

For information

Legislative Council Panel on Economic Development

**Midfield Expansion Project of
Airport Authority Hong Kong**

Purpose

This paper informs Members of the details of the midfield expansion project to be carried out by the Airport Authority Hong Kong (“AA”).

Midfield Expansion Project

2. As mentioned in the Chief Executive’s Policy Address in October 2009, an important measure to support our logistics industry is to enhance the handling capacity of the Hong Kong International Airport (“HKIA”) and the AA will carry out a midfield expansion project to provide additional aircraft stands and apron facilities and a new passenger concourse.

3. The existing airport configuration (see **Annex A**) consists of two runways, which are supported by two passenger terminals and two concourses of 97 aircraft parking stands, and three cargo terminals and a cargo apron of 34 aircraft parking stands.

4. With the progressive increase of the runway capacity to 68 movements per hour by 2015, the midfield expansion project seeks to maximise the use of the two existing runways and increase the handling capacity of the airport to 70 million passengers and 6 million tonnes of cargo, which is expected to cope with air traffic demand up to 2020. The above facilities will be provided in phases, having regard to the increase in the air traffic demand.

5. The AA completed in February 2010 a preliminary design consultancy study related to the project. The study has considered options for development, including the optimal size, layout and phased implementation programme for the midfield concourse and associated apron and taxiway facilities, and the requirement on other infrastructure and systems enhancement to support the midfield development.

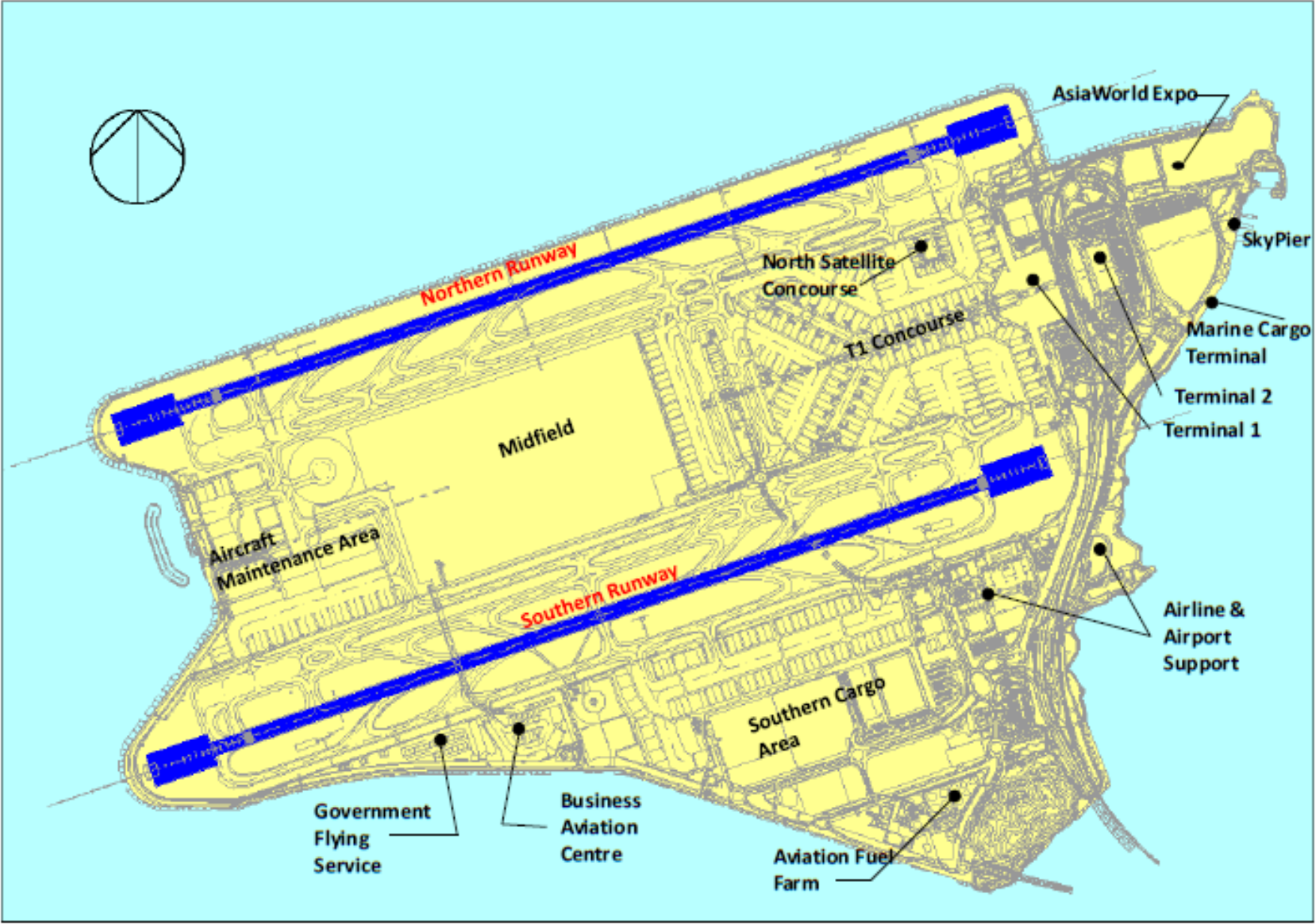
Preliminary Design

6. The main features of the preliminary design for the midfield development are as follows –

- (a) an initial phase (Phase 1) comprises a Midfield Concourse (“MFC”) of 20 aircraft parking stands to be completed by 2015, of which 11 are served by bridges (see **Annex B**);
- (b) an additional crossfield taxiway serves the stands on the west side of the MFC;
- (c) the MFC will be connected to the Terminal 1 West Hall by Automated People Mover (APM);
- (d) Phase 2 envisages the expansion of the MFC to up to 20 bridge-served stands by 2020, together with another row of 10 remote stands west of the MFC (see **Annex C**); and
- (e) the design will safeguard the further expansion of the midfield beyond 2020 by adding another concourse as and when demand warrants.

7. A rough estimate of the construction costs of Phase 1 is in the region of \$ 7 – 9 billion. Construction works are planned to begin in the third quarter of 2011 and be completed in early 2015. The AA aims to appoint a consultant by July 2010 to carry out the detailed design of Phase 1. The consultant will develop the preliminary design into a scheme design so that by late 2010, there will be greater certainty about the design and the associated costs, together with a refined programme for the works. Once the scheme design has been approved, the consultant will complete the detailed design and prepare tender documents for the various work contracts.

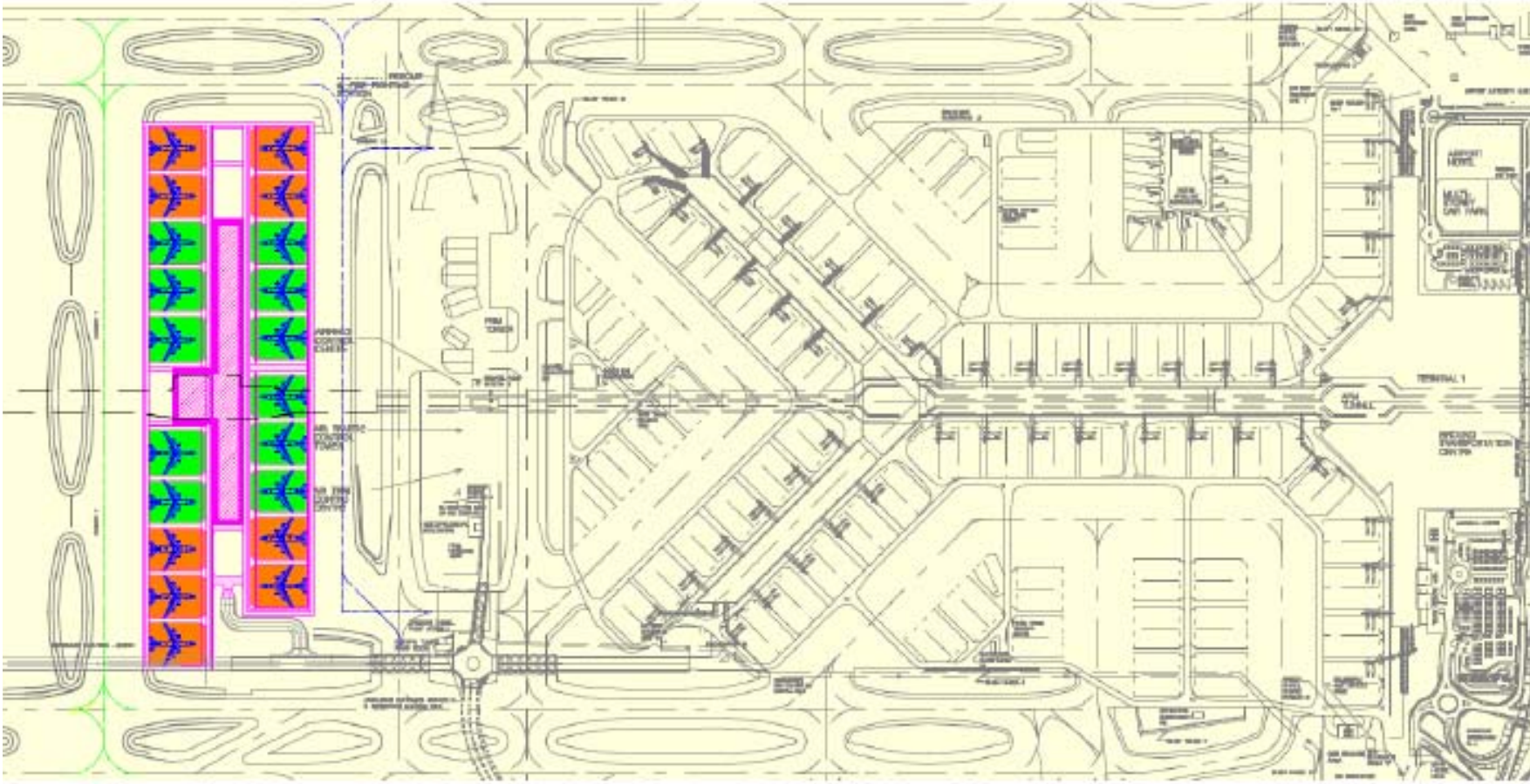
**Transport and Housing Bureau
Airport Authority Hong Kong
May 2010**



Existing Airport Configuration

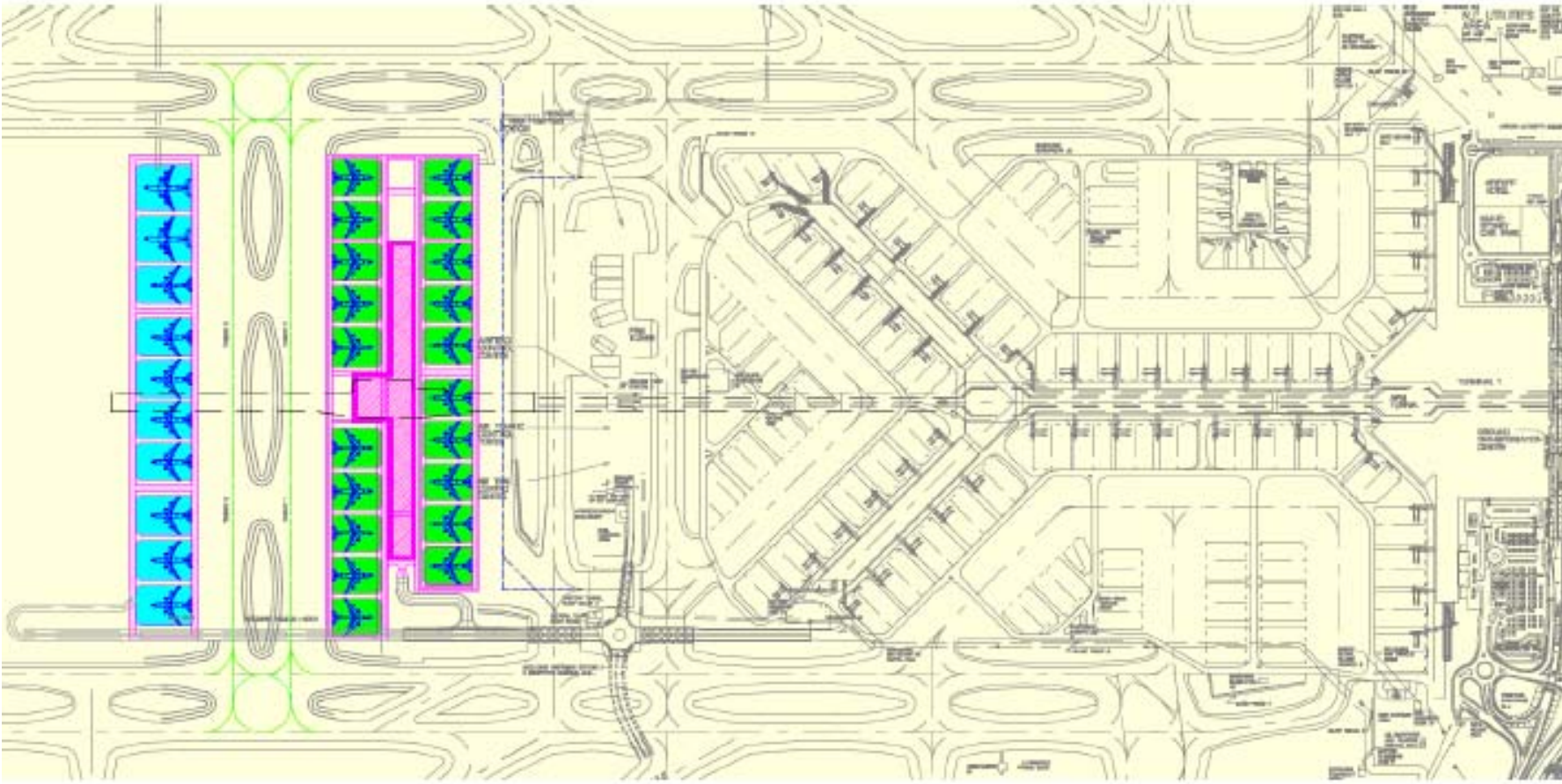
Annex A

Proposed Phase 1 Midfield Development Layout



-  Bridged Stands
-  Operational Stands

Proposed Phase 2 Midfield Development Layout



-  Bridged Stands
-  Remote Stands