

Asian Breeze (57)

(亜細亜の風)

Happy Spring to you

9 April 2018

Dear Coordinators and Facilitators in Asia/Pacific region. A long-awaited Spring has finally come to Tokyo. Two weeks ago, Cherry Blossom (Sakura) was everywhere in Tokyo with full bloom. Sakura started blooming from 17 March and they were in full bloom on 24 March in Tokyo. Sakura is a symbol of new start in Japan. All the schools including elementary, junior high, high school and university will start from April. Freshmen and women will start their business from April and the fiscal year also starts from April. Sakura blooms as if they are celebrating a new start for students, freshmen and women. Sakura in Tokyo has gone, but Sakura front line is going up to northern part of Japan. You can enjoy Sakura until the beginning of May if you visit Hokkaido (Northern most island of Japan).



In this issue, we are giving update information on Hong Kong International Airport (HKG). I hope you will enjoy reading them.

Hong Kong International Airport (HKG)

Hong Kong International Airport (IATA: HKG, ICAO: VHHH) is the main airport in Hong Kong. It is located on the island of Chek Lap Kok, which largely comprises land reclaimed for the construction of the airport itself. The airport is also colloquially known as Chek Lap Kok Airport to distinguish it from its predecessor, the closed Kai Tak Airport.



The airport has been in commercial operation since 1998, replacing the Kai Tak Airport. It is an important regional trans-shipment center, passenger hub and gateway for destinations in Mainland China (with 45 destinations) and the rest of Asia. The airport is the world's busiest cargo gateway and one of the world's busiest passenger airports.

The airport is operated by the Airport Authority Hong Kong 24 hours a day and is the primary hub for Cathay Pacific (the flag carrier of Hong Kong), Cathay Dragon, Hong Kong Airlines, Hong Kong Express Airways and Air Hong Kong (cargo carrier). The airport is one of the hubs of Oneworld alliance, and it is also one of the Asia-Pacific cargo hubs for UPS Airlines. It is a focus city for many airlines, including China Airlines and China Eastern Airlines. Singapore Airlines, Ethiopian Airlines and Air India utilize Hong Kong as a stopover point for their flights.

Hong Kong International Airport (HKIA) is an important contributor to Hong Kong's economy, with approximately 65,000 employees. More than 100 airlines operate flights from the airport to over 180 cities across the globe. In 2016, HKIA handled 70.5 million passengers, making it the 8th busiest airport worldwide by passenger traffic. Since 2010, it has also surpassed Memphis International Airport to become the world's busiest airport by cargo traffic.

Air Transport Statistics

(1) Aircraft Movements

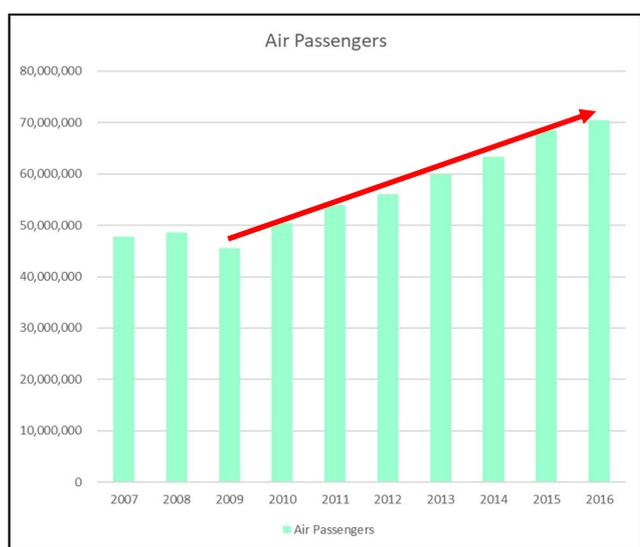
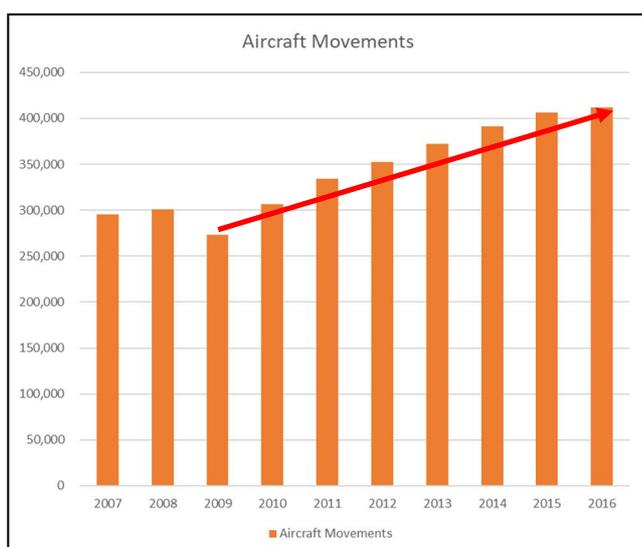
Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aircraft Movements	295,580	301,000	273,505	306,535	333,760	352,000	372,040	390,955	406,000	411,530

Aircraft movements at HKG has been increasing steadily from 2009 almost reaching 420,000 per year.

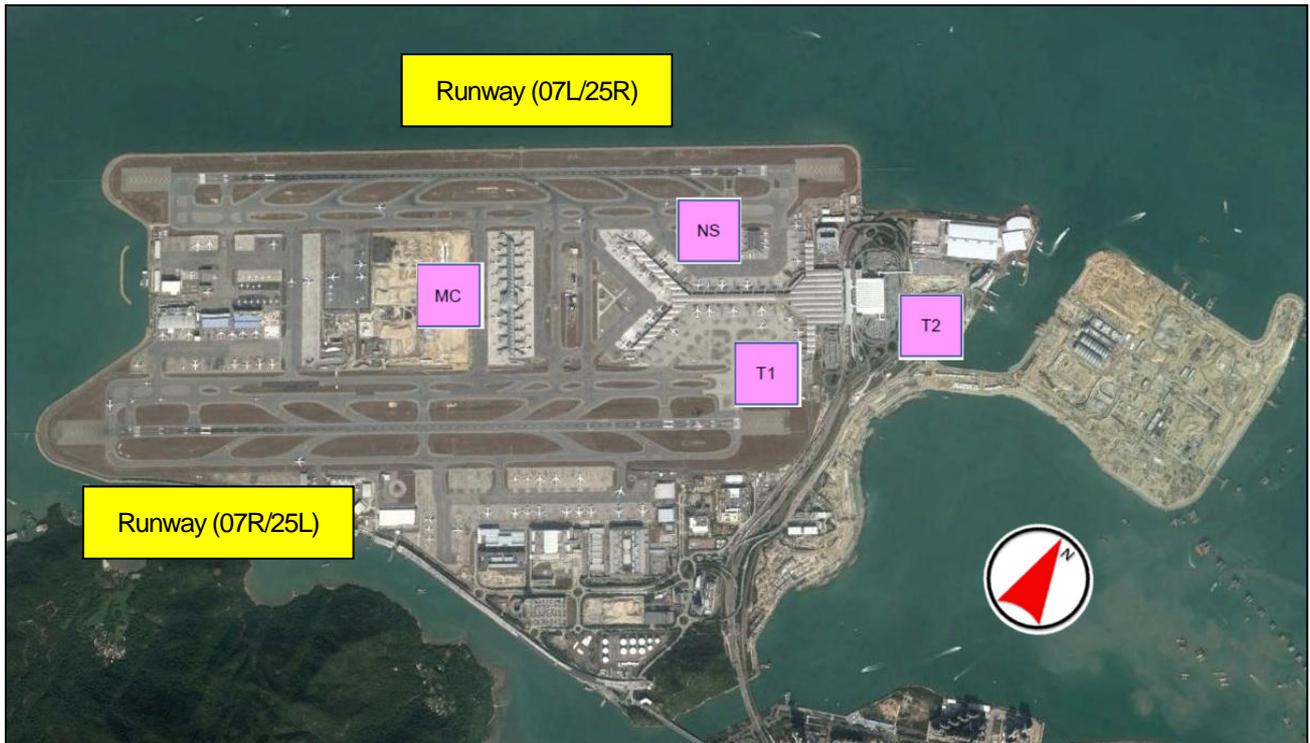
(2) Air Passengers

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Air Passengers	47,783,000	48,582,000	45,499,604	50,410,819	53,909,000	56,057,751	59,913,000	63,367,000	68,488,000	70,502,000

Air passenger at HKG has also been increasing steadily from 2009 almost reaching 71 million per year.



Airport Infrastructure



HKIA covers an area of 1,255 hectares. The airport is operated by the Airport Authority Hong Kong, a statutory body wholly owned by the Government of Hong Kong Special Administrative Region. The airport has two open parallel runways, both of which are 3,800m in length and 60m wide. The south runway has a Category II Precision Approach, while the north runway has the higher Category IIIA rating, which allows pilots to land in only 200m visibility. The two runways have a capacity of over 60 aircraft movements an hour. The Airport is upgrading ATC and runways so that they can handle 68 movements per hour. Normally, the north runway (07L/25R) is used for landing passenger planes. The south runway (07R/25L) is used for passenger planes taking off and cargo flights due to its proximity to the cargo terminal.

The airport has a total of 90 boarding gates with 78 jet bridge gates (1–4, 15–36, 40–50, 60–71, 201–219, 501–510) and 12 virtual gates (228–230, 511–513, 520–525) which are used as assembly points for passengers, who are then ferried to the aircraft by apron buses. Of the 66 jet bridges, five (Gates 15,23,60,62,64) are capable of handling the Airbus A380, the current users of which are Singapore Airlines, Emirates, Qantas, British Airways, Asiana Airlines, Thai Airways, Air France and Lufthansa. Previous users were Korean Air, Malaysia Airlines, and China Southern Airlines.



Passenger Terminals

There are four facilities which relates to passenger treatments; Terminal 1 (T1), Terminal (T2), North Satellite Concourse (NSC) and Midfield Concourse (MC).

Terminal 1 (T1)

Terminal 1 of the HKIA, with an area measuring 570,000 m², is the third largest airport passenger terminal building in the world, after Dubai International Airport Terminal 3 and Beijing Capital International Airport Terminal 3.

At its opening, Terminal 1 was the largest airport passenger terminal building, with a total gross floor area of 531,000m². It briefly conceded the status to Bangkok's Suvarnabhumi Airport (563,000m²) when the latter opened on 15 September 2006, but reclaimed the title when the East Hall was expanded, bringing the total area to its current size of 570,000m². (The East Hall expansion included a 39,000m² expansion to SkyPlaza, a shopping mall). Terminal 1's title as the world's largest was surrendered to Beijing Capital International Airport Terminal 3 on 29 February 2008.



Terminal 2 (T2)

Terminal 2 with an area measuring 140,000m², together with the SkyPlaza, opened on 28 February 2007 along with the opening of the Airport Station's Platform 3. It is only a check-in and processing facility for departing passengers with no gates or arrival facilities (passengers are transported underground to gates at Terminal 1). So far most low-cost carriers and some full-service carriers have relocated their check-in operations to T2. The SkyPlaza is situated within Terminal 2.



North Satellite Concourse (NSC)

In 2007, HKIA began the construction of a two-story North Satellite Concourse (NSC), which opened in December 2009. This concourse was designed for narrow-body aircraft and is equipped with 10 jet bridges. The concourse has a floor area of 20,000m² and will be able to serve more than five million passengers annually. There is a shuttle bus service between the NSC and Terminal 1 every four minutes. The North Satellite Concourse was built so the airport could accommodate at least 90 percent of its passengers by aerobridges. It has two levels (one for departures and one for arrivals).



Midfield Concourse (MC)

On 25 January 2011, Airport Authority Hong Kong (AA) unveiled phase 1 of its midfield development project which is targeted for completion by the end of 2015. The midfield area is located to the west of Terminal 1 and between the two existing runways. It is the last piece of land on the airport island available for large-scale development. This will include 20 aircraft parking stands, three of these will be wide enough to serve the Airbus A380 and cater for an additional 10 million passengers annually. Passengers will reach the concourse through an extension of the underground automated people mover. The Concourse began operations on 28 December 2015, and the first

flight that used it was the HX658 operated by the Hong Kong Airlines flying from Hong Kong to Okinawa. On 31 March 2016, the Concourse was officially inaugurated in a ceremony marking its full commissioning.



Future Development Plan

On 2 June 2011, the Airport Authority announced and released their latest version of a 20-year blueprint for the airport's development, the Hong Kong International Airport Master Plan 2030. The study took three years and according to the authority, nine consulting organizations have been hired for the research, observation, planning and advice. The main focus is to improve the overall capacity and aircraft handling ability of the airport. Based on this, two options have been developed.

Option 1: Two-runway system

To maintain the current two-runway system, there will be enhancements to the terminal and apron facilities to increase the airport's capacity. This option will enable the airport to handle a maximum of 420,000 flight movements per year, with annual passenger and cargo throughput increased to 74 million and 6 million tonnes respectively. The approximate cost of this plan is \$23.4 billion Hong Kong dollars in 2010 prices, or HK\$42.5 billion in money-of-the-day prices. However, the Airport Authority estimates that the airport will reach its maximum runway capacity sometime around 2020 if no extra runway is added.

Option 2: Three-runway system

This plan will focus on adding a third runway to the north of the Chek Lap Kok, the existing island the airport is built on, by land reclamation, using deep cement mixing, of about 650 hectares (1,600 acres). Associated facilities, additional terminals, airfield and apron facilities, will be built as well, and, combined with the new runway, it is estimated that the airport would be able to handle a maximum of 620,000 flights per year (102 per hour, or about one flight every 36 seconds), and meet forecast annual passenger and cargo throughput of about 97 million and 8.9 million tonnes by 2030 respectively.

There are possible drawbacks. Development costs are a concern: although the proposal would increase the number of direct jobs associated with HKIA to 150,000 by 2030 and generate an ENPV of HK\$912 billion (in 2009 dollars), the estimated cost is approximately \$86.2 billion (2010) Hong Kong Dollars, or HK\$141.5 billion (at money-of-the-day prices). There are also environmental and local noise pollution concerns.

(Source: Hong Kong Airport Authority website)

Introduction of our computer system

Slot Coordination and Reporting System (SCORE) has been used by Hong Kong Schedule Coordination Office.

Information of our office

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Introduction of our members

There are 7 members in the Hong Kong Schedule Coordination Office:

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Ms. Alice Chan - Head Coordinator

Ms. Birdie Yuen, Mr. Marco Fung, Ms. Jessica Wong, Ms. Priscilla Ma

Airport Authority Hong Kong (AAHK):

Mr. Edward Ho, Mr. Kevin Lee

From Chief Editor

First of all, I would like to express my sincere appreciation to Hong Kong Schedule Coordination Office (HKSCO). I learnt a lot from this article. I was so surprised to know that the traffic volume at HKG is almost twice as much as

of Narita International Airport (NRT). The construction of third runway is already planned! What an ambition plan! Having finished this issue, I should move up to northern part of Japan to appreciate Sakura bloom there. (H.T.)

