

Task Force on Kai Tak Harbourfront Development

For information
on 3 Aug 2011

TFKT/16/2011

Cross-boundary Heliport in the Kai Tak Development Area

PURPOSE

This note provides background information on the proposed cross-boundary heliport at the tip of the Kai Tak runway and responds to the comments from the Task Force on Kai Tak Harbourfront Development.

BACKGROUND

2. At present, cross-boundary helicopter services (to Macau) are operated from a heliport at the Hong Kong-Macau Ferry Terminal located in Sheung Wan, Hong Kong Island. Helicopter travel to new destinations in the Pearl River Delta (“PRD”) is very much an undeveloped market, offering potential for tremendous growth in the face of increasing business, social, economic and political ties between Hong Kong and the PRD as well as the increasing affluence of the general population in the PRD.

3. Against this background, a site has been reserved in the Kai Tak Outline Zoning Plan No. S/K22/2 in respect of the Kai Tak Development Area for development into a cross-boundary heliport to meet the future demand for cross-boundary helicopter services (please refer to **Annex**).

4. This planned heliport is expected to be able to accommodate about 38,000 movements a year. This is in addition to the existing cross-boundary heliport at the rooftop of the Macao Ferry Terminal which has a capacity of accommodating 55,000 movements a year. These facilities are expected to provide a sufficient capacity to meet the forecast demand up to at least 2020.

Suitable Site

5. Cross-boundary helicopter services are only viable if they are operated at a site with customs, immigration and health quarantine facilities where commuters can have immediate access to the city centre. The currently planned heliport site abutting the Cruise Terminal is the only site within the Kai Tak Development Area that can meet the requirement. The reserved heliport site will create a synergy effect whereby onward travel to/from the Cruise Terminal is readily available, and hotel, shopping and entertainment facilities are within a walking distance for the cross-boundary helicopter service travelers. Moreover, the heliport at Kai Tak can serve travelers on the Kowloon side and complement the existing heliport at the Hong Kong-Macau Ferry Terminal, which provides convenient access to travelers to Central District.

6. On the interface between the Cruise Terminal and the planned heliport, the supporting facilities essential to heliport operations have been planned in conjunction with the Cruise Terminal so as to keep the land requirement for the heliport to a minimum. Moving the heliport further inland would shift the flight paths inward, hence sterilising usable space and producing a greater noise impact. Placing the heliport on the rooftop of the Cruise Terminal is not feasible due to safety considerations because the heliport movements will be in conflict with the cruise ships berthed at the Terminal.

Impact on nearby users

7. Regarding the concern about the impact of the heliport on nearby users, the site is partly shielded by the cruise terminal building, thereby partly reducing the noise impact. The distance between the nearest residential blocks in Kowloon Bay and the heliport is about 1,200 m, and that between those residential blocks and the nearest point of the possible helicopter flight paths is about 550 m. The buffer distance is significantly longer than that at the existing heliport at the

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Hong Kong-Macau Ferry Terminal. The noise impact is kept to a minimum by locating the heliport at the reserved site.

8. A technical feasibility study on the heliport development will be carried out in the future to ensure compliance with international standards and relevant laws relating to helicopter noise and operational safety. Suitable mitigation measures, such as the construction of a noise barrier on the landward side of the heliport site with possible planting / water features, will be implemented to minimize the effect of noise, downwash and visual impact on the enjoyment of the adjoining Runway Park by the public¹. The detailed design of the planned heliport will be prepared.

WAY FORWARD

9. The Government's intention is to invite the private sector to build and operate the heliport. The Civil Aviation Department is liaising with relevant government departments for the planning of the supporting facilities of the heliport.

10. According to the tentative timeline for this project, the heliport would be operational around mid-2015.

**Transport and Housing Bureau
Civil Aviation Department
July 2011**

¹ The installation of the barrier mentioned above will require planning permission from the Town Planning Board.

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Annex

Proposed Cross-boundary Heliport in the Kai Tak Development Area

