵青、沙田、荃灣及屯門。每個小組成員超過150人，首輪社區聯繫小組會議於9月及10月舉行。有關每個社區聯繫小組的參與人士名單及討論內容摘要，請瀏覽三跑道系統專題網站。

The CLGs serve as a platform to exchange views with community leaders on airport development. Five CLGs have been formed in neighbouring districts of the airport: Islands, Kwai Tsing, Sha Tin, Tsuen Wan and Tuen Mun with a total of over 150 members. The first round of CLG meetings took place in October. The participants and summary of discussions at each CLG are available at the dedicated three-runway system website.

為學生而設的機場參觀活動及展覽

Airport visits and briefings for students

為讓學生更了解機場未來發展的重要性，以及我們致力成為全球最環保機場的承諾，我們為大學及中學學生安排簡報會及機場參觀活動。自2011年9月至2012年8月的上學年，共有約4,400學生參加這些活動。自今年9月開始的新學年，我們已向中學及大學發出200多份參觀機場的邀請。

To enhance students’ understanding of the importance of the future airport development and our commitment to being the greenest airport in the world, we have arranged briefings and airport visits for university and secondary students. In the last academic year between September 2011 and August 2012, around 4,400 students took part in these activities. In the new academic year that started in September, over 200 invitations have been extended to secondary schools and universities to visit the airport.

展覽

Exhibitions

我們在機場行政大樓及一號客運大樓36號登機橋旁展示有關機場未來發展計劃的資訊。Exhibitions have been set up at HKIA Tower and Gate 36 of Terminal 1 to provide passengers and the public with information on HKIA’s future development plans.
## EIA at a glance

The Environmental Impact Assessment (EIA) is an integral and most critical part of HKIA's three-runway system project. Based on the Study Brief we received from the Environmental Protection Department in August 2012, we are conducting a series of studies to assess the potential environmental impact of the project. We expect to complete the studies in about two years’ time. The findings and mitigation measures will be published in an EIA Report, which will be made available for public viewing.

We are firmly committed to carrying out the EIA process in a highly prudent, transparent and professional manner, and to exploring all possible ways to avoid, minimise, mitigate and compensate for any potential environmental impacts that may arise.

### The EIA Study will cover the following 12 environmental areas

<table>
<thead>
<tr>
<th>Environmental Area</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td>Potential air quality impact due to the construction and operation of the project and associated works.</td>
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<tr>
<td><strong>Hazard to Life</strong></td>
<td>Potential hazard to human life due to construction activities affecting the existing aviation fuel pipelines and modification works of the underwater aviation fuel pipelines, the use of new aviation fuel pipelines and new fuel hydrant systems for aircraft refuelling at the new aircraft stands, and the operation of diesel, gasoline and LPG storage facilities in the airport expansion area.</td>
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<tr>
<td><strong>Noise</strong></td>
<td>Potential noise impact on sensitive receivers due to the project and associated works, including impact from construction equipment during construction and operational noise impact from aircraft, road traffic, railways, marine vessels and fixed noise sources.</td>
</tr>
<tr>
<td><strong>Water Quality</strong></td>
<td>Potential water quality impact due to the project and associated works, such as works associated with reclaimation during construction and accidental fuel spillage during operation.</td>
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<tr>
<td><strong>Sewage and Sewage Treatment</strong></td>
<td>Potential sewerage and sewage treatment implications arising from the project.</td>
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<tr>
<td><strong>Waste Management</strong></td>
<td>Potential waste management implications arising from the project.</td>
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<tr>
<td><strong>Land Contamination</strong></td>
<td>Potential land contamination arising from the project.</td>
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<tr>
<td><strong>Terrestrial and Marine Ecology</strong></td>
<td>Potential impact on ecologically sensitive areas, including habitats of Chinese White Dolphins due to the construction and operation of the project.</td>
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<tr>
<td><strong>Fisheries</strong></td>
<td>Potential fisheries impacts due to the construction and operation of the project.</td>
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<tr>
<td><strong>Landscape and Visual</strong></td>
<td>Potential landscape and visual impacts during the construction and operation of the project.</td>
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<tr>
<td><strong>Cultural Heritage</strong></td>
<td>Potential impacts on sites of cultural heritage due to construction and operation of the project.</td>
</tr>
<tr>
<td><strong>Health (Aircraft Emissions and Noise)</strong></td>
<td>Potential health impacts on humans due to the operation of the project.</td>
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It is our aim to build HKIA into one of the greenest airports and we are pleased to share with you some of our major initiatives which will be implemented during this opportunity of developing the three-runway system.

We have taken the initiative to commit ourselves to benchmarking against the new Air Quality Objectives (AQOs) when conducting our studies on air quality, although the new standard is planned to be in effect only in 2014.

Meanwhile, we will also conduct a carbon study in accordance with Airports Council International’s (ACI) Airport Carbon Accreditation Programme, in addition to our existing airport-wide carbon audit of all major buildings, facilities and vehicle fleets on the airport island, which has been on-going since 2008. The new study will quantify emissions from aircraft taxiing, landing and take-off cycles, including those affecting Hong Kong locally, future air traffic forecasts for the three-runway system, future aircraft fleet and engine mix, and future improvement areas for aircraft emissions.

Our target is to achieve the “optimisation” level which is the second highest level of ACI’s accreditation programme and the highest being pursued by other airports in Asia Pacific.