

REPORT

SUBMITTED TO

AIRPORT AUTHORITY HONG KONG

**Independent Compilation of Views and Reporting for
HKIA Master Plan 2030
Public Consultation Exercise**



**Social Sciences Research Centre
The University of Hong Kong**

23 December 2011

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Executive Summary

Introduction

- 1.1 The Master Plan 2030 ("MP2030") is a 20-year development plan for the Hong Kong International Airport ("HKIA"). It outlines the airport facility expansions and capacity enhancements required to meet long-term air traffic demand, which are critical to maintaining Hong Kong's status as an aviation hub and sustaining the city's future competitiveness and economic growth. MP2030 presents two airport development options: (1) maintaining the existing two-runway system; or (2) expanding into a three-runway system.
- 1.2 The Public Consultation Exercise ("PCE") lasted for three months from 3rd June 2011 to 2nd September 2011. The Social Sciences Research Centre of The University of Hong Kong ("SSRC"), an independent analysis and reporting consultant with strong experience in research and public surveys has been appointed to collect, compile, analyse and report views of various stakeholder groups, including those of the general public, expressed during the PCE.

Research Team

- 1.3 The team is led by Professor John Bacon-Shone with assistance from Ms. Linda Cho, processing and analysis by Mr. Kelvin Ng, Mr. Thomas Lo, Mr. Dicky Yip, Ms. Hung Fong Fong and Ms. Lee Hiu Ling and logistics support from all the staff of the Social Sciences Research Centre.

The Public Consultation Exercise

- 1.4 The PCE started on 3rd June 2011 and finished on 2nd September 2011, with all feedback collected before the closing date included in the analysis. The Airport Authority Hong Kong ("AAHK") and/or third parties organized a large number of events, seminars, briefings, forums, three roving exhibitions at HKCEC between 3rd and 12th June, at CityWalk between 16th and 24th June and at InnoCentre between 27th June and 10th July respectively, and two exhibitions at Terminal 1 of HKIA between 19th July and 2nd September and at Terminal 2 of HKIA from 9th June respectively.

Types of Feedback Received

1.5 The SSRC assisted AAHK in designing a bilingual feedback questionnaire for wide distribution in the community (Please refer to **Annex J: Feedback Questionnaire**). It was designed to be simple enough to be understood by anyone with secondary education. The feedback questionnaire was also made available online to facilitate widespread use. In addition, feedback from the public was also received through written submissions, signature campaigns, on-line forums and electronic and printed media. Lastly, the SSRC was invited to attend 56 events out of the 194 events related to MP2030 during the PCE and those events were recorded and summarized by the SSRC as an important source of feedback during the PCE by stakeholders. The 56 events included 3 public fora, 18 District Council meetings, 2 meetings of the Panel on Economic Development of the Legislative Council and 33 conferences/round tables/seminars/briefings.

Analysis of Feedback

1.6 The feedback provided using the feedback questionnaire (other than open-ended comments) received and processed was analyzed using quantitative methods and the results can be found in Chapter 3. All other feedback was analyzed using qualitative methods and the framework can be found in Chapter 5 (Please refer to **Annex K: Public View Analytical Framework**).

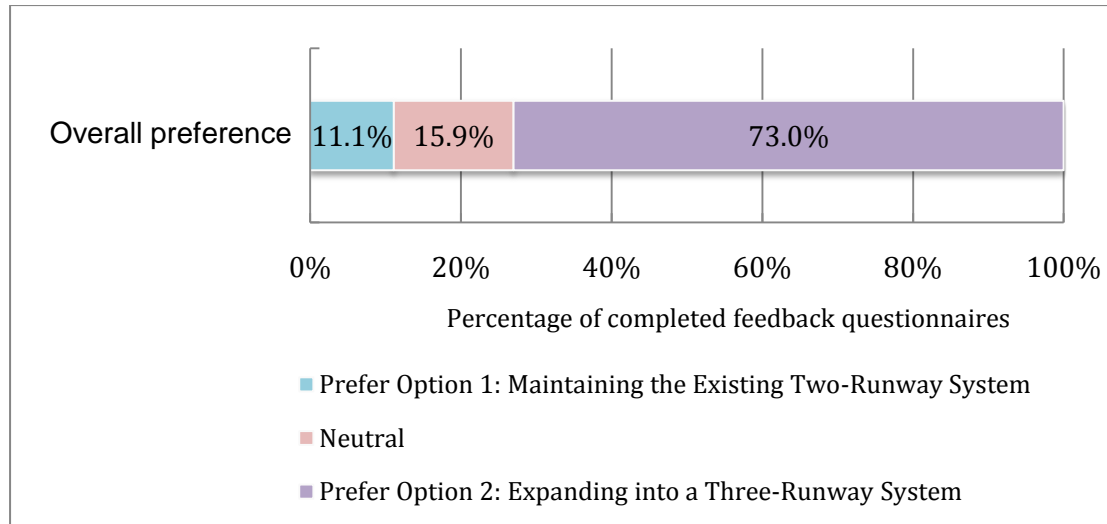
Quantitative Feedback Summary

1.7 A total of 24,242 feedback questionnaires received during the consultation were analysed in the main text of the report, while 5,640 feedback questionnaires received from collection boxes located in HKIA with living district missing were analysed in **Annex A**.

1.8 In the consultation, two proposed development options were presented for the respondents to indicate which one they preferred after the given considerations for investment in expanding HKIA's capacity. Option 1 is to maintain the airport's two-runway system and Option 2 is to expand into a three-runway

system. About three quarters of respondents (73.0%) preferred Option 2 overall, while about 10% of them (11.1%) preferred Option 1 overall (Figure 1.1).

Figure 1.1: Overall preference for the two proposed development options



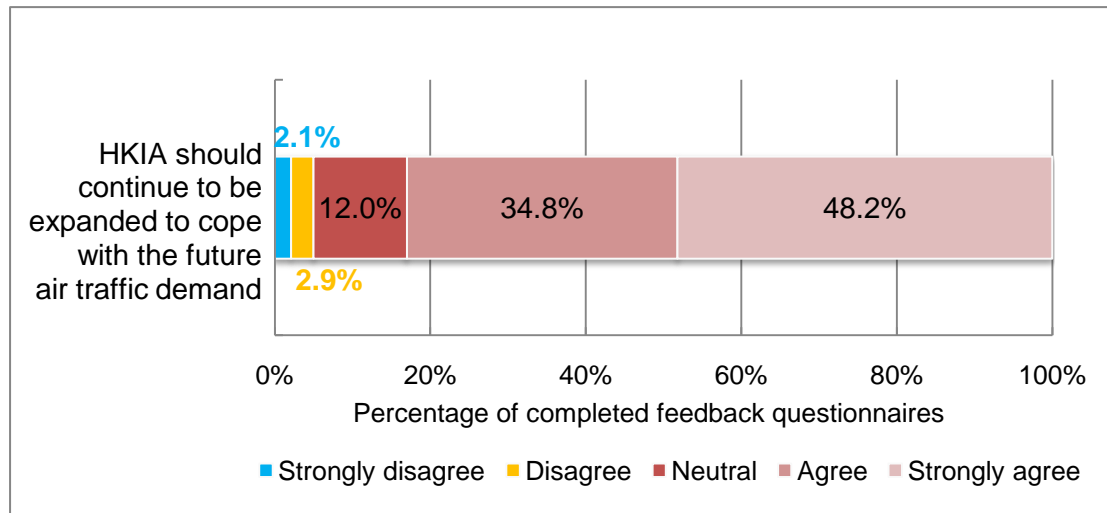
(Base: 20,893 excluding 3,349 missing data)

1.9 The results revealed that most respondents agreed with the following descriptions about the contribution of HKIA and only a tiny proportion of them disagreed:

- connecting Hong Kong with the world and enabling the city to be an international aviation hub (92.5% strongly agreed or agreed vs 1.3% strongly disagreed or disagreed);
- providing quality airport services and facilities (91.8% vs 1.6%);
- promoting Hong Kong's economic growth (90.1% vs 1.7%);
- strengthening the overall competitiveness of Hong Kong (88.9% vs 2.0%);
- creating employment as the contribution of HKIA (87.1% vs 2.0%); and
- making it more convenient for the respondents and their families to travel (86.0% vs 2.6%).

1.10 Similarly, most respondents agreed that HKIA should continue to be expanded to cope with the future air traffic demand (83.0%) (Figure 1.2).

Figure 1.2: Agreement with whether HKIA should continue to be expanded to cope with the future air traffic demand



(Base: 23,796 excluding 446 missing data)

1.11 For investment in expanding HKIA's capacity, most respondents agreed that the following considerations were important:

- benefit to Hong Kong's air connectivity with the rest of the world (89.7% vs 2.2%);
- benefit to the quality of airport services and facilities (89.1% vs 2.1%);
- benefit to Hong Kong's competitiveness (87.5% vs 2.7%);
- benefit to Hong Kong's economic growth (87.1% vs 2.6%);
- creating more job opportunities for Hong Kong's workforce (85.1% vs 2.9%); and
- making it more convenient for the respondents and their families to travel (78.5% vs 4.4%).

1.12 A lower proportion of the respondents agreed that environmental impact (69.4% vs 5.5%) and construction cost (66.5% vs 6.3%) were important considerations for investment in expanding HKIA's capacity.

1.13 The majority of respondents preferred Option 2 and about 10% of them preferred Option 1 after consideration of each of the following criteria in isolation:

- benefit to Hong Kong's air connectivity with the rest of the world (71.1%

vs 10.2%);

- benefit to Hong Kong's competitiveness (69.2% vs 9.4%);
- benefit to Hong Kong's economic growth (67.6% vs 9.9%);
- creating more job opportunities for Hong Kong's workforce (67.9% vs 9.3%);
- benefit to the quality of airport services and facilities (66.0% vs 12.9%);
and
- making it more convenient for the respondents and their family to travel (55.6% vs 11.9%).

1.14 However, less than half of the respondents preferred Option 2 and about a quarter of them preferred Option 1 after consideration of each of the following criteria in isolation:

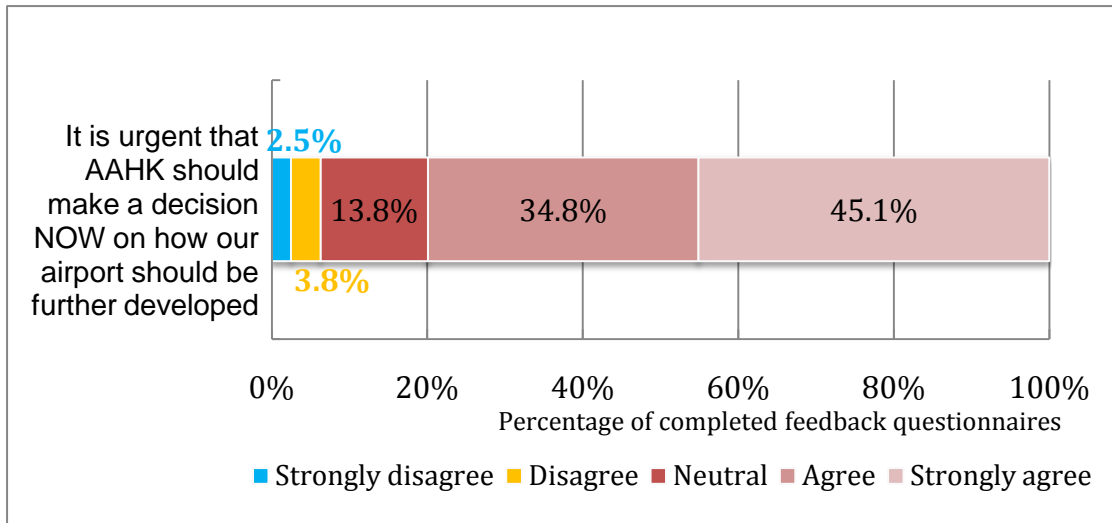
- environmental impact (37.4% vs 29.5%); and
- construction cost (41.6% vs 24.8%).

1.15 Supplementary cross tabulation tables are provided in **Annex B** to show:

- the relationship between respondents' overall preference and their level of agreement with each of the eight considerations being important for investment in expanding HKIA's capacity; and
- the relationship between respondents' overall preference and their preference after taking into account each consideration in isolation.

1.16 Nearly 80% of the respondents (79.9%) either strongly agreed or agreed that it was urgent that AAHK should make a decision **NOW** on how the airport should be further developed, while a small proportion of them (6.3%) either strongly disagreed or disagreed with it (Figure 1.3).

Figure 1.3: Agreement that it is urgent that AAHK should make a decision NOW on how the airport should be further developed



(Base: 23,681 excluding 561 missing data)

Qualitative Feedback Summary

1.17 All comments received during the consultation were divided into ten channels as below:

1. Public Forum (PF): 3 Public Fora (**Annex C**) - public fora are distinguished from other events as a separate channel because they were widely advertised by AAHK as open to all participants, whereas some of the other events were not open to everyone or not broadly advertised;
2. Event (E): 33 events including conferences, round tables, seminars and briefings (**Annex D**);
3. Legislative Council (LC): 105 written submissions to the Legislative Council and 2 meetings of the Council's Panel on Economic Development (**Annex E**);
4. District Council (DC): 18 District Council meetings (**Annex F**);
5. Written submission (WS): 296 written submissions either by soft or hard copies (**Annex G**);
6. Feedback questionnaire (Q): 4,882 written comments in the feedback questionnaires;
7. Media (M): 885 summaries from printed media and broadcasting (**Annex H**);
8. Internet and Social Media (IM): 644 comments from 99 webpages (**Annex I**) - comments were included if they were covered by WiseNews during the consultation period as this is a reputable indexing method for Internet activity in Hong Kong;
9. Signature Campaign (SC): 4 signature campaigns:
 - i. Green Sense, from which SSRC received 1,226 signatures with names;
 - ii. Park Island Owners' Committee, from which SSRC received 793 signatures with living units;
 - iii. Airport Development Concern Network, from which SSRC received 62 signatures and names (SSRC have only included those with a name provided); and
 - iv. WWF with 6,314 names and email addresses – SSRC has randomly selected 5% of the e-mails for verification and the verification was positive, so we have included them all.

The signature campaign comments were all counted based on the number of verifiable supporters as there is no clear distinction between signature campaigns, petition letters and any other form of letter or email.

10. Opinion Survey (OS): 5 opinion surveys were included:
 - i. Residential survey conducted by Park Island Owners' Committee;
 - ii. Survey conducted by eight aviation related unions;
 - iii. Member survey conducted by 30s Group;
 - iv. Survey presented by Professor WM Cheung of The Chinese University of Hong Kong in Hong Kong Shippers' Council Joint Conference; and
 - v. Member survey conducted by Hong Kong Logistics Management Staff Association.

The survey results were included as single submissions as verification of the participants was not possible. They are coded on the basis of any view expressed by a simple majority (more than 50%).

1.18 There was consensus about the benefits of enhanced connectivity on HKIA and Hong Kong from a very wide range of perspectives, especially in terms of economic growth and competitiveness, and of the negative impact on HKIA and Hong Kong if the third runway is not built. There was consensus about the third runway yielding economic benefits of specific industries and increased job opportunities, although there were some concerns about the calculation of the benefits.

1.19 There was consensus that the passenger and cargo demand will increase, although there were concerns that the air traffic forecasts need to be adjusted to account for the growth of other GPRD airports, direct flights between Taiwan and the Mainland, oil prices, Mainland economic growth, global economic cycles, use of wide-body aircraft and the high-speed rail links being built. There was consensus that the demand for the current airport will exceed capacity limits in future, triggering the need for a third runway, although there was disagreement about when that limit will be reached. One shared concern was about the need for the government to negotiate more airspace with Mainland authorities, regardless of whether the third runway is built, while recognizing this is not easy.

- 1.20 There were mixed views on whether HKIA's capacity can or should be increased through other airports in the GPRD.
- 1.21 There were many comments about high construction costs for the third runway and consensus that any delay will raise the costs higher, so there is a need for careful monitoring to keep the costs within budget. There were very mixed views on funding of the third runway with taxpayer support, borrowing and user pays and an IPO suggested as options, but agreement that funding considerations should be carefully reviewed. There was concern that money spent on the third runway should not mean that money is not spent to address important social issues or that balanced development is ignored. There were suggestions that the airport development should follow the principles of sustainable development and of the need to focus on service and training to remain competitive despite our limited land. There were concerns about construction speed, airport design, reclamation, better linkage with the GPRD and Hong Kong urban areas and of the need to hire local construction workers.
- 1.22 There were many comments about excessive environmental impact, especially on carbon emissions, noise and the Chinese White Dolphins and of the need to minimize impact. There were also many comments about the need to evaluate both social and environmental costs and then doing the EIA promptly and properly to avoid delay in construction. There were very mixed views about how to balance environmental protection and economic growth, with most comments preferring balance, but some comments insisting on preference for development or environmental protection. There is widespread support for a range of environmental mitigation methods to address noise, air pollution, dolphin protection and reclamation impact. Some concern was expressed about the social costs from the third runway making Hong Kong less attractive due to environmental impact, damage to health and increased land traffic impact.
- 1.23 Compensation for people affected by the third runway, better working conditions in the airport and enhanced flight routes were raised.
- 1.24 There was broad agreement with the need to start construction of the third runway as soon as possible. There were also suggestions to consider other options now, such as a fourth runway or second airport.

1.25 There was a broad concern about insufficient information in the consultation paper, especially on carbon emissions, air quality, noise, but also about negative impacts in general, airspace limitations, economic benefits, social costs and mitigation measures. Concern was also expressed about a conflict of interest as AAHK, the manager of the airport, was also conducting the process, and insufficient options being presented.

Quantitative Feedback Conclusion

1.26 In conclusion, based on the quantitative feedback, there is broad consensus that HKIA connects Hong Kong with the world, enabling the city to be an international aviation hub; HKIA provides quality airport services and facilities; HKIA promotes Hong Kong's economic growth; HKIA strengthens Hong Kong's economic growth; HKIA creates employment; HKIA makes it more convenient for travel and that HKIA should continue to be expanded to cope with future demand.

1.27 There is broad consensus that the benefits to Hong Kong's air connectivity, competitiveness, economic growth; creation of jobs and convenience for travel, environmental impact and construction cost are all important considerations for investment in expanding HKIA's capacity.

1.28 Taking into account each of the above considerations in isolation, there was strong preference for Option 2, except for construction cost, where there was still clear preference for Option 2 (41.6% vs 24.8%) and environmental impact, where there was almost as much support for Option 1 (29.5%) as Option 2 (37.4%).

1.29 When considered overall, there is a clear preference for Option 2.

Qualitative Feedback Conclusion

- 1.30 In conclusion, based on the qualitative feedback, there is broad consensus about the benefits of enhanced connectivity from the third runway to HKIA and Hong Kong from a very wide range of perspectives, especially in terms of economic growth and competitiveness, and of the negative impact on HKIA and Hong Kong if the third runway is not built, with little in the way of dissent, other than concern that some of the projected growth may be transferred to GPRD airports and the high-speed rail or not appear due to lower economic growth or higher oil prices.
- 1.31 There is broad consensus that air traffic demand will increase in future, exceeding the capacity constraint of two runways, although some disagreement whether this will happen in the timeframe projected by AAHK and a shared concern about the need for the government to negotiate more airspace.
- 1.32 However, it is clear that the primary areas of concern are the environmental impact of the third runway and whether there was enough information in the consultation paper documents to adequately evaluate the impact of the options. There is a clear concern that the environmental costs have not been fully addressed and sufficient information about the environmental impact and possible mitigation has not been provided in order to have an informed public debate about the options.
- 1.33 There is consensus that the EIA should be done as soon as possible to allow the necessary informed debate about how the environmental costs could be mitigated and to avoid delay in construction. However, it is clear that different stakeholders have very different views on how or even whether the environmental costs and economic benefits can be balanced.

Chapter 1: Introduction

1.1 Background

The Master Plan 2030 ("MP2030") is a 20-year development plan for the Hong Kong International Airport ("HKIA"). It outlines the airport facility expansions and capacity enhancements required to meet long-term air traffic demand, which are critical to maintaining Hong Kong's status as an aviation hub and sustaining the city's future competitiveness and economic growth. MP2030 presents two airport development options: (1) maintaining the existing two-runway system; or (2) expanding into a three-runway system.

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1.4 Types of Feedback Received

The SSRC assisted AAHK in designing a bilingual feedback questionnaire for wide distribution in the community (Please refer to **Annex J: Feedback Questionnaire**). It was designed to be simple enough to be understood by anyone with secondary education. The feedback questionnaire was also made available online to facilitate widespread use. In addition, feedback from the public was also received through written submissions, signature campaigns, on-line forums and electronic and printed media. Lastly, the SSRC was invited to attend 56 events out of the 194 events related to MP2030 during the PCE and those events were recorded and summarized by the SSRC as an important source of feedback during the PCE by stakeholders. The 56 events included 3 public fora, 18 District Council meetings, 2 meetings of the Panel on Economic Development of the Legislative Council and 33 conferences/round tables/seminars/briefings.

1.5 Analysis of Feedback

The feedback provided using the feedback questionnaire (other than open-ended comments) received and processed was analyzed using quantitative methods and the results can be found in Chapter 3. All other feedback was analyzed using qualitative methods and the framework can be found in Chapter 5 (Please refer to **Annex K: Public View Analytical Framework**).

Chapter 2: Feedback Questionnaire

2.1 Quantity of Feedback Questionnaires

A total of 29,882 usable feedback questionnaires were received as at 3rd September and subsequently processed, including 23,554 paper feedback questionnaires and 6,328 on-line feedback questionnaires, excluding questionnaires with no valid information other than demographics (21 paper questionnaires of those respondents aged below 13 with tertiary education excluded) and excluding duplicate on-line questionnaires with identical data from identical IP addresses and received within a 1-minute period (67 on-line questionnaires excluded).

The anonymous data set generated from the feedback questionnaires will be returned to AAHK for archiving at the end of the evaluation.

2.2 Statistical Analysis

The objective of the Consultancy is to assist AAHK to independently collect and analyse feedback received during the PCE to gauge the views of key stakeholders and the wider public on MP2030.

It is important to note that the feedback questionnaires are not a random sample of any population, so statistical tests, which assume random samples, are not appropriate. AAHK states that every voice counts, so all responses are included unless they are clearly empty or duplicates.

Chapter 3: Results of the Feedback Questionnaire

A total of 29,882 feedback questionnaires were received online, by mail, from collection boxes at the three roving exhibitions and from collection boxes located in HKIA (one in non-restricted area of Terminal 1, one in non-restricted area of Terminal 2 and nine in restricted area of Terminal 1). Out of the 12,459 questionnaires received from HKIA, 5,640 had the information about living district missing. While it was not stated in the questionnaire as compulsory for the respondents to provide their living district, as those collection boxes were located either in the restricted area or the terminals, SSRC judged that those questionnaires are likely to have been completed by visitors who were not residents in Hong Kong. Hence, they are not included in the analysis. In other words, only 24,242 feedback questionnaires are included in the analysis in this chapter. Those questionnaires with living district missing and received from HKIA were thus separated out for analysis and their results are shown separately in **Annex A**.

The feedback questionnaire consists of five sections. In section 1, respondents were asked to rate their level of agreement with each of the following descriptions about the contribution of HKIA:

1. Providing quality airport services and facilities;
2. Connecting Hong Kong with the world and enabling the city to be an international aviation hub;
3. Promoting Hong Kong's economic growth;
4. Creating employment;
5. Strengthening the overall competitiveness of Hong Kong; and
6. Making it more convenient for the respondents and their family to travel.

In section 2, respondents were asked to rate their level of agreement with whether HKIA should continue to be expanded to cope with the future air traffic demand.

In section 3, respondents were asked to indicate their preference for Option 1, Option 2 or neutral after they rated their level of agreement with each of the following considerations being important for investment in expanding HKIA's capacity:

1. Benefit to the quality of airport services and facilities;
2. Benefit to Hong Kong's air connectivity with the rest of the world;
3. Benefit to Hong Kong's economic growth;

4. Creating more job opportunities for Hong Kong's workforce;
5. Benefit to Hong Kong's competitiveness;
6. Making it more convenient for respondents and their family to travel;
7. Environmental impact; and
8. Construction cost.

Then respondents were asked to identify the option that they preferred overall and to rate their level of agreement with AAHK making a decision NOW on how the airport should be further developed.

In section 4, respondents were asked to provide their personal particulars including gender, age, education and living district.

In the last section, respondents were welcome to provide further feedback or additional comments on the airport expansion plans.

3.1 Demographic information

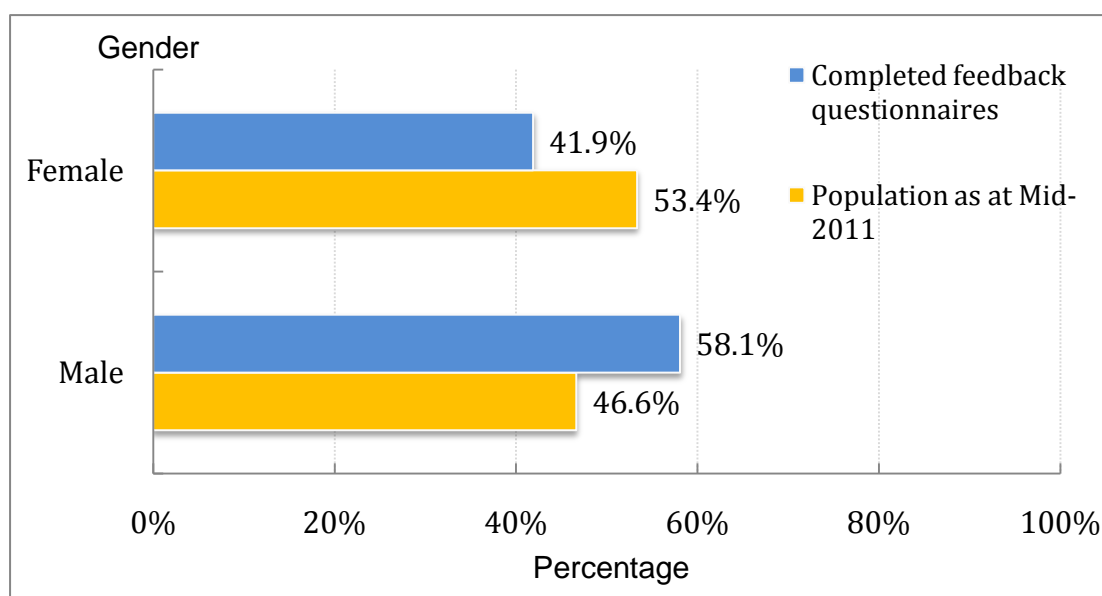
This section briefly describes the demographic characteristics of respondents who completed the feedback questionnaires.

Gender

Figure 3.1 shows that about two-fifths (41.9%) of the feedback questionnaires were completed by female respondents, while the rest were male (58.1%).

When compared with the Hong Kong population data compiled by the Census and Statistics Department (C&SD) for mid-2011, the proportion of female respondents was lower than that of the population.

Figure 3.1: Gender breakdown



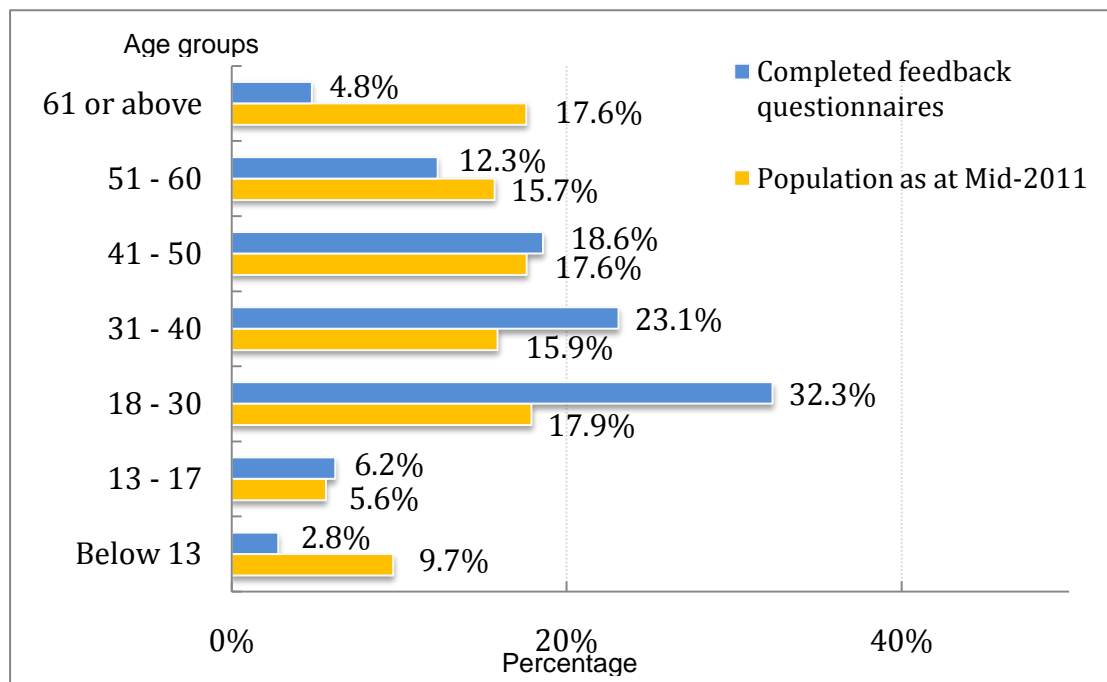
(Base: 23,264 excluding 978 missing data)

Age

Figure 3.2 shows that slightly over two-fifths (41.7%) of feedback questionnaires were completed by middle-aged respondents between 31 and 50 years old, followed by about a third of them (32.3%) aged between 18 and 30 years. About one out of six (17.1%) respondents were aged over 50, while the rest (9.0%) were aged below 18 years.

When compared with the Hong Kong population data compiled by the Census and Statistics Department (C&SD) for mid-2011, the proportions of respondents among age groups 18-30 and 31-40 are much higher than the population while the proportions of respondents aged below 13, 51-60 and 61 or above are much lower.

Figure 3.2: Age breakdown

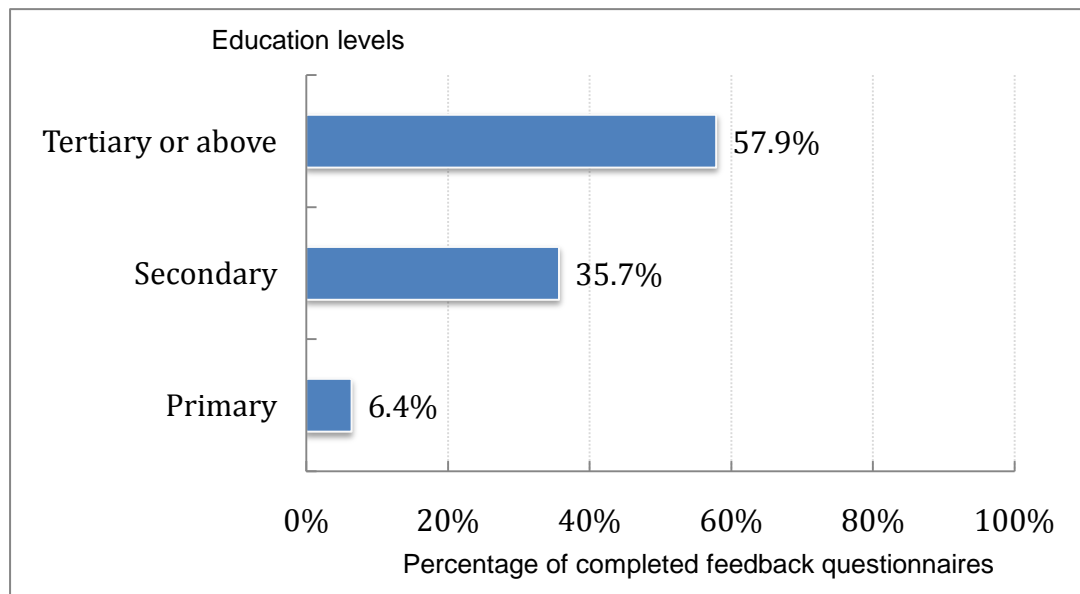


(Base: 23,808 excluding 434 missing data)

Education level

Figure 3.3 shows that over half of the feedback questionnaires (57.9%) were completed by respondents who had attained tertiary education or above, followed by secondary education (35.7%) and primary education (6.4%).

Figure 3.3: Education level



(Base: 22,888 excluding 1,354 missing data)

Living district

Table 3.1 shows that a higher proportion of feedback questionnaires were completed by respondents who were living in Tsuen Wan (8.2%), followed by Islands (7.7%) and Eastern Hong Kong Island (7.5%). It is worthwhile to note that about one out of six feedback questionnaires (15.9%) were completed by respondents who were either living in Islands (7.7%) or Tsuen Wan (8.2%).

When compared with the Hong Kong 2006 Population By-census data compiled by the Census and Statistics Department (C&SD), the proportions of respondents who were living in Islands, Tsuen Wan and Central and Western Hong Kong Island are much higher than the population.

Table 3.1: Living district

Living district	Completed feedback questionnaires		2006 Population By-census		Rate of percentage
	No. of respondent	Percentage	Resident population	Percentage	
Central and Western Hong Kong Island	1520	6.4%	250064	3.6%	1.8
Eastern Hong Kong Island	1782	7.5%	587690	8.6%	0.9
Southern Hong Kong Island	916	3.9%	275162	4.0%	1.0
Wan Chai	751	3.2%	155196	2.3%	1.4
Kowloon City	1510	6.4%	362501	5.3%	1.2
Kwun Tong	1461	6.2%	587423	8.6%	0.7
Sham Shui Po	978	4.1%	365540	5.3%	0.8
Wong Tai Sin	987	4.2%	423521	6.2%	0.7
Yau Tsim Mong	981	4.1%	280548	4.1%	1.0
Islands	1814	7.7%	140188	2.0%	3.9
Kwai Tsing	1734	7.3%	523300	7.6%	1.0
North New Territories	969	4.1%	280730	4.1%	1.0
Sai Kung	1021	4.3%	406442	5.9%	0.7
Sha Tin	1735	7.3%	607544	8.9%	0.8
Tai Po	741	3.1%	293542	4.3%	0.7
Tsuen Wan	1948	8.2%	288728	4.2%	2.0
Tuen Mun	1459	6.2%	502035	7.3%	0.8
Yuen Long	1387	5.9%	534192	7.8%	0.8
Total	23694	100.0%	6864346	100.0%	
Missing data	548				

3.2 The contribution of HKIA

In this section, respondents were asked to rate their agreement with the following descriptions about the contribution of HKIA using a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree):

1. Providing quality airport services and facilities;
2. Connecting Hong Kong with the world and enabling the city to be an international aviation hub;
3. Promoting Hong Kong's economic growth;
4. Creating employment;
5. Strengthening the overall competitiveness of Hong Kong; and
6. Making it more convenient for the respondents and their family to travel.

Figure 3.4 shows that most respondents either strongly agreed or agreed that the contribution of HKIA is connecting Hong Kong with the world and enabling the city to be an international aviation hub (92.5%), while only 1.3% either strongly disagreed or disagreed with it.

Similar proportions of respondents either strongly agreed or agreed that the contribution of HKIA is providing quality airport services and facilities (91.8%) and promoting Hong Kong's economic growth (90.1%), while only 1.6% and 1.7% either strongly disagreed or disagreed respectively.

For strengthening the overall competitiveness of Hong Kong as the contribution of HKIA, close to 90% of the respondents (88.9%) either strongly agreed or agreed with this contribution of HKIA, while 2.0% either strongly disagreed or disagreed with it.

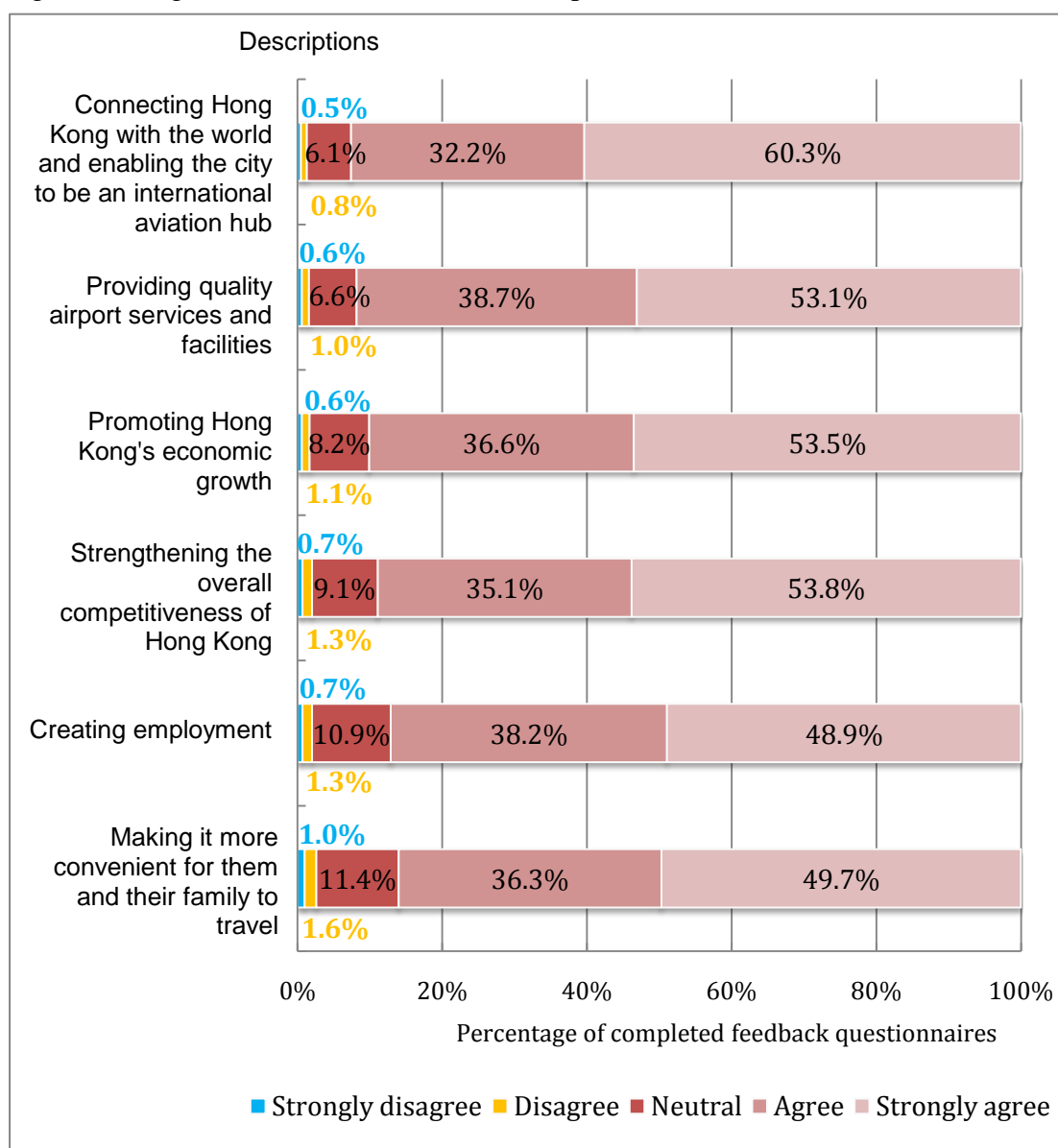
For creating employment as the contribution of HKIA, over 80% of the respondents (87.1%) either strongly agreed or agreed with it, while 2.0% either strongly disagreed or disagreed with it.

For making it more convenient for the respondents and their families to travel as the contribution of HKIA, the majority of the respondents (86.0%) either strongly agreed or agreed with it, while 2.6% either strongly disagreed or disagreed with it.

In summary, most respondents (ranged from 86.0% to 92.5%) either strongly agreed or agreed with the various descriptions about the contribution of HKIA and a tiny proportion (ranged from 1.3% to 2.6%) of them either strongly disagreed or disagreed

with the various descriptions.

Figure 3.4: Agreement with the various descriptions about the contribution of HKIA



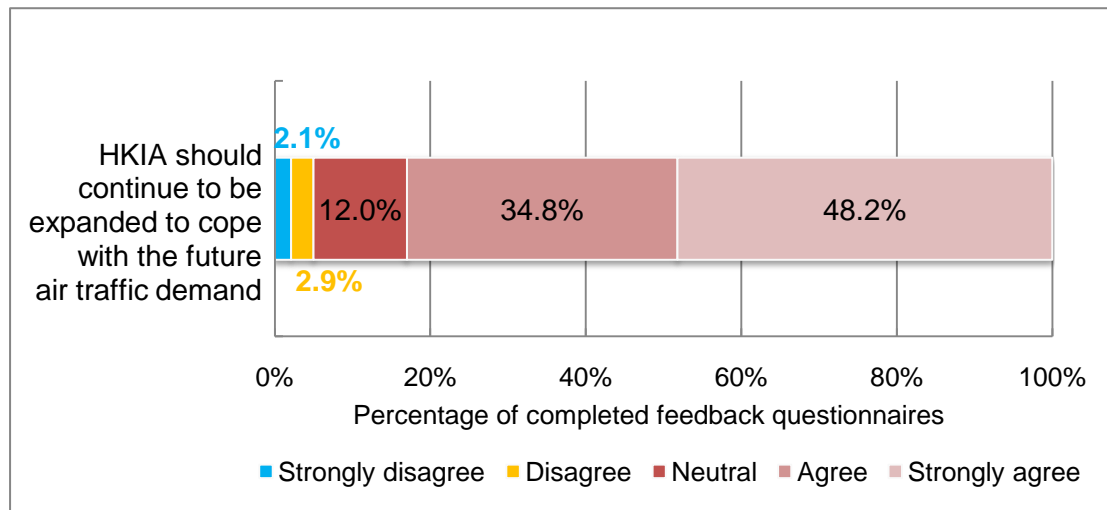
(Base: Connecting Hong Kong with the world and enabling the city to be an international aviation hub = 23,999 excluding 243 missing data, Providing quality airport services and facilities = 24,021 excluding 221 missing data, Promoting Hong Kong's economic growth = 23,951 excluding 291 missing data, Strengthening the overall competitiveness of Hong Kong = 23,964 excluding 278 missing data, Creating employment = 23,976 excluding 266 missing data and Making it more convenient for the respondents and their family to travel = 23,984 excluding 258 missing data)

3.3 The future development of HKIA

According to the MP2030, substantial growth is forecast in the aviation market of the Greater Pearl River Delta (GPRD) including that in Hong Kong. Respondents were asked to rate their agreement with whether HKIA should continue to be expanded to cope with the future air traffic demand using a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree):

Figure 3.5 shows that the majority of the respondents either strongly agreed or agreed (83.0%) that HKIA should continue to be expanded to cope with the future air traffic demand, while only 5.0% either strongly disagreed or disagreed with it.

Figure 3.5: Agreement with whether HKIA should continue to be expanded to cope with the future air traffic demand



(Base: 23,796 excluding 446 missing data)

3.4 Considerations for investment in expanding HKIA's capacity and preference for the two proposed development options

3.4.1 Considerations for investment in expanding HKIA's capacity

According to the MP2030, substantial growth is forecast in the aviation market of the Greater Pearl River Delta (GPRD) including that in Hong Kong. Respondents were asked to rate their agreement with the following considerations individually for investment in expanding HKIA's capacity using a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree):

1. Benefit to the quality of airport services and facilities;
2. Benefit to Hong Kong's air connectivity with the rest of the world;
3. Benefit to Hong Kong's economic growth;
4. Creating more job opportunities for Hong Kong's workforce;
5. Benefit to Hong Kong's competitiveness;
6. Making it more convenient for respondents and their family to travel;
7. Environmental impact; and
8. Construction cost.

Figure 3.6 shows that most respondents (89.7%) either strongly agreed or agreed that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration, while only a tiny proportion of them (2.2%) either strongly disagreed or disagreed with it.

For consideration of the benefit to the quality of airport services and facilities, most respondents (89.1%) either strongly agreed or agreed that it is an important consideration, while only a small proportion of them (2.1%) either strongly disagreed or disagreed with it.

For consideration of the benefit to Hong Kong's competitiveness, most respondents (87.5%) either strongly agreed or agreed that it is an important consideration, while only a tiny proportion of them (2.7%) either strongly disagreed or disagreed with them.

For consideration of the benefit to Hong Kong's economic growth, most respondents (87.1%) either strongly agreed or agreed that it is an important consideration, while only a tiny proportion of them (2.6%) either strongly disagreed or disagreed with it.

For consideration of creating more job opportunities for Hong Kong's workforce,

most respondents (85.1%) either strongly agreed or agreed that it is an important consideration, while a tiny proportion of them (2.9%) either strongly disagreed or disagreed with it.

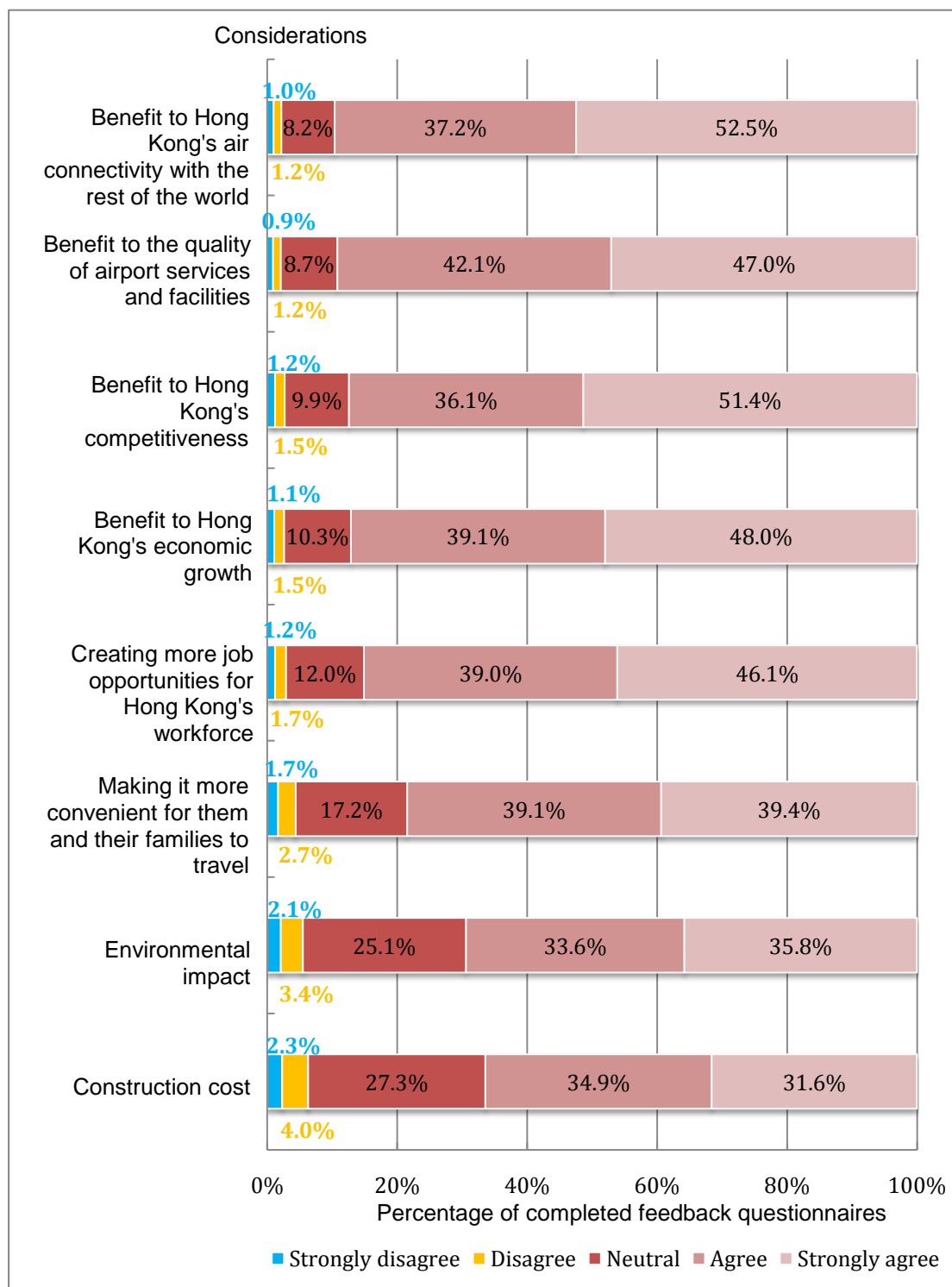
For consideration of making HKIA more convenient for the respondents and their families to travel, over three quarters of the respondents (78.5%) either strongly agreed or agreed that it is an important consideration, while only a tiny proportion of them (4.4%) either strongly disagreed or disagreed with it.

For consideration of environmental impact close to 70% of respondents (69.4%) either strongly agreed or agreed that it is an important consideration, while only a small proportion of them (5.5%) either strongly disagreed or disagreed with it.

For consideration of construction cost, about two thirds of respondents (66.5%) either strongly agreed or agreed that it is an important consideration, while only a small proportion of them (6.3%) either strongly disagreed or disagreed with it.

It is worthwhile to note that most of the respondents considered that all the eight considerations are important considerations for investment in expanding HKIA's capacity, and among them, making HKIA more convenient for the respondents and their families to travel, environmental impact and construction cost are relatively less important.

Figure 3.6: Summary of the level of agreement that individual considerations are important for investment in expanding HKIA’s capacity



(Base: Benefit to the quality of airport services and facilities = 23,501 excluding 741 missing data, Benefit to Hong Kong’s air connectivity with the rest of the world = 23,509 excluding 733 missing data, Benefit to Hong Kong’s economic growth = 23,462 excluding 780 missing data, Creating more job opportunities for Hong Kong’s

workforce = 23,463 excluding 779 missing data, Benefit to Hong Kong's competitiveness = 23,429 excluding 813 missing data, Making it more convenient for the respondents and their family to travel = 23,414 excluding 828, Environmental impact = 23,283 excluding 959 missing data, Construction cost = 23,209 excluding 1,033 missing data)

3.4.2 Preference for the two proposed development options

In the MP2030, AAHK presents two development options, that is, to maintain the airport's two-runway system or to expand into a three-runway system. Respondents were asked to indicate their preference for Option 1, Option 2 or neutral against each of the following considerations individually:

1. Benefit to the quality of airport services and facilities;
2. Benefit to Hong Kong's air connectivity with the rest of the world;
3. Benefit to Hong Kong's economic growth;
4. Creating more job opportunities for Hong Kong's workforce;
5. Benefit to Hong Kong's competitiveness;
6. Making it more convenient for respondents and their family to travel;
7. Environmental impact; and
8. Construction cost.

Figure 3.7 shows that slightly over 70% of respondents (71.1%) preferred Option 2 after consideration of the benefit to Hong Kong's air connectivity with the rest of the world in isolation, while about 10% of them (10.2%) preferred Option 1.

After consideration of the benefit to Hong Kong's competitiveness in isolation, close to 70% of respondents (69.2%) preferred Option 2, while less than 10% of them (9.4%) preferred Option 1.

After consideration of creating more job opportunities for Hong Kong's workforce in isolation, about two thirds of the respondents preferred Option 2 (67.9%), while less than 10% of them (9.3%) preferred Option 1.

After consideration of the benefit to Hong Kong's economic growth in isolation, about two thirds of the respondents preferred Option 2 (67.6%), while about 10% of them (9.9%) preferred Option 1.

After consideration of the benefit to the quality of airport services and facilities in isolation, close to two thirds of the respondents (66.0%) preferred Option 2, while slightly over 10% of them (12.9%) preferred Option 1.

After consideration of making HKIA more convenient for the respondents and their families to travel in isolation, over half of the respondents (55.6%) preferred Option 2,

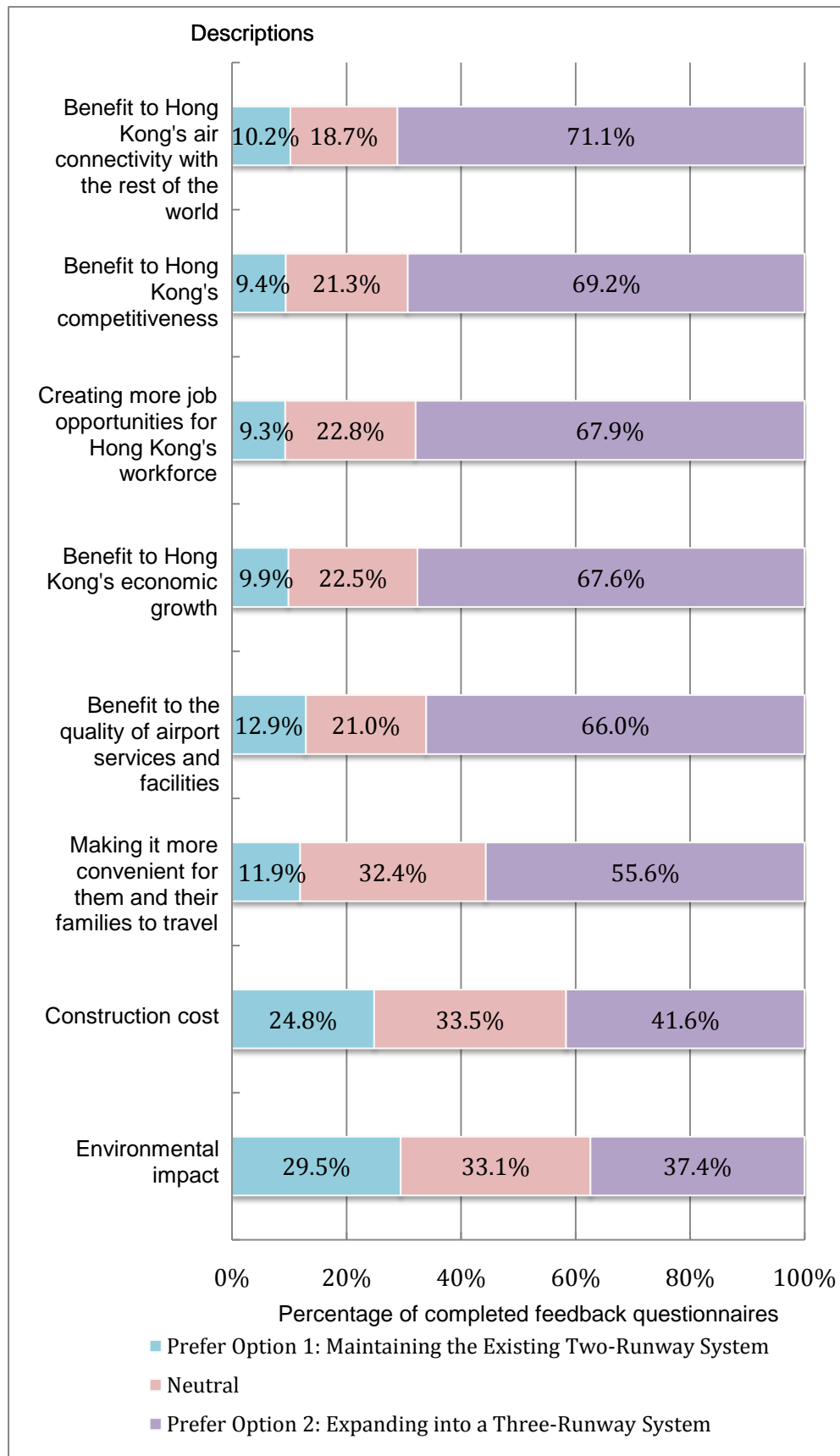
while slightly over 10% of them (11.9%) preferred Option 1.

After consideration of construction cost in isolation, slightly over 40% of the respondents (41.6%) preferred Option 2, while about a quarter of them (24.8%) preferred Option 1.

After consideration of environmental impact in isolation, over a third of respondents preferred Option 2 (37.4%), while over a quarter of them (29.5%) preferred Option 1.

More respondents preferred Option 2 than Option 1 after considering each consideration individually. However, the proportion of respondents preferring Option 1 after considering environmental impact and construction cost individually was much higher than that after considering the other six considerations.

Figure 3.7: Summary of the preference for the two proposed development options against each of the considerations individually



(Base: Benefit to the quality of airport services and facilities = 22,695 excluding 1,547 missing data, Benefit to Hong Kong's air connectivity with the rest of the world = 22,507 excluding 1,735 missing data, Benefit to Hong Kong's economic growth = 22,469 excluding 1,773 missing data, Creating more job opportunities for Hong Kong's workforce = 22,460 excluding 1,782 missing data, Benefit to Hong Kong's competitiveness = 22,432 excluding 1,810 missing data, Making it more convenient for the respondents and their family to travel = 22,387 excluding 1,855 missing data, Environmental impact = 22,347 excluding 1,895 missing data, Construction cost = 22,306 excluding 1,936 missing data)

3.5 The preference for the two proposed development options after taking into account each of the considerations by the level of agreement with the considerations

This section shows respondents' preference for the two proposed development options after taking into account each of the considerations for investment in expanding HKIA's capacity in isolation.

3.5.1 Agreement that the benefit to the quality of airport services and facilities is an important consideration and the preference for the two proposed development options

Table 3.2 illustrates the relationship between the level of agreement that the benefit to the quality of airport services and facilities is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among respondents who either strongly agreed or agreed that the benefit to the quality of airport services and facilities is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (71.6%) than those respondents who preferred Option 1 (11.1%).

Table 3.2: Agreement that the benefit to the quality of airport services and facilities is important consideration and the preference for two proposed development options

Variable	Level	Base	After taking into account the benefit to the quality of airport services and facilities in isolation		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to the quality of airport services and facilities is an important consideration	Strongly disagree	122	64.8%	15.6%	19.7%
	Disagree	249	61.0%	26.5%	12.4%
	Strongly disagree and disagree	371	62.3%	22.9%	14.8%
	Neutral	1903	21.6%	61.8%	16.6%
	Agree	9282	15.5%	25.9%	58.6%
	Strongly agree	10523	7.2%	9.8%	83.1%
	Strongly agree and agree	19805	11.1%	17.3%	71.6%

3.5.2 Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration and the preference for the two proposed development options

Table 3.3 illustrates the relationship between the level of agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among those respondents who either strongly agreed or agreed that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (76.9%) than those respondents who preferred Option 1 (8.2%).

Table 3.3: Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration and the preference for the two proposed development options

Variable	Level	Base	After taking into account the benefit to Hong Kong's air connectivity with the rest of the world in isolation		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration	Strongly disagree	135	63.7%	17.0%	19.3%
	Disagree	245	58.4%	31.4%	10.2%
	Strongly disagree and disagree	380	60.3%	26.3%	13.4%
	Neutral	1787	20.1%	62.8%	17.0%
	Agree	8078	12.9%	25.2%	61.9%
	Strongly agree	11667	5.0%	7.7%	87.3%
	Strongly agree and agree	19745	8.2%	14.9%	76.9%

3.5.3 Agreement that the benefit to Hong Kong's economic growth is an important consideration and the preference for the two proposed development options

Table 3.4 illustrates the relationship between the level of agreement that the benefit to Hong Kong's economic growth is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among those respondents who either strongly agreed or agreed that the benefit to Hong Kong's economic growth is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (74.6%) than those respondents who preferred Option 1 (7.8%).

Table 3.4: Agreement that the benefit to Hong Kong's economic growth is an important consideration and the preference for the two proposed options

Variable	Level	Base	After taking into account the benefit to Hong Kong's economic growth in isolation		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to Hong Kong's economic growth is an important consideration	Strongly disagree	155	65.2%	14.8%	20.0%
	Disagree	321	53.9%	29.9%	16.2%
	Strongly disagree and disagree	476	57.6%	25.0%	17.4%
	Neutral	2257	17.5%	64.4%	18.1%
	Agree	8506	10.6%	28.4%	61.0%
	Strongly agree	10598	5.5%	9.0%	85.5%
	Strongly agree and agree	19104	7.8%	17.7%	74.6%

3.5.4 Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration and the preference for the two proposed development options

Table 3.5 illustrates the relationship between the level of agreement that creating more job opportunities for Hong Kong's workforce is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among those respondents who either strongly agreed or agreed that creating more job opportunities for Hong Kong's workforce is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (75.4%) than those respondents who preferred Option 1 (7.4%).

Table 3.6: Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration and the preference for the two proposed development options

Variable	Level	Base	After taking into account creating more job opportunities for Hong Kong's workforce in isolation		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration	Strongly disagree	170	60.0%	22.4%	17.6%
	Disagree	365	42.7%	38.9%	18.4%
	Strongly disagree and disagree	535	48.2%	33.6%	18.1%
	Neutral	2642	14.2%	62.2%	23.6%
	Agree	8530	9.9%	26.5%	63.6%
	Strongly agree	10127	5.3%	9.4%	85.3%
	Strongly agree and agree	18657	7.4%	17.2%	75.4%

3.5.5 Agreement that the benefit to Hong Kong's competitiveness is an important consideration and the preference for the two proposed development options

Table 3.6 illustrates the relationship between the level of agreement that the benefit to Hong Kong's competitiveness is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among those respondents who either strongly agreed or agreed that the benefit to Hong Kong's competitiveness is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (76.2%) than those respondents who preferred Option 1 (7.3%).

Table 3.6: Agreement that the benefit to Hong Kong's competitiveness is an important consideration and the preference for the two proposed development options

Variable	Level	Base	After taking into account the benefit to Hong Kong's competitiveness in isolation		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to Hong Kong's competitiveness is an important consideration	Strongly disagree	165	68.5%	17.6%	13.9%
	Disagree	316	52.5%	32.6%	14.9%
	Strongly disagree and disagree	481	58.0%	27.4%	14.6%
	Neutral	2149	17.4%	64.4%	18.2%
	Agree	7829	10.7%	28.3%	61.0%
	Strongly agree	11322	4.8%	8.5%	86.6%
	Strongly agree and agree	19151	7.3%	16.6%	76.2%

3.5.6 Agreement that making it more convenient for the respondents and their families to travel is an important consideration and the preference for the two proposed development options

Table 3.7 illustrates the relationship between the level of agreement that making it more convenient for the respondents and their families to travel is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among those respondents who either strongly agreed or agreed that making it more convenient for the respondents and their families to travel is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (65.9%) than those respondents who preferred Option 1 (9.7%).

Table 3.7: Agreement that making it more convenient for the respondents and their families to travel is an important consideration and the preference for the two proposed development options

Variable	Level	Base	After taking into account making it more convenient for the respondents and their family to travel in isolation		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that making it more convenient for the respondents and their family to travel is an important consideration	Strongly disagree	277	55.6%	26.7%	17.7%
	Disagree	577	39.0%	47.0%	14.0%
	Strongly disagree and disagree	854	44.4%	40.4%	15.2%
	Neutral	3812	14.3%	67.8%	17.8%
	Agree	8474	12.1%	35.4%	52.5%
	Strongly agree	8595	7.3%	13.6%	79.1%
	Strongly agree and agree	17069	9.7%	24.4%	65.9%

3.5.7 Agreement that environmental impact is an important consideration and the preference for the two proposed development options

Table 3.8 illustrates the relationship between the level of agreement that environmental impact is an important consideration and the preference for the two proposed development options after taking into account this consideration in isolation.

Among those respondents who either strongly agreed or agreed that environmental impact is an important consideration, there was a slightly higher proportion of those respondents who preferred Option 2 (39.2%) than those respondents who preferred Option 1 (35.1%).

Table 3.8: Agreement that environmental impact is an important consideration and the preference for the two proposed development options

Variable	Level	Base	After taking into account environmental impact in isolation		
			Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three- Runway System
Agreement that the environmental impact is an important consideration	Strongly disagree	375	25.6%	16.5%	57.9%
	Disagree	719	24.3%	29.6%	46.0%
	Strongly disagree and disagree	1094	24.8%	25.1%	50.1%
	Neutral	5472	14.5%	55.5%	30.0%
	Agree	7255	28.4%	32.0%	39.5%
	Strongly agree	7822	41.3%	19.8%	39.0%
	Strongly agree and agree	15077	35.1%	25.7%	39.2%

3.5.8 Agreement that construction cost is an important consideration and the preference for the two proposed development options

Table 3.9 illustrates the relationship between the agreement that construction cost is an important consideration and the preference for the two proposed development options after taking into account this consideration.

Among those respondents who either strongly agreed or agreed that construction cost is an important consideration, there was a higher proportion of those respondents who preferred Option 2 (45.8%) than those respondents who preferred Option 1 (28.3%).

Table 3.9: Agreement that construction cost is an important consideration and the preference for the two proposed development options

Variable	Level	Base	After taking into account construction cost in isolation		
			Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three- Runway System
Agreement that the construction cost is an important consideration	Strongly disagree	414	27.3%	19.8%	52.9%
	Disagree	861	28.2%	27.6%	44.1%
	Strongly disagree and disagree	1275	27.9%	25.1%	47.0%
	Neutral	5898	15.2%	54.2%	30.6%
	Agree	7519	25.3%	31.9%	42.8%
	Strongly agree	6866	31.6%	19.3%	49.0%
	Strongly agree and agree	14385	28.3%	25.9%	45.8%

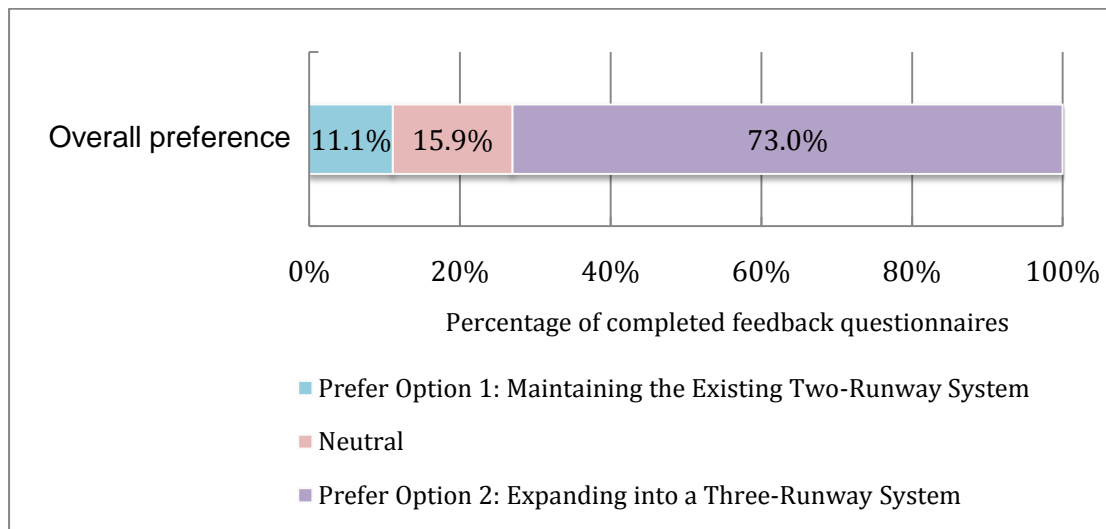
For each of the above eight considerations, among those who either strongly agreed or agreed that they are important considerations, there was a higher proportion of respondents who preferred Option 2 than those respondents who preferred Option 1.

3.6 Overall preference for the two proposed development options

Respondents were asked to indicate their overall preference for Option 1, Option 2 or neutral.

Figure 3.8 shows that about three quarters of respondents (73.0%) preferred Option 2 overall, while about 10% of them (11.1%) preferred Option 1 overall.

Figure 3.8: Overall preference for the two proposed development options



(Base: 20,893 excluding 3,349 missing data)

Table 3.10 illustrates the relationship between the agreement that HKIA should continue to be expanded to cope with the future air traffic demand and the overall preference for the two development options.

Among those respondents who either strongly agreed or agreed that HKIA should continue to be expanded to cope with the future air traffic demand, a higher proportion of those respondents preferred Option 2 (83.3%) as their overall preference than Option 1 (5.8%).

Table 3.10: Agreement that HKIA should continue to be expanded to cope with the future air traffic demand and overall preference for the two development options

Variable	Level	Base	Overall preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that HKIA should continue to be expanded to cope with the future air traffic demand	Strongly disagree	385	85.7%	9.6%	4.7%
	Disagree	584	73.8%	17.6%	8.6%
	Strongly disagree and disagree	969	78.5%	14.4%	7.0%
	Neutral	2239	22.9%	56.1%	21.1%
	Agree	6983	10.2%	21.4%	68.4%
	Strongly agree	10454	2.9%	3.9%	93.3%
	Strongly agree and agree	17437	5.8%	10.9%	83.3%

Supplementary cross tabulation tables are provided in **Annex B** to show:

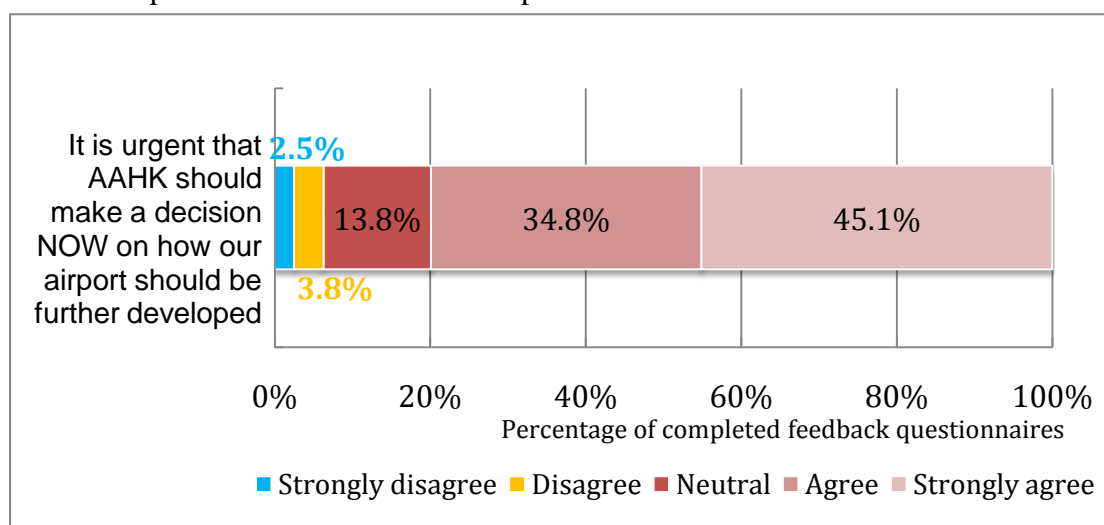
- the relationship between respondents' overall preference and their level of agreement with each of the eight considerations being important for investment in expanding HKIA's capacity, and
- the relationship between respondents' overall preference and their preference after taking into account each consideration in isolation.

3.7 Agreement with AAHK should make a decision NOW on how the airport should be further developed

Both options require considerable time to conduct further studies and obtain regulatory approvals before works can commence. If HKIA is to expand into a 3-runway system, in particular, it will require a construction lead-time of about 10 years. Respondents were asked to rate their agreement with whether it is urgent that AAHK should make a decision now on how the airport should be further developed, with a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree).

Figure 3.9 shows that about 80% of the respondents (79.9%) either strongly agreed or agreed that it was urgent that AAHK should make a decision NOW on how the airport should be further developed, while a small proportion of them (6.3%) either strongly disagreed or disagreed with it.

Figure 3.9: Agreement that it is urgent that AAHK should make a decision NOW on how the airport should be further developed



(Base: 23,681 excluding 561 missing data)

Table 3.11 illustrates the relationship between the agreement that it was urgent that AAHK should make a decision NOW on how the airport should be further developed and the overall preference for the two proposed development options.

Among those respondents who either strongly agreed or agreed that AAHK should make a decision NOW on how the airport should be further developed, a higher proportion of those respondents preferred Option 2 (84.3%) as their overall preference than Option 1 (6.3%).

Table 3.11: Agreement that it was urgent that AAHK should make a decision NOW on how the airport should be further developed and the overall preference for the two proposed development options

Variable	Level	Base	Overall preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that it was urgent that AAHK should make a decision NOW on how the airport should be further developed	Strongly disagree	466	75.1%	11.2%	13.7%
	Disagree	811	55.0%	27.5%	17.5%
	Strongly disagree and disagree	1277	62.3%	21.5%	16.1%
	Neutral	2638	16.9%	54.8%	28.3%
	Agree	6939	9.9%	18.2%	71.9%
	Strongly agree	9824	3.7%	3.2%	93.1%
	Strongly agree and agree	16763	6.3%	9.4%	84.3%

Chapter 4: Demographic Breakdowns

This chapter shows the breakdown of respondents' responses by demographic information i.e. gender, age group, education level and living district to see if there were any major differences across the demographic factors. Additional cross tabulation tables are also provided to show how the preference of the two proposed development options of interest differs across demographic groups (e.g. education levels). This is intended to help identify any parts of the population who have different views from the majority.

The tables in this chapter show all the findings and also provide additional summary information shown as "Strongly agree and agree" by combining the percentages of "Strongly agree" and "Agree" as well as "Strongly disagree and disagree" by combining the percentages of "Strongly disagree" and "Disagree" for easy reference.

It is important to note that respondents are not a representative sample of the population, but instead reflect only people who have made the effort to express their views on the airport expansion plans, an opportunity made available to all Hong Kong residents, so the results cannot be projected to the whole population.

4.1 The contribution of HKIA

4.1.1 Agreement that the contribution of HKIA is providing quality airport services and facilities

Table 4.1 illustrates the relationship between the agreement that the contribution of HKIA is providing quality airport services and facilities and demographic variables.

Male respondents, those aged 61 or above and below 13 were more likely than their respective counterparts to strongly agree that the contribution of HKIA is providing quality airport services and facilities. Respondents who were living in Sai Kung or Kowloon City were more likely than their respective counterparts to either strongly agree or agree with the contribution of HKIA is providing quality airport services and facilities. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.1: Agreement that the contribution of HKIA is providing quality airport services and facilities and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13404	0.6%	0.9%	1.5%	5.0%	35.0%	58.4%	93.4%
	Female	9689	0.5%	1.0%	1.5%	8.3%	43.9%	46.4%	90.3%
Age	Below 13	658	1.1%	0.3%	1.4%	7.0%	28.9%	62.8%	91.7%
	13 - 17	1457	0.3%	0.5%	0.8%	5.3%	36.9%	57.0%	93.9%
	18 - 30	7652	0.4%	0.8%	1.2%	7.6%	42.5%	48.8%	91.3%
	31 - 40	5452	1.0%	1.4%	2.4%	6.4%	40.5%	50.8%	91.3%
	41 - 50	4397	0.3%	1.1%	1.4%	5.8%	36.8%	56.1%	92.9%
	51 - 60	2902	0.3%	1.1%	1.4%	6.0%	35.6%	57.0%	92.6%
	61 or above	1116	1.1%	1.1%	2.2%	3.8%	29.3%	64.8%	94.1%
Education level	Primary	1457	1.1%	1.9%	3.0%	10.9%	35.4%	50.7%	86.1%
	Secondary	8113	0.6%	1.2%	1.8%	8.0%	40.0%	50.2%	90.2%
	Tertiary or above	13155	0.5%	0.8%	1.3%	4.9%	37.9%	56.0%	93.9%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Living district	Central and Western Hong Kong Island	1506	0.7%	0.9%	1.6%	5.6%	31.1%	61.8%	92.9%
	Eastern Hong Kong Island	1765	0.6%	0.8%	1.4%	6.1%	34.8%	57.7%	92.5%
	Southern Hong Kong Island	906	0.6%	1.5%	2.1%	7.2%	35.4%	55.3%	90.7%
	Wan Chai	743	0.5%	0.9%	1.4%	7.4%	36.1%	55.0%	91.1%
	Kowloon City	1502	0.2%	0.8%	1.0%	5.4%	38.0%	55.6%	93.6%
	Kwun Tong	1443	0.6%	1.0%	1.6%	8.1%	38.3%	52.0%	90.3%
	Sham Shui Po	975	0.5%	0.9%	1.4%	7.5%	40.9%	50.2%	91.1%
	Wong Tai Sin	985	0.7%	1.0%	1.7%	7.6%	45.2%	45.5%	90.7%
	Yau Tsim Mong	976	0.4%	1.1%	1.5%	5.5%	37.0%	55.9%	92.9%
	Islands	1803	0.4%	1.0%	1.4%	6.9%	40.0%	51.7%	91.7%
	Kwai Tsing	1721	0.6%	1.3%	1.9%	6.6%	41.8%	49.6%	91.4%
	North New Territories	961	0.6%	0.6%	1.2%	8.0%	41.4%	49.3%	90.7%
	Sai Kung	1016	0.6%	1.1%	1.7%	4.6%	40.8%	52.9%	93.7%
	Sha Tin	1719	0.5%	0.7%	1.2%	5.5%	37.9%	55.4%	93.3%
	Tai Po	737	0.1%	1.5%	1.6%	6.2%	40.3%	51.8%	92.1%
Tsuen Wan	1929	1.0%	1.0%	2.0%	5.0%	38.9%	54.0%	92.9%	
Tuen Mun	1449	0.4%	0.8%	1.2%	8.3%	41.7%	48.9%	90.6%	
Yuen Long	1379	0.4%	1.2%	1.6%	7.0%	41.1%	50.2%	91.3%	

4.1.2 Agreement that the contribution of HKIA is connecting Hong Kong with the world and enabling the city to be an international aviation hub

Table 4.2 illustrates the relationship between the agreement that the contribution of HKIA is connecting Hong Kong with the world and enabling the city to be an international aviation hub and demographic variables.

Male respondents and those aged 61 or above were more likely than their respective counterparts to strongly agree that the contribution of HKIA is providing quality airport services and facilities. Respondents who were living in Sai Kung were more likely than their respective counterparts to either strongly agree or agree with the contribution of HKIA is providing quality airport services and facilities. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.2: Agreement that the contribution of HKIA is connecting Hong Kong with the world and enabling the city to be an international aviation hub and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13392	0.5%	0.8%	1.3%	5.0%	27.9%	65.8%	93.7%
	Female	9683	0.4%	0.7%	1.1%	7.1%	37.9%	53.9%	91.8%
Age	Below 13	658	0.8%	0.6%	1.4%	8.1%	26.1%	64.4%	90.5%
	13 - 17	1458	0.4%	0.3%	0.7%	5.6%	31.3%	62.3%	93.6%
	18 - 30	7648	0.4%	0.6%	1.0%	6.9%	34.2%	57.9%	92.1%
	31 - 40	5452	0.9%	1.0%	1.9%	6.1%	33.8%	58.1%	91.9%
	41 - 50	4393	0.3%	0.8%	1.1%	4.8%	30.6%	63.5%	94.1%
	51 - 60	2895	0.3%	0.7%	1.0%	5.5%	30.2%	63.3%	93.5%
	61 or above	1110	0.9%	1.1%	2.0%	3.2%	26.3%	68.5%	94.8%
Education level	Primary	1454	0.7%	1.9%	2.6%	11.3%	33.9%	52.1%	86.0%
	Secondary	8095	0.6%	0.7%	1.3%	6.6%	35.8%	56.4%	92.2%
	Tertiary or above	13157	0.5%	0.7%	1.2%	4.7%	29.1%	65.2%	94.3%
Living district	Central and Western Hong Kong Island	1502	0.7%	0.9%	1.6%	5.6%	25.4%	67.4%	92.8%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Eastern Hong Kong Island	1763	0.7%	0.3%	1.0%	5.6%	28.4%	65.0%	93.4%
	Southern Hong Kong Island	905	0.7%	1.1%	1.8%	8.5%	28.7%	61.0%	89.7%
	Wan Chai	744	0.5%	1.1%	1.6%	7.9%	28.9%	61.6%	90.5%
	Kowloon City	1500	0.4%	0.7%	1.1%	5.6%	32.4%	60.9%	93.3%
	Kwun Tong	1440	0.7%	0.8%	1.5%	7.0%	33.5%	57.9%	91.4%
	Sham Shui Po	975	0.3%	1.0%	1.3%	6.5%	34.6%	57.6%	92.2%
	Wong Tai Sin	984	0.6%	1.0%	1.6%	6.7%	38.9%	52.7%	91.6%
	Yau Tsim Mong	976	0.3%	0.8%	1.1%	5.5%	28.6%	64.8%	93.4%
	Islands	1805	0.5%	1.1%	1.6%	5.8%	33.0%	59.7%	92.7%
	Kwai Tsing	1717	0.3%	0.8%	1.1%	5.8%	36.1%	57.1%	93.2%
	North New Territories	960	0.4%	0.7%	1.1%	7.8%	35.6%	55.4%	91.0%
	Sai Kung	1015	0.5%	0.3%	0.8%	4.4%	31.8%	63.0%	94.8%
	Sha Tin	1718	0.5%	0.6%	1.1%	4.6%	30.9%	63.4%	94.3%
	Tai Po	735	0.4%	0.7%	1.1%	5.7%	33.7%	59.5%	93.2%
	Tsuen Wan	1931	1.2%	0.9%	2.1%	4.9%	31.9%	61.1%	93.0%
Tuen Mun	1448	0.3%	0.6%	0.9%	7.0%	35.0%	57.0%	92.0%	
Yuen Long	1378	0.0%	0.7%	0.7%	5.6%	34.5%	59.2%	93.7%	

4.1.3 Agreement that the contribution of HKIA is promoting Hong Kong's economic growth

Table 4.3 illustrates the relationship between the agreement that the contribution of HKIA is promoting Hong Kong's economic growth and demographic variables.

Male respondents and those aged 61 or above were more likely than their respective counterparts to strongly agree that the contribution of HKIA is promoting Hong Kong's economic growth. Respondents who were living in Yau Tsim Mong were more likely than their respective counterparts to either strongly agree or agree that the contribution of HKIA is promoting Hong Kong's economic growth. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.3: Agreement that the contribution of HKIA is promoting Hong Kong's economic growth and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13365	0.7%	1.1%	1.8%	6.9%	33.4%	57.9%	91.3%
	Female	9668	0.5%	1.0%	1.5%	9.6%	40.6%	48.3%	88.9%
Age	Below 13	658	0.9%	1.2%	2.1%	12.5%	27.2%	58.2%	85.4%
	13 - 17	1456	0.3%	0.5%	0.8%	7.4%	37.0%	54.7%	91.7%
	18 - 30	7631	0.5%	1.0%	1.5%	9.6%	39.6%	49.3%	88.9%
	31 - 40	5444	1.0%	1.5%	2.5%	8.3%	37.0%	52.2%	89.2%
	41 - 50	4382	0.5%	1.0%	1.5%	6.3%	35.1%	57.2%	92.3%
	51 - 60	2888	0.3%	1.1%	1.4%	6.9%	34.6%	57.1%	91.7%
	61 or above	1112	0.9%	1.3%	2.2%	4.4%	28.9%	64.6%	93.5%
Education level	Primary	1448	0.7%	2.6%	3.3%	12.6%	35.1%	49.1%	84.2%
	Secondary	8080	0.6%	0.9%	1.5%	8.5%	39.2%	50.8%	90.0%
	Tertiary or above	13132	0.6%	1.0%	1.6%	7.0%	34.8%	56.6%	91.4%
Living district	Central and Western Hong Kong Island	1503	0.8%	1.7%	2.5%	9.0%	29.8%	58.7%	88.5%
	Eastern Hong Kong	1759	0.8%	0.8%	1.6%	8.0%	33.7%	56.7%	90.4%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Island								
	Southern Hong Kong Island	903	0.6%	2.0%	2.6%	9.4%	33.6%	54.5%	88.1%
	Wan Chai	739	0.5%	1.2%	1.7%	10.1%	35.0%	53.0%	88.0%
	Kowloon City	1499	0.3%	0.4%	0.7%	7.9%	36.9%	54.4%	91.3%
	Kwun Tong	1436	0.6%	1.4%	2.0%	8.9%	36.0%	53.1%	89.1%
	Sham Shui Po	974	0.4%	1.2%	1.6%	9.3%	39.9%	49.1%	89.0%
	Wong Tai Sin	981	0.4%	2.0%	2.4%	9.2%	39.9%	48.5%	88.4%
	Yau Tsim Mong	974	0.4%	1.5%	1.9%	6.1%	34.2%	57.8%	92.0%
	Islands	1801	0.8%	1.2%	2.0%	7.6%	36.1%	54.3%	90.4%
	Kwai Tsing	1712	0.5%	1.0%	1.5%	7.9%	41.1%	49.5%	90.6%
	North New Territories	960	0.6%	0.6%	1.2%	9.8%	38.6%	50.3%	88.9%
	Sai Kung	1015	0.7%	0.5%	1.2%	7.3%	36.9%	54.6%	91.5%
	Sha Tin	1715	0.5%	0.6%	1.1%	7.1%	35.3%	56.5%	91.8%
	Tai Po	733	0.3%	1.2%	1.5%	7.5%	38.5%	52.5%	91.0%
	Tsuen Wan	1926	1.1%	0.8%	1.9%	6.3%	37.6%	54.2%	91.8%
	Tuen Mun	1449	0.6%	1.3%	1.9%	8.9%	38.5%	50.7%	89.2%
	Yuen Long	1373	0.3%	0.9%	1.2%	7.4%	39.0%	52.4%	91.4%

4.1.4 Agreement that the contribution of HKIA is creating employment

Table 4.4 illustrates the relationship between the agreement that the contribution of HKIA is creating employment and demographic variables.

Male respondents and those aged 61 or above were more likely than their respective counterparts to strongly agree that the contribution of HKIA is creating employment. Respondents who were living in Sha Tin were more likely than their respective counterparts to either strongly agree or agree that the contribution of HKIA is creating employment. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.4: Agreement that the contribution of HKIA is creating employment and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13376	0.7%	1.4%	2.1%	9.7%	35.9%	52.3%	88.2%
	Female	9679	0.5%	1.2%	1.7%	12.1%	41.4%	44.8%	86.2%
Age	Below 13	656	1.1%	1.2%	2.3%	12.0%	30.5%	55.2%	85.7%
	13 - 17	1457	0.4%	1.6%	2.0%	11.8%	39.5%	46.7%	86.2%
	18 - 30	7643	0.5%	1.2%	1.7%	13.3%	40.1%	45.0%	85.1%
	31 - 40	5447	1.1%	1.6%	2.7%	11.0%	38.5%	47.8%	86.3%
	41 - 50	4384	0.4%	1.2%	1.6%	8.1%	37.5%	52.8%	90.3%
	51 - 60	2894	0.4%	1.2%	1.6%	9.1%	37.2%	52.1%	89.3%
	61 or above	1113	1.3%	1.1%	2.4%	5.4%	32.8%	59.5%	92.3%
Education level	Primary	1448	1.2%	1.6%	2.8%	14.3%	36.7%	46.3%	83.0%
	Secondary	8095	0.7%	1.5%	2.2%	10.9%	38.2%	48.8%	87.0%
	Tertiary or above	13139	0.6%	1.2%	1.8%	10.2%	38.1%	49.9%	88.0%
Living district	Central and Western Hong Kong Island	1502	0.9%	1.7%	2.6%	11.3%	34.5%	51.6%	86.1%
	Eastern Hong Kong Island	1763	0.7%	1.3%	2.0%	11.5%	37.7%	48.8%	86.5%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Southern Hong Kong Island	905	1.0%	2.2%	3.2%	12.5%	35.0%	49.3%	84.3%
	Wan Chai	740	0.8%	1.9%	2.7%	13.6%	35.4%	48.2%	83.6%
	Kowloon City	1498	0.5%	0.9%	1.4%	11.1%	38.5%	48.9%	87.4%
	Kwun Tong	1441	0.6%	1.4%	2.0%	10.8%	39.1%	48.1%	87.2%
	Sham Shui Po	974	0.6%	1.4%	2.0%	10.8%	39.7%	47.4%	87.1%
	Wong Tai Sin	984	0.5%	1.4%	1.9%	12.6%	38.9%	46.5%	85.4%
	Yau Tsim Mong	974	0.6%	1.3%	1.9%	9.5%	35.5%	53.0%	88.5%
	Islands	1802	0.4%	1.5%	1.9%	9.0%	37.8%	51.3%	89.1%
	Kwai Tsing	1714	0.5%	1.0%	1.5%	10.6%	40.8%	47.0%	87.8%
	North New Territories	962	0.8%	0.8%	1.6%	13.6%	37.4%	47.3%	84.7%
	Sai Kung	1015	0.6%	1.0%	1.6%	10.4%	40.5%	47.5%	88.0%
	Sha Tin	1718	0.5%	0.8%	1.3%	8.4%	38.9%	51.5%	90.4%
	Tai Po	733	0.1%	1.2%	1.3%	10.8%	39.7%	48.2%	87.9%
	Tsuen Wan	1927	1.3%	1.6%	2.9%	10.0%	39.3%	47.9%	87.2%
	Tuen Mun	1447	0.9%	1.3%	2.2%	10.6%	39.0%	48.2%	87.2%
Yuen Long	1377	0.2%	1.6%	1.8%	11.0%	38.8%	48.4%	87.2%	

4.1.5 Agreement that the contribution of HKIA is strengthening the overall competitiveness of Hong Kong

Table 4.5 illustrates the relationship between the agreement that the contribution of HKIA is strengthening the overall competitiveness of Hong Kong and demographic variables.

Male respondents and those aged 61 or above were more likely than their respective counterparts to strongly agree that the contribution of HKIA is strengthening the overall competitiveness of Hong Kong. Respondents who were living in Sai Kung or Kowloon City were more likely than their respective counterparts to either strongly agree or agree that the contribution of HKIA is strengthening the overall competitiveness of Hong Kong. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.5: Agreement that the contribution of HKIA is strengthening the overall competitiveness of Hong Kong and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13377	0.8%	1.3%	2.1%	7.7%	31.7%	58.5%	90.2%
	Female	9671	0.5%	1.2%	1.7%	10.7%	39.4%	48.2%	87.6%
Age	Below 13	655	1.2%	1.4%	2.6%	11.8%	25.5%	60.2%	85.7%
	13 - 17	1452	0.4%	1.0%	1.4%	11.0%	33.6%	54.0%	87.6%
	18 - 30	7635	0.6%	1.1%	1.7%	10.3%	37.9%	50.2%	88.1%
	31 - 40	5444	1.1%	1.9%	3.0%	9.1%	35.4%	52.6%	88.0%
	41 - 50	4391	0.5%	1.2%	1.7%	7.0%	33.2%	58.0%	91.2%
	51 - 60	2896	0.6%	0.9%	1.5%	8.2%	34.0%	56.3%	90.3%
	61 or above	1113	1.3%	1.2%	2.5%	5.0%	31.0%	61.5%	92.5%
Education level	Primary	1446	0.9%	2.9%	3.8%	13.0%	34.4%	48.8%	83.2%
	Secondary	8087	0.7%	1.2%	1.9%	9.8%	37.3%	50.9%	88.2%
	Tertiary or above	13144	0.7%	1.1%	1.8%	7.9%	33.1%	57.3%	90.4%
Living district	Central and Western Hong Kong Island	1504	0.9%	1.8%	2.7%	8.4%	30.3%	58.6%	88.9%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Eastern Hong Kong Island	1759	0.9%	1.3%	2.2%	8.0%	31.0%	58.9%	89.9%
	Southern Hong Kong Island	904	0.9%	1.2%	2.1%	10.5%	34.1%	53.3%	87.4%
	Wan Chai	742	0.7%	1.1%	1.8%	10.1%	34.9%	53.2%	88.1%
	Kowloon City	1497	0.5%	0.9%	1.4%	7.8%	36.8%	54.0%	90.8%
	Kwun Tong	1437	0.9%	1.3%	2.2%	8.8%	37.9%	51.1%	89.0%
	Sham Shui Po	973	0.6%	1.3%	1.9%	10.6%	36.1%	51.4%	87.5%
	Wong Tai Sin	981	0.6%	2.0%	2.6%	11.3%	39.1%	46.9%	86.0%
	Yau Tsim Mong	976	0.7%	1.1%	1.8%	8.1%	32.2%	57.9%	90.1%
	Islands	1798	0.7%	1.4%	2.1%	8.9%	35.3%	53.6%	88.9%
	Kwai Tsing	1718	0.6%	1.4%	2.0%	9.3%	37.4%	51.3%	88.7%
	North New Territories	959	0.7%	0.5%	1.2%	11.4%	36.6%	50.8%	87.4%
	Sai Kung	1016	0.5%	0.7%	1.2%	7.8%	37.5%	53.5%	91.0%
	Sha Tin	1722	0.4%	1.0%	1.4%	8.0%	32.3%	58.2%	90.5%
	Tai Po	733	0.7%	1.6%	2.3%	8.6%	36.3%	52.8%	89.1%
	Tsuen Wan	1926	1.4%	1.5%	2.9%	7.9%	33.7%	55.6%	89.3%
Tuen Mun	1448	0.5%	1.3%	1.8%	10.4%	36.6%	51.2%	87.8%	
Yuen Long	1375	0.4%	1.3%	1.7%	9.2%	36.3%	52.9%	89.2%	

4.1.6 Agreement that the contribution of HKIA is making it more convenient for respondents and their families to travel

Table 4.6 illustrates the relationship between the agreement that the contribution of HKIA is making it more convenient for respondents and their families to travel and demographic variables.

Female respondents, those aged below 13, those with tertiary or above education and those who were living in Central and Western Hong Kong Island were more likely than their respective counterparts to strongly agree that the contribution of HKIA is making it more convenient for respondents and their families to travel.

Table 4.6: Agreement that the contribution of HKIA is making it more convenient for respondents and their families to travel and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13387	1.0%	1.8%	2.8%	11.1%	33.8%	52.3%	86.1%
	Female	9680	1.0%	1.3%	2.3%	11.5%	39.4%	46.8%	86.2%
Age	Below 13	655	1.1%	1.7%	2.8%	8.9%	19.2%	69.2%	88.4%
	13 - 17	1453	0.5%	1.0%	1.5%	10.5%	32.1%	56.0%	88.1%
	18 - 30	7642	0.7%	1.7%	2.4%	13.5%	37.7%	46.4%	84.1%
	31 - 40	5452	1.5%	1.7%	3.2%	11.9%	37.0%	48.0%	85.0%
	41 - 50	4391	0.6%	1.6%	2.2%	9.8%	36.3%	51.8%	88.1%
	51 - 60	2902	0.7%	1.4%	2.1%	9.5%	38.2%	50.1%	88.3%
	61 or above	1113	2.8%	2.5%	5.3%	6.0%	33.5%	55.2%	88.7%
Education level	Primary	1450	2.3%	3.0%	5.3%	12.8%	32.1%	49.8%	81.9%
	Secondary	8101	0.9%	1.6%	2.5%	12.1%	37.7%	47.7%	85.4%
	Tertiary or above	13142	0.9%	1.4%	2.3%	10.5%	35.3%	51.9%	87.2%
Living district	Central and Western Hong Kong Island	1504	1.1%	1.3%	2.4%	8.8%	29.6%	59.2%	88.8%
	Eastern Hong Kong Island	1766	1.1%	1.3%	2.4%	11.6%	34.1%	52.0%	86.1%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Southern Hong Kong Island	909	1.4%	2.5%	3.9%	10.3%	32.8%	52.9%	85.7%
	Wan Chai	741	1.5%	1.8%	3.3%	11.5%	33.6%	51.7%	85.3%
	Kowloon City	1501	0.7%	1.5%	2.2%	10.4%	35.2%	52.2%	87.4%
	Kwun Tong	1438	1.0%	1.9%	2.9%	12.2%	38.7%	46.2%	84.9%
	Sham Shui Po	972	1.2%	2.0%	3.2%	11.7%	37.1%	47.9%	85.0%
	Wong Tai Sin	981	1.0%	2.2%	3.2%	14.1%	38.9%	43.7%	82.6%
	Yau Tsim Mong	973	1.0%	2.1%	3.1%	10.0%	34.2%	52.7%	86.9%
	Islands	1801	0.9%	1.3%	2.2%	10.4%	36.4%	50.9%	87.3%
	Kwai Tsing	1716	0.9%	1.7%	2.6%	12.4%	40.2%	44.8%	85.0%
	North New Territories	962	0.8%	1.1%	1.9%	13.8%	36.4%	47.8%	84.2%
	Sai Kung	1015	0.9%	1.4%	2.3%	10.0%	38.1%	49.7%	87.8%
	Sha Tin	1720	0.6%	1.7%	2.3%	10.9%	36.6%	50.1%	86.7%
	Tai Po	733	0.8%	2.5%	3.3%	11.9%	36.2%	48.7%	84.9%
	Tsuen Wan	1928	1.5%	1.7%	3.2%	11.0%	37.2%	48.7%	85.9%
	Tuen Mun	1450	1.0%	1.7%	2.7%	12.0%	37.3%	48.0%	85.3%
Yuen Long	1375	0.5%	1.0%	1.5%	12.1%	39.7%	46.7%	86.4%	

4.2 The future development of HKIA

Table 4.7 illustrates the relationship between the agreement that HKIA should continue to be expanded to cope with the future air traffic demand and demographic variables.

Male respondents and those who were living in Kowloon City were more likely than their respective counterparts to either strongly agree or agree that HKIA should continue to be expanded to cope with the future air traffic demand. Also, the older the respondents and the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.7: Agreement that HKIA should continue to be expanded to cope with the future air traffic demand and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13292	2.1%	2.5%	4.6%	8.4%	30.7%	56.2%	86.9%
	Female	9609	2.0%	3.2%	5.2%	16.6%	40.4%	37.8%	78.2%
Age	Below 13	643	2.3%	2.0%	4.3%	22.9%	23.3%	49.5%	72.8%
	13 - 17	1444	1.8%	4.4%	6.2%	14.9%	31.9%	47.0%	78.9%
	18 - 30	7589	1.8%	2.7%	4.5%	14.1%	36.9%	44.5%	81.4%
	31 - 40	5410	2.8%	3.8%	6.6%	11.3%	35.6%	46.6%	82.2%
	41 - 50	4362	2.2%	2.0%	4.2%	9.6%	35.6%	50.6%	86.2%
	51 - 60	2878	1.5%	2.7%	4.2%	9.3%	32.6%	53.9%	86.5%
	61 or above	1104	1.7%	1.7%	3.4%	5.2%	30.3%	61.1%	91.4%
Education level	Primary	1432	3.1%	3.8%	6.9%	18.1%	31.3%	43.7%	75.0%
	Secondary	8054	1.8%	3.0%	4.8%	13.7%	36.9%	44.5%	81.4%
	Tertiary or above	13053	2.1%	2.7%	4.8%	9.9%	33.4%	51.9%	85.3%
Living district	Central and Western Hong Kong Island	1483	2.9%	2.6%	5.5%	9.3%	28.8%	56.4%	85.2%
	Eastern Hong Kong Island	1747	1.7%	2.3%	4.0%	11.3%	31.3%	53.3%	84.6%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Southern Hong Kong Island	904	1.9%	3.3%	5.2%	11.9%	29.8%	53.1%	82.9%
	Wan Chai	737	2.4%	3.3%	5.7%	14.9%	33.2%	46.1%	79.3%
	Kowloon City	1496	1.2%	1.7%	2.9%	9.5%	36.2%	51.3%	87.5%
	Kwun Tong	1431	2.0%	3.0%	5.0%	13.0%	35.2%	46.8%	82.0%
	Sham Shui Po	971	2.1%	3.2%	5.3%	12.4%	35.1%	47.3%	82.4%
	Wong Tai Sin	973	2.2%	3.2%	5.4%	13.7%	40.1%	40.9%	81.0%
	Yau Tsim Mong	965	2.3%	2.5%	4.8%	10.3%	33.0%	52.0%	85.0%
	Islands	1788	2.8%	4.3%	7.1%	12.6%	31.6%	48.7%	80.3%
	Kwai Tsing	1716	2.0%	3.4%	5.4%	14.2%	37.2%	43.2%	80.4%
	North New Territories	955	1.9%	1.8%	3.7%	14.0%	37.6%	44.7%	82.3%
	Sai Kung	1005	1.6%	2.3%	3.9%	9.3%	36.0%	50.8%	86.8%
	Sha Tin	1704	1.2%	2.3%	3.5%	10.4%	36.7%	49.4%	86.1%
	Tai Po	732	2.5%	2.7%	5.2%	12.6%	34.3%	48.0%	82.3%
	Tsuen Wan	1920	2.9%	2.9%	5.8%	12.6%	37.1%	44.5%	81.6%
	Tuen Mun	1429	2.4%	3.5%	5.9%	13.2%	35.2%	45.8%	81.0%
Yuen Long	1363	1.7%	3.1%	4.8%	11.4%	38.3%	45.6%	83.9%	

4.3 Considerations for investment in expanding HKIA’s capacity and preference for the two proposed development options

4.3.1.1 Agreement that the benefit to the quality of airport services and facilities is an important consideration

Table 4.8 illustrates the relationship between the agreement that the benefit to the quality of airport services and facilities is an important consideration and demographic variables.

Male respondents, those aged 61 or above and those who were living in Sha Tin were more likely than their respective counterparts to either strongly agree or agree that the benefit to the quality of airport services and facilities is an important consideration. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.8: Agreement that the benefit to the quality of airport services and facilities is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13096	0.9%	1.3%	2.2%	7.2%	38.5%	52.2%	90.7%
	Female	9513	1.0%	1.0%	2.0%	10.2%	47.1%	40.7%	87.8%
Age	Below 13	647	0.8%	1.5%	2.3%	11.4%	26.9%	59.4%	86.3%
	13 - 17	1445	1.0%	0.9%	1.9%	9.4%	40.1%	48.7%	88.8%
	18 - 30	7526	0.8%	1.0%	1.8%	10.0%	45.0%	43.2%	88.2%
	31 - 40	5319	1.2%	1.6%	2.8%	8.3%	43.9%	45.1%	89.0%
	41 - 50	4294	0.8%	1.1%	1.9%	7.3%	40.8%	49.9%	90.7%
	51 - 60	2819	0.8%	1.0%	1.8%	7.3%	41.9%	49.0%	90.9%
	61 or above	1081	1.5%	1.1%	2.6%	4.4%	32.2%	60.8%	93.0%
Education level	Primary	1435	2.4%	1.5%	3.9%	12.8%	35.7%	47.6%	83.3%
	Secondary	7981	0.9%	1.0%	1.9%	9.5%	44.1%	44.5%	88.6%
	Tertiary or above	12816	0.7%	1.2%	1.9%	7.3%	41.3%	49.4%	90.7%
Living district	Central and Western Hong Kong Island	1472	1.2%	1.6%	2.8%	8.0%	34.0%	55.2%	89.2%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Eastern Hong Kong Island	1723	0.7%	0.8%	1.5%	8.8%	39.5%	50.3%	89.8%
	Southern Hong Kong Island	885	0.7%	1.4%	2.1%	10.3%	37.3%	50.4%	87.7%
	Wan Chai	731	1.8%	0.7%	2.5%	11.1%	39.0%	47.5%	86.5%
	Kowloon City	1466	0.5%	0.8%	1.3%	7.6%	40.9%	50.2%	91.1%
	Kwun Tong	1428	1.3%	1.2%	2.5%	9.7%	43.3%	44.6%	87.9%
	Sham Shui Po	957	1.3%	1.5%	2.8%	9.1%	41.6%	46.6%	88.2%
	Wong Tai Sin	962	1.7%	1.2%	2.9%	9.4%	47.2%	40.5%	87.7%
	Yau Tsim Mong	957	1.6%	1.8%	3.4%	7.1%	39.4%	50.2%	89.6%
	Islands	1763	0.9%	1.5%	2.4%	9.2%	41.7%	46.8%	88.5%
	Kwai Tsing	1682	0.7%	1.5%	2.2%	7.8%	45.9%	44.1%	90.0%
	North New Territories	945	1.1%	0.6%	1.7%	9.3%	44.7%	44.3%	89.0%
	Sai Kung	985	0.6%	1.1%	1.7%	7.3%	43.4%	47.6%	91.0%
	Sha Tin	1679	0.7%	0.8%	1.5%	6.8%	42.0%	49.7%	91.7%
	Tai Po	723	1.2%	1.1%	2.3%	6.4%	46.3%	45.0%	91.3%
	Tsuen Wan	1892	0.7%	1.2%	1.9%	8.2%	45.3%	44.6%	89.9%
Tuen Mun	1421	0.7%	1.3%	2.0%	11.0%	43.9%	43.1%	87.0%	
Yuen Long	1347	0.7%	0.9%	1.6%	8.5%	44.2%	45.7%	89.9%	

4.3.1.2 Preference for the two proposed development options after taking into account the benefit to the quality of airport services and facilities

Table 4.9 illustrates the relationship between the preference for the two proposed development options after taking into account the benefit to the quality of airport services and facilities in isolation and demographic variables.

Male respondents and those who were living in Sha Tin were more likely than their respective counterparts to prefer Option 2 after taking into account the benefit to the quality of airport services and facilities in isolation. Also, the older the respondents and the higher the education level of respondents, the more likely they preferred Option 2.

Table 4.9: Preference for the two proposed development options after taking into account the benefit to the quality of airport services and facilities and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12750	11.6%	17.1%	71.4%
	Female	9106	14.0%	26.1%	59.8%
Age	Below 13	620	15.2%	26.6%	58.2%
	13 - 17	1416	14.1%	25.2%	60.7%
	18 - 30	7267	13.0%	26.0%	61.0%
	31 - 40	5139	14.3%	20.9%	64.7%
	41 - 50	4123	11.8%	17.2%	71.0%
	51 - 60	2744	11.4%	13.7%	74.9%
	61 or above	1047	10.0%	8.7%	81.3%
Education level	Primary	1345	13.1%	25.9%	61.0%
	Secondary	7611	12.9%	21.9%	65.2%
	Tertiary or above	12569	12.4%	19.5%	68.1%
Living district	Central and Western Hong Kong Island	1425	15.0%	17.8%	67.2%
	Eastern Hong Kong Island	1691	11.1%	19.8%	69.1%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Southern Hong Kong Island	856	14.3%	19.5%	66.2%
	Wan Chai	700	15.1%	23.7%	61.1%
	Kowloon City	1394	12.7%	20.4%	66.9%
	Kwun Tong	1371	12.8%	22.0%	65.3%
	Sham Shui Po	913	13.1%	23.0%	63.9%
	Wong Tai Sin	918	12.2%	21.8%	66.0%
	Yau Tsim Mong	918	11.8%	19.6%	68.6%
	Islands	1712	13.8%	20.4%	65.8%
	Kwai Tsing	1639	13.5%	22.8%	63.6%
	North New Territories	901	13.8%	22.8%	63.5%
	Sai Kung	966	12.5%	18.6%	68.8%
	Sha Tin	1632	9.7%	19.2%	71.0%
	Tai Po	691	13.2%	19.1%	67.7%
	Tsuen Wan	1842	14.4%	20.8%	64.7%
	Tuen Mun	1367	13.0%	23.3%	63.7%
	Yuen Long	1301	11.2%	23.2%	65.6%

4.3.2.1 Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration

Table 4.10 illustrates the relationship between agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration and demographic variables.

Male respondents, those aged 61 or above and those who were living in Sha Tin were more likely than their respective counterparts to either strongly agree or agree that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.10: Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13106	1.0%	1.2%	2.2%	6.7%	33.0%	58.2%	91.2%
	Female	9512	1.0%	1.0%	2.0%	9.8%	42.7%	45.6%	88.3%
Age	Below 13	650	0.8%	1.1%	1.9%	9.7%	25.7%	62.8%	88.5%
	13 - 17	1446	0.8%	1.0%	1.8%	9.8%	34.3%	54.1%	88.4%
	18 - 30	7522	0.8%	1.0%	1.8%	9.1%	39.0%	50.1%	89.1%
	31 - 40	5325	1.5%	1.4%	2.9%	8.0%	38.7%	50.3%	89.0%
	41 - 50	4293	0.7%	1.2%	1.9%	6.9%	36.5%	54.6%	91.1%
	51 - 60	2826	0.8%	1.2%	2.0%	7.2%	36.4%	54.4%	90.8%
	61 or above	1078	1.5%	0.9%	2.4%	4.0%	31.8%	61.8%	93.6%
Education level	Primary	1438	2.6%	1.8%	4.4%	12.8%	33.4%	49.4%	82.8%
	Secondary	7986	1.0%	1.2%	2.2%	8.8%	40.7%	48.3%	89.0%
	Tertiary or above	12819	0.8%	1.0%	1.8%	6.7%	34.8%	56.6%	91.4%
Living district	Central and Western Hong Kong Island	1472	1.2%	1.3%	2.5%	7.9%	29.3%	60.3%	89.6%
	Eastern Hong Kong Island	1725	0.8%	0.8%	1.6%	8.8%	33.3%	56.3%	89.6%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Southern Hong Kong Island	883	0.7%	1.6%	2.3%	8.5%	34.4%	54.8%	89.2%
	Wan Chai	731	2.1%	1.1%	3.2%	9.7%	34.6%	52.5%	87.1%
	Kowloon City	1466	0.7%	0.8%	1.5%	7.4%	36.8%	54.4%	91.2%
	Kwun Tong	1425	1.3%	1.5%	2.8%	8.9%	38.5%	49.8%	88.3%
	Sham Shui Po	956	1.3%	1.5%	2.8%	7.8%	39.2%	50.2%	89.4%
	Wong Tai Sin	962	1.9%	1.0%	2.9%	8.2%	43.1%	45.7%	88.8%
	Yau Tsim Mong	956	1.5%	1.0%	2.5%	7.5%	35.1%	54.8%	89.9%
	Islands	1765	1.0%	1.2%	2.2%	9.1%	36.4%	52.2%	88.6%
	Kwai Tsing	1684	0.8%	1.4%	2.2%	8.2%	42.2%	47.4%	89.6%
	North New Territories	946	1.2%	1.4%	2.6%	9.2%	37.7%	50.5%	88.2%
	Sai Kung	987	0.8%	0.9%	1.7%	7.0%	37.7%	53.6%	91.3%
	Sha Tin	1679	0.8%	0.5%	1.3%	6.7%	35.2%	56.7%	91.9%
	Tai Po	723	1.2%	1.8%	3.0%	6.1%	38.5%	52.4%	90.9%
	Tsuen Wan	1895	0.8%	1.3%	2.1%	7.2%	39.7%	51.0%	90.7%
	Tuen Mun	1425	0.8%	1.3%	2.1%	9.8%	38.8%	49.3%	88.1%
Yuen Long	1346	0.6%	0.9%	1.5%	7.7%	38.6%	52.3%	90.9%	

4.3.2.2 Preference for the two development options after taking into account the benefit to Hong Kong's air connectivity with the rest of the world

Table 4.11 illustrates the relationship between the preference for the two development options after taking into account the benefit to Hong Kong's air connectivity with the rest of the world in isolation and demographic variables.

Male respondents, those aged 61 or above and those who were living in Sha Tin or Sai Kung were more likely than their respective counterparts to prefer Option 2 after taking into account the benefit to Hong Kong's air connectivity with the rest of the world in isolation. Also, the higher the education level of respondents, the more likely they preferred Option 2.

Table 4.11: Preference for the two proposed development options after taking into account the benefit to Hong Kong's air connectivity with the rest of the world and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12644	8.9%	14.7%	76.4%
	Female	9040	11.2%	23.6%	65.3%
Age	Below 13	619	15.0%	27.0%	58.0%
	13 - 17	1408	8.2%	21.9%	69.8%
	18 - 30	7239	9.2%	20.7%	70.1%
	31 - 40	5097	11.4%	19.1%	69.5%
	41 - 50	4085	10.0%	16.1%	73.9%
	51 - 60	2695	10.5%	14.6%	74.9%
	61 or above	1030	9.5%	9.5%	81.0%
Education level	Primary	1322	13.0%	25.7%	61.3%
	Secondary	7541	10.0%	20.7%	69.2%
	Tertiary or above	12492	9.3%	15.9%	74.8%
Living district	Central and Western Hong Kong Island	1410	12.8%	15.7%	71.5%
	Eastern Hong Kong Island	1678	8.4%	16.6%	75.0%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Southern Hong Kong Island	837	11.0%	19.4%	69.7%
	Wan Chai	689	13.4%	18.6%	68.1%
	Kowloon City	1381	9.3%	19.8%	70.8%
	Kwun Tong	1367	9.9%	20.0%	70.2%
	Sham Shui Po	911	11.1%	17.5%	71.5%
	Wong Tai Sin	915	9.8%	19.6%	70.6%
	Yau Tsim Mong	910	9.9%	16.5%	73.6%
	Islands	1690	10.7%	19.6%	69.8%
	Kwai Tsing	1635	11.1%	19.4%	69.5%
	North New Territories	892	10.9%	21.2%	67.9%
	Sai Kung	960	8.8%	16.0%	75.2%
	Sha Tin	1621	7.5%	17.2%	75.3%
	Tai Po	684	12.4%	15.8%	71.8%
	Tsuen Wan	1828	10.6%	18.9%	70.6%
	Tuen Mun	1356	10.1%	21.1%	68.8%
	Yuen Long	1295	8.8%	19.5%	71.7%

4.3.3.1 Agreement that the benefit to Hong Kong's economic growth is an important consideration

Table 4.12 illustrates the relationship between the agreement that the benefit to Hong Kong's economic growth is an important consideration and demographic variables.

Male respondents were more likely than their respective counterparts to strongly agree that the benefit to Hong Kong's economic growth is an important consideration. Respondents who were living in Sha Tin were more likely than their respective counterparts to either strongly agree or agree that the benefit to Hong Kong's economic growth is an important consideration. Also, the higher the education level of respondents and the older the respondents (excluding those aged 13-17), the more likely that they either strongly agreed or agreed.

Table 4.12: Agreement that the benefit to Hong Kong's economic growth is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13086	1.1%	1.5%	2.6%	8.9%	35.5%	52.9%	88.4%
	Female	9493	1.0%	1.4%	2.4%	11.9%	43.8%	41.9%	85.7%
Age	Below 13	650	0.9%	0.8%	1.7%	15.8%	25.4%	57.1%	82.5%
	13 - 17	1442	0.9%	1.2%	2.1%	11.0%	38.5%	48.5%	87.0%
	18 - 30	7508	0.8%	1.5%	2.3%	12.0%	41.0%	44.8%	85.8%
	31 - 40	5310	1.6%	2.0%	3.6%	10.2%	40.2%	46.0%	86.2%
	41 - 50	4290	1.0%	1.2%	2.2%	7.9%	39.1%	50.9%	90.0%
	51 - 60	2818	0.9%	1.6%	2.5%	8.8%	38.3%	50.6%	88.9%
	61 or above	1079	1.5%	1.2%	2.7%	5.6%	32.3%	59.5%	91.8%
Education level	Primary	1434	2.6%	2.0%	4.6%	14.5%	35.1%	45.7%	80.8%
	Secondary	7968	1.1%	1.3%	2.4%	10.5%	41.8%	45.3%	87.1%
	Tertiary or above	12798	0.9%	1.5%	2.4%	9.2%	37.4%	50.9%	88.3%
Living district	Central and Western Hong Kong Island	1473	1.6%	1.8%	3.4%	10.5%	31.1%	55.1%	86.2%
	Eastern Hong Kong	1722	0.8%	1.2%	2.0%	10.2%	37.2%	50.6%	87.8%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Island								
	Southern Hong Kong Island	881	1.0%	2.0%	3.0%	10.7%	35.9%	50.4%	86.3%
	Wan Chai	732	1.5%	2.0%	3.5%	12.2%	37.7%	46.6%	84.3%
	Kowloon City	1463	0.5%	0.7%	1.2%	9.6%	40.3%	48.9%	89.2%
	Kwun Tong	1423	1.6%	2.3%	3.9%	10.1%	39.8%	46.2%	86.0%
	Sham Shui Po	955	1.4%	1.6%	3.0%	11.3%	39.9%	45.9%	85.8%
	Wong Tai Sin	960	1.6%	2.0%	3.6%	11.1%	41.6%	43.8%	85.4%
	Yau Tsim Mong	949	1.2%	1.6%	2.8%	9.8%	36.1%	51.3%	87.4%
	Islands	1761	1.4%	1.5%	2.9%	11.0%	37.4%	48.8%	86.2%
	Kwai Tsing	1682	0.9%	1.2%	2.1%	10.3%	43.6%	43.9%	87.5%
	North New Territories	944	1.4%	1.2%	2.6%	11.0%	41.8%	44.6%	86.4%
	Sai Kung	986	0.9%	1.2%	2.1%	9.1%	38.8%	49.9%	88.7%
	Sha Tin	1677	0.8%	0.9%	1.7%	8.4%	38.4%	51.5%	89.9%
	Tai Po	719	1.3%	2.4%	3.7%	8.3%	41.6%	46.5%	88.1%
	Tsuen Wan	1890	0.7%	1.3%	2.0%	10.1%	41.1%	46.7%	87.8%
	Tuen Mun	1421	1.1%	2.0%	3.1%	11.1%	40.7%	45.0%	85.7%
Yuen Long	1346	0.5%	1.3%	1.8%	9.9%	41.5%	46.9%	88.4%	

4.3.3.2 Preference for the two development options after taking into account the benefit to Hong Kong's economic growth

Table 4.13 illustrates the relationship between the preference for the two development options after taking into account the benefit to Hong Kong's economic growth in isolation and demographic variables.

Male respondents and those who were living in Sai Kung were more likely than their respective counterparts to prefer Option 2 after taking into account the benefit to Hong Kong's economic growth in isolation. Also, the higher the education level of respondents and the older the respondents (excluding those aged 13-17), the more likely that they preferred Option 2.

Table 4.13: Preference for the two proposed development options after taking into account the benefit to Hong Kong's economic growth and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12627	8.7%	18.4%	72.9%
	Female	9020	10.7%	27.8%	61.5%
Age	Below 13	615	14.6%	31.9%	53.5%
	13 - 17	1410	8.8%	24.0%	67.2%
	18 - 30	7230	9.0%	26.6%	64.4%
	31 - 40	5092	11.0%	22.8%	66.2%
	41 - 50	4074	9.7%	18.5%	71.7%
	51 - 60	2694	9.8%	17.4%	72.7%
	61 or above	1022	9.2%	9.6%	81.2%
Education level	Primary	1315	12.9%	27.4%	59.7%
	Secondary	7533	9.8%	23.6%	66.6%
	Tertiary or above	12472	9.1%	20.6%	70.3%
Living district	Central and Western Hong Kong Island	1407	12.2%	20.8%	67.0%
	Eastern Hong Kong Island	1674	7.9%	20.3%	71.8%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Southern Hong Kong Island	834	10.1%	22.3%	67.6%
	Wan Chai	688	12.9%	23.7%	63.4%
	Kowloon City	1377	9.5%	21.4%	69.1%
	Kwun Tong	1365	10.0%	21.8%	68.2%
	Sham Shui Po	909	9.9%	24.2%	65.9%
	Wong Tai Sin	914	10.0%	22.4%	67.6%
	Yau Tsim Mong	913	9.7%	22.5%	67.8%
	Islands	1689	10.5%	22.3%	67.2%
	Kwai Tsing	1631	9.4%	25.4%	65.2%
	North New Territories	891	11.7%	23.6%	64.8%
	Sai Kung	961	8.7%	19.3%	72.0%
	Sha Tin	1620	7.2%	21.1%	71.7%
	Tai Po	682	11.7%	21.3%	67.0%
	Tsuen Wan	1827	11.2%	21.6%	67.3%
	Tuen Mun	1347	10.2%	25.2%	64.7%
	Yuen Long	1293	8.0%	24.7%	67.4%

4.3.4.1 Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration

Table 4.14 illustrates the relationship between the agreement that creating more job opportunities for Hong Kong's workforce is an important consideration and demographic variables.

Male respondents were more likely than their respective counterparts to strongly agree that creating more job opportunities for Hong Kong's workforce is an important consideration. Respondents aged 61 or above and those who were living in Sai Kung were more likely than their respective counterparts to either strongly agree or agree that creating more job opportunities for Hong Kong's workforce is an important consideration.

Table 4.14: Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13085	1.3%	1.9%	3.2%	10.6%	36.5%	49.7%	86.2%
	Female	9491	1.0%	1.4%	2.4%	13.6%	42.3%	41.7%	84.0%
Age	Below 13	648	0.6%	1.5%	2.1%	14.0%	24.5%	59.3%	83.8%
	13 - 17	1439	0.9%	1.7%	2.6%	13.9%	37.9%	45.6%	83.5%
	18 - 30	7512	0.9%	1.7%	2.6%	14.3%	40.1%	43.0%	83.1%
	31 - 40	5314	1.7%	2.0%	3.7%	12.6%	39.7%	44.0%	83.7%
	41 - 50	4290	1.0%	1.6%	2.6%	9.1%	39.7%	48.7%	88.4%
	51 - 60	2817	1.1%	1.7%	2.8%	9.3%	40.3%	47.6%	87.9%
	61 or above	1077	1.7%	1.3%	3.0%	5.0%	32.8%	59.2%	92.0%
Education level	Primary	1434	2.7%	2.4%	5.1%	13.1%	33.6%	48.2%	81.8%
	Secondary	7973	1.1%	1.5%	2.6%	11.4%	40.5%	45.4%	86.0%
	Tertiary or above	12798	1.0%	1.7%	2.7%	12.0%	38.3%	47.0%	85.3%
Living district	Central and Western Hong Kong Island	1472	1.4%	2.9%	4.3%	12.4%	34.2%	49.1%	83.3%
	Eastern Hong Kong	1719	1.0%	1.2%	2.2%	13.5%	38.4%	45.9%	84.3%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Island								
	Southern Hong Kong Island	882	1.0%	2.5%	3.5%	12.5%	36.4%	47.6%	84.0%
	Wan Chai	726	1.5%	2.1%	3.6%	13.5%	38.2%	44.8%	83.0%
	Kowloon City	1462	0.6%	1.0%	1.6%	12.0%	39.1%	47.3%	86.4%
	Kwun Tong	1422	1.8%	1.7%	3.5%	12.2%	38.9%	45.4%	84.3%
	Sham Shui Po	957	1.3%	1.9%	3.2%	12.2%	39.8%	44.8%	84.6%
	Wong Tai Sin	962	1.9%	1.7%	3.6%	13.0%	40.3%	43.1%	83.4%
	Yau Tsim Mong	953	1.3%	1.6%	2.9%	10.6%	36.9%	49.6%	86.5%
	Islands	1766	1.3%	1.7%	3.0%	11.1%	37.0%	48.9%	85.9%
	Kwai Tsing	1683	1.1%	1.8%	2.9%	12.1%	41.1%	44.0%	85.1%
	North New Territories	945	1.7%	1.4%	3.1%	12.6%	38.9%	45.4%	84.3%
	Sai Kung	981	0.9%	1.3%	2.2%	10.0%	42.0%	45.8%	87.8%
	Sha Tin	1679	0.8%	0.8%	1.6%	10.7%	39.5%	48.2%	87.7%
	Tai Po	721	1.4%	2.2%	3.6%	10.8%	38.0%	47.6%	85.6%
	Tsuen Wan	1889	1.0%	2.1%	3.1%	12.0%	41.6%	43.3%	84.9%
	Tuen Mun	1422	1.3%	1.6%	2.9%	12.1%	41.4%	43.7%	85.1%
Yuen Long	1344	0.6%	1.9%	2.5%	11.3%	40.3%	46.0%	86.3%	

4.3.4.2 Preference for the two proposed development options after taking into account creating more job opportunities for Hong Kong's workforce

Table 4.15 illustrates the relationship between the preference for the two proposed development options after taking into account creating more job opportunities for Hong Kong's workforce in isolation and demographic variables.

Male respondents, those aged 61 or above and those who were living in Sha Tin were more likely than their respective counterparts to prefer Option 2 after taking into account creating more job opportunities for Hong Kong's workforce in isolation. Also, the higher the education level of respondents, the more likely they preferred Option 2.

Table 4.15: Preference for the two proposed development options after taking into account creating more job opportunities for Hong Kong's workforce

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12627	8.1%	19.0%	72.9%
	Female	9015	10.1%	27.8%	62.2%
Age	Below 13	616	13.3%	29.7%	57.0%
	13 - 17	1411	8.0%	25.9%	66.1%
	18 - 30	7222	8.3%	25.5%	66.2%
	31 - 40	5092	10.3%	24.1%	65.6%
	41 - 50	4076	9.5%	19.1%	71.4%
	51 - 60	2684	9.0%	18.9%	72.1%
	61 or above	1025	8.8%	11.6%	79.6%
Education level	Primary	1319	12.7%	26.1%	61.2%
	Secondary	7531	9.1%	23.3%	67.6%
	Tertiary or above	12459	8.2%	21.7%	70.1%
Living district	Central and Western Hong Kong Island	1405	12.0%	23.6%	64.4%
	Eastern Hong Kong Island	1669	7.4%	21.9%	70.7%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Southern Hong Kong Island	832	9.4%	24.0%	66.6%
	Wan Chai	686	12.2%	24.6%	63.1%
	Kowloon City	1379	9.6%	23.1%	67.2%
	Kwun Tong	1368	9.4%	23.0%	67.6%
	Sham Shui Po	911	8.7%	22.5%	68.8%
	Wong Tai Sin	914	9.2%	23.2%	67.6%
	Yau Tsim Mong	908	9.3%	20.0%	70.7%
	Islands	1687	9.7%	22.2%	68.1%
	Kwai Tsing	1630	9.3%	23.7%	67.0%
	North New Territories	893	10.1%	24.0%	66.0%
	Sai Kung	960	8.4%	19.9%	71.7%
	Sha Tin	1618	6.2%	20.9%	72.9%
	Tai Po	680	9.7%	22.8%	67.5%
	Tsuen Wan	1829	10.3%	23.0%	66.7%
	Tuen Mun	1352	9.7%	23.5%	66.8%
	Yuen Long	1290	7.2%	23.6%	69.2%

4.3.5.1 Agreement that the benefit to Hong Kong's competitiveness is an important consideration

Table 4.16 illustrates the relationship between the agreement that the benefit to Hong Kong's competitiveness is an important consideration and demographic variables.

Male respondents were more likely than their respective counterparts to strongly agree that the benefit to Hong Kong's competitiveness is an important consideration. Respondents who were living in Sai Kung were more likely than their respective counterparts to either strongly agree or agree that the benefit to Hong Kong's competitiveness is an important consideration. Also, the higher the education level of respondents and the older the respondents, the more likely that they either strongly agreed or agreed.

Table 4.16: Agreement that the benefit to Hong Kong's competitiveness is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13069	1.2%	1.6%	2.8%	8.5%	32.2%	56.6%	88.8%
	Female	9477	1.1%	1.3%	2.4%	11.3%	41.2%	45.1%	86.3%
Age	Below 13	647	1.4%	1.7%	3.1%	12.7%	25.0%	59.2%	84.2%
	13 - 17	1438	0.9%	1.2%	2.1%	12.0%	33.0%	52.9%	85.9%
	18 - 30	7504	1.0%	1.3%	2.3%	11.1%	37.7%	48.9%	86.6%
	31 - 40	5305	1.7%	1.9%	3.6%	9.8%	37.5%	49.1%	86.6%
	41 - 50	4283	0.9%	1.5%	2.4%	7.9%	35.7%	54.0%	89.7%
	51 - 60	2812	0.9%	1.4%	2.3%	8.7%	35.8%	53.3%	89.1%
	61 or above	1076	1.3%	1.2%	2.5%	4.9%	31.7%	60.9%	92.6%
Education level	Primary	1428	2.7%	2.5%	5.2%	13.4%	34.0%	47.4%	81.4%
	Secondary	7954	1.1%	1.2%	2.3%	10.6%	39.1%	48.0%	87.1%
	Tertiary or above	12790	1.0%	1.5%	2.5%	8.7%	33.8%	55.1%	88.9%
Living district	Central and Western Hong Kong Island	1466	1.2%	2.3%	3.5%	9.8%	30.2%	56.6%	86.8%
	Eastern Hong Kong	1714	1.1%	1.2%	2.3%	9.6%	32.9%	55.2%	88.1%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Island								
	Southern Hong Kong Island	880	1.3%	1.8%	3.1%	10.7%	33.2%	53.1%	86.3%
	Wan Chai	727	1.8%	1.4%	3.2%	11.8%	35.4%	49.7%	85.1%
	Kowloon City	1462	0.8%	0.8%	1.6%	9.5%	36.5%	52.4%	88.9%
	Kwun Tong	1426	1.3%	1.7%	3.0%	10.0%	37.9%	49.2%	87.1%
	Sham Shui Po	954	1.4%	1.3%	2.7%	10.9%	39.1%	47.4%	86.5%
	Wong Tai Sin	961	1.7%	1.6%	3.3%	9.4%	41.7%	45.7%	87.4%
	Yau Tsim Mong	952	1.2%	1.6%	2.8%	8.6%	33.6%	55.0%	88.6%
	Islands	1758	1.8%	1.5%	3.3%	10.2%	34.9%	51.6%	86.5%
	Kwai Tsing	1680	1.1%	1.4%	2.5%	10.1%	39.3%	48.2%	87.5%
	North New Territories	941	1.4%	1.1%	2.5%	10.9%	37.6%	49.0%	86.6%
	Sai Kung	983	0.8%	1.4%	2.2%	7.6%	37.0%	53.1%	90.1%
	Sha Tin	1676	1.0%	1.3%	2.3%	8.1%	35.5%	54.2%	89.7%
	Tai Po	719	1.5%	1.5%	3.0%	9.0%	35.5%	52.4%	87.9%
	Tsuen Wan	1893	0.9%	1.7%	2.6%	8.8%	37.2%	51.3%	88.5%
	Tuen Mun	1419	0.9%	1.9%	2.8%	10.7%	37.6%	48.8%	86.4%
Yuen Long	1343	0.6%	1.0%	1.6%	11.2%	36.6%	50.6%	87.2%	

4.3.5.2 Preference for the two proposed development options after taking into account the benefit to Hong Kong's competitiveness

Table 4.17 illustrates the relationship between the preference for the two proposed development options after taking into account the benefit to Hong Kong's competitiveness in isolation and demographic variables.

Male respondents, those aged 61 or above and those who were living in Sha Tin were more likely than their respective counterparts to prefer Option 2 after taking into account the benefit to Hong Kong's competitiveness in isolation. Also, the higher the education level of respondents, the more likely that they preferred Option 2.

Table 4.17: Preference for the two proposed development options after taking into account the benefit to Hong Kong's competitiveness and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12607	8.2%	17.2%	74.6%
	Female	9005	10.3%	26.5%	63.2%
Age	Below 13	615	13.5%	29.9%	56.6%
	13 - 17	1408	7.8%	23.1%	69.1%
	18 - 30	7222	8.5%	24.3%	67.2%
	31 - 40	5088	10.6%	21.8%	67.6%
	41 - 50	4068	9.1%	18.2%	72.6%
	51 - 60	2677	9.9%	16.9%	73.2%
	61 or above	1022	8.7%	10.8%	80.5%
Education level	Primary	1314	12.7%	26.8%	60.5%
	Secondary	7523	9.0%	22.9%	68.1%
	Tertiary or above	12449	8.6%	19.2%	72.2%
Living district	Central and Western Hong Kong Island	1406	11.9%	19.1%	69.1%
	Eastern Hong Kong Island	1674	7.9%	19.5%	72.6%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Southern Hong Kong Island	830	10.0%	20.8%	69.2%
	Wan Chai	683	11.0%	24.7%	64.3%
	Kowloon City	1378	9.3%	22.1%	68.7%
	Kwun Tong	1362	9.5%	21.5%	69.0%
	Sham Shui Po	909	8.9%	23.7%	67.4%
	Wong Tai Sin	909	9.9%	21.0%	69.1%
	Yau Tsim Mong	905	9.8%	18.5%	71.7%
	Islands	1682	10.5%	20.1%	69.4%
	Kwai Tsing	1631	8.6%	23.7%	67.7%
	North New Territories	892	9.8%	24.8%	65.5%
	Sai Kung	960	9.0%	17.8%	73.2%
	Sha Tin	1615	6.6%	19.3%	74.2%
	Tai Po	682	10.4%	20.4%	69.2%
	Tsuen Wan	1828	10.6%	21.7%	67.8%
	Tuen Mun	1349	9.1%	23.1%	67.8%
	Yuen Long	1287	8.4%	21.4%	70.2%

4.3.6.1 Agreement that making it more convenient for the respondents and their families to travel is an important consideration

Table 4.18 illustrates the relationship between the agreement that making it more convenient for the respondents and their families to travel is an important consideration and demographic variables.

Male respondents, those aged below 13, those had primary education and those who were living in Central and Western Hong Kong Island were more likely than their respective counterparts to strongly agree that making it more convenient for the respondents and their families to travel is an important consideration.

Table 4.18: Agreement that making it more convenient for the respondents and their families to travel is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13057	1.7%	2.8%	4.5%	16.6%	36.9%	42.0%	78.9%
	Female	9475	1.6%	2.5%	4.1%	17.9%	41.7%	36.4%	78.1%
Age	Below 13	647	1.2%	1.5%	2.7%	10.5%	20.9%	65.8%	86.7%
	13 - 17	1439	1.5%	2.9%	4.4%	19.3%	33.7%	42.6%	76.3%
	18 - 30	7493	1.6%	3.1%	4.7%	22.3%	38.8%	34.2%	73.0%
	31 - 40	5303	1.9%	3.1%	5.0%	17.1%	40.3%	37.6%	77.9%
	41 - 50	4286	1.1%	2.2%	3.3%	12.8%	41.6%	42.3%	83.9%
	51 - 60	2811	1.3%	1.7%	3.0%	12.9%	42.5%	41.6%	84.1%
	61 or above	1072	3.6%	2.4%	6.0%	9.1%	34.8%	50.0%	84.8%
Education level	Primary	1431	3.9%	2.3%	6.2%	15.3%	31.7%	46.8%	78.5%
	Secondary	7950	1.3%	2.6%	3.9%	16.7%	40.5%	38.8%	79.3%
	Tertiary or above	12775	1.5%	2.8%	4.3%	17.6%	38.6%	39.5%	78.1%
Living district	Central and Western Hong Kong Island	1472	1.6%	2.9%	4.5%	14.6%	32.1%	48.8%	80.9%
	Eastern Hong Kong Island	1719	1.7%	2.2%	3.9%	17.2%	38.9%	40.0%	78.9%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Southern Hong Kong Island	876	1.6%	3.8%	5.4%	14.4%	37.1%	43.2%	80.3%
	Wan Chai	728	2.6%	2.2%	4.8%	15.4%	35.4%	44.4%	79.8%
	Kowloon City	1465	1.0%	1.9%	2.9%	15.5%	36.8%	44.8%	81.6%
	Kwun Tong	1420	2.0%	3.0%	5.0%	17.7%	40.7%	36.7%	77.4%
	Sham Shui Po	946	2.1%	2.3%	4.4%	17.0%	39.6%	38.9%	78.5%
	Wong Tai Sin	961	2.2%	2.7%	4.9%	19.0%	39.6%	36.4%	76.0%
	Yau Tsim Mong	949	2.2%	2.7%	4.9%	15.9%	38.0%	41.1%	79.1%
	Islands	1756	1.5%	2.3%	3.8%	16.2%	38.5%	41.5%	80.0%
	Kwai Tsing	1681	1.2%	2.7%	3.9%	19.5%	41.8%	34.9%	76.7%
	North New Territories	942	1.9%	3.0%	4.9%	19.9%	40.1%	35.1%	75.2%
	Sai Kung	982	1.5%	3.9%	5.4%	16.5%	39.0%	39.1%	78.1%
	Sha Tin	1674	1.1%	2.2%	3.3%	16.9%	38.9%	41.0%	79.9%
	Tai Po	719	2.2%	3.2%	5.4%	17.1%	39.5%	38.0%	77.5%
	Tsuen Wan	1885	1.5%	3.2%	4.7%	18.0%	40.7%	36.5%	77.2%
	Tuen Mun	1422	2.1%	2.7%	4.8%	19.1%	42.0%	34.1%	76.1%
	Yuen Long	1342	1.4%	1.9%	3.3%	17.5%	43.1%	36.0%	79.1%

4.3.6.2 Preference for the two proposed development options after taking into account making it more convenient for the respondents and their families to travel

Table 4.19 illustrates the relationship between the preference for the two proposed development options after taking into account making it more convenient for the respondents and their families to travel in isolation and demographic variables.

Male respondent, those aged 61 or above and those who were living in Central and Western Hong Kong Island were more likely than their respective counterparts to prefer Option 2 after taking into account making it more convenient for the respondents and their families to travel in isolation.

Table 4.19: Preference for the two proposed development options after taking into account making it more convenient for the respondents and their families to travel and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12580	10.6%	28.7%	60.7%
	Female	8990	13.1%	37.6%	49.2%
Age	Below 13	614	15.8%	27.7%	56.5%
	13 - 17	1409	11.2%	37.5%	51.2%
	18 - 30	7216	12.0%	39.2%	48.8%
	31 - 40	5076	13.1%	32.6%	54.3%
	41 - 50	4052	10.9%	27.6%	61.5%
	51 - 60	2671	11.3%	23.9%	64.8%
	61 or above	1016	9.1%	19.4%	71.6%
Living district	Central and Western Hong Kong Island	1399	13.4%	26.1%	60.5%
	Eastern Hong Kong Island	1667	10.2%	32.0%	57.8%
	Southern Hong Kong Island	833	12.1%	31.1%	56.8%
	Wan Chai	685	14.5%	28.6%	56.9%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Kowloon City	1374	11.5%	29.9%	58.6%
	Kwun Tong	1359	11.7%	35.1%	53.2%
	Sham Shui Po	910	13.8%	32.6%	53.5%
	Wong Tai Sin	909	11.7%	31.1%	57.2%
	Yau Tsim Mong	905	12.5%	29.4%	58.1%
	Islands	1681	13.0%	30.0%	57.0%
	Kwai Tsing	1625	11.5%	37.1%	51.4%
	North New Territories	888	12.5%	35.2%	52.3%
	Sai Kung	956	11.4%	31.9%	56.7%
	Sha Tin	1614	8.9%	32.2%	58.9%
	Tai Po	680	13.2%	31.9%	54.9%
	Tsuen Wan	1824	12.8%	34.5%	52.7%
	Tuen Mun	1347	11.9%	36.9%	51.2%
	Yuen Long	1284	10.7%	34.3%	55.1%

4.3.7.1 Agreement that environmental impact is an important consideration

Table 4.20 illustrates the relationship between the agreement that the environmental impact is an important consideration and demographic variables.

Female respondents and those who were living in Central and Western Hong Kong Island were more likely to either strongly agree or agree that environmental impact is an important consideration. Also, the higher the education level of respondents and the younger the respondents, the more likely that they either strongly agreed or agreed.

In addition, respondents aged 61 or above, those who had primary education and those who were living in Central and Western Hong Kong Island or Yau Tsim Mong were more likely to strongly disagree or disagree with it.

Table 4.20: Agreement that environmental impact is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13014	2.6%	4.2%	6.8%	26.5%	32.1%	34.7%	66.8%
	Female	9430	1.4%	2.1%	3.5%	22.7%	35.8%	38.0%	73.8%
Age	Below 13	646	3.9%	2.5%	6.4%	19.5%	20.3%	53.9%	74.2%
	13 - 17	1436	2.5%	3.8%	6.3%	19.6%	27.9%	46.2%	74.1%
	18 - 30	7495	1.7%	3.0%	4.7%	21.3%	34.2%	39.8%	74.0%
	31 - 40	5290	2.4%	3.2%	5.6%	24.1%	34.7%	35.7%	70.4%
	41 - 50	4254	1.6%	2.5%	4.1%	29.5%	36.0%	30.3%	66.3%
	51 - 60	2754	2.3%	4.5%	6.8%	32.3%	34.3%	26.6%	60.9%
	61 or above	1053	2.8%	6.5%	9.3%	29.2%	30.2%	31.4%	61.6%
Education level	Primary	1412	5.3%	3.8%	9.1%	28.4%	28.5%	34.0%	62.5%
	Secondary	7900	2.1%	3.5%	5.6%	28.4%	32.4%	33.6%	66.0%
	Tertiary or above	12754	1.7%	3.1%	4.8%	22.3%	34.8%	38.2%	73.0%
Living district	Central and Western Hong Kong Island	1453	2.1%	4.4%	6.5%	22.1%	31.0%	40.5%	71.5%
	Eastern Hong Kong	1706	2.0%	3.8%	5.8%	23.2%	34.4%	36.6%	71.0%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Island								
	Southern Hong Kong Island	869	2.5%	3.8%	6.3%	24.2%	32.3%	37.2%	69.5%
	Wan Chai	723	2.8%	2.5%	5.3%	23.8%	33.1%	37.9%	71.0%
	Kowloon City	1457	1.6%	3.7%	5.3%	23.6%	34.9%	36.1%	71.0%
	Kwun Tong	1404	2.7%	2.7%	5.4%	26.9%	35.5%	32.1%	67.6%
	Sham Shui Po	948	2.3%	3.0%	5.3%	23.6%	33.8%	37.3%	71.1%
	Wong Tai Sin	955	1.8%	3.9%	5.7%	23.2%	36.8%	34.3%	71.1%
	Yau Tsim Mong	945	2.2%	4.3%	6.5%	24.1%	35.6%	33.8%	69.4%
	Islands	1743	2.3%	2.1%	4.4%	26.2%	32.3%	37.1%	69.4%
	Kwai Tsing	1679	2.4%	3.1%	5.5%	25.4%	34.1%	35.0%	69.1%
	North New Territories	937	2.5%	3.3%	5.8%	27.9%	34.4%	32.0%	66.4%
	Sai Kung	979	1.3%	3.0%	4.3%	24.5%	35.4%	35.8%	71.2%
	Sha Tin	1667	1.5%	3.5%	5.0%	25.3%	34.1%	35.6%	69.7%
	Tai Po	717	1.7%	3.6%	5.3%	24.3%	31.1%	39.3%	70.4%
	Tsuen Wan	1884	2.3%	3.7%	6.0%	26.2%	30.7%	37.1%	67.8%
	Tuen Mun	1416	2.0%	3.6%	5.6%	27.1%	34.5%	32.8%	67.3%
Yuen Long	1335	1.4%	2.3%	3.7%	27.0%	33.6%	35.6%	69.2%	

4.3.7.2 Preference for the two proposed development options after taking into account environmental impact

Table 4.21 illustrates the relationship between the preference for the two proposed development options after taking into account environmental impact in isolation and demographic variables.

Male respondents and those aged 61 or above were more likely than their respective counterparts to prefer Option 2 after taking into account environmental impact in isolation. Also, the lower the education level of respondents, the more likely that they preferred Option 2.

Female respondents, those who had tertiary or above education and those who were living in Tsuen Wan, there were similar proportions who preferred Option 1 and Option 2.

In particular, respondents aged 13-17 showed a strong preference for Option 1 over Option 2 (45.2% to 28.3%), while those aged 18-30 showed some preference for Option 1 over Option 2 (37.7% to 29.2%).

Table 4.21: Preference for the two proposed development options after taking into account environmental impact and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12587	28.2%	31.0%	40.9%
	Female	8981	32.1%	35.6%	32.3%
Age	Below 13	616	33.8%	30.5%	35.7%
	13 - 17	1401	45.2%	26.6%	28.3%
	18 - 30	7226	37.7%	33.0%	29.2%
	31 - 40	5070	29.4%	33.2%	37.4%
	41 - 50	4054	21.5%	34.8%	43.8%
	51 - 60	2655	17.8%	33.7%	48.5%
	61 or above	999	13.0%	31.9%	55.1%
Education level	Primary	1309	21.2%	34.4%	44.5%
	Secondary	7473	26.5%	34.5%	39.0%
	Tertiary or above	12443	33.0%	31.5%	35.5%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Living district	Central and Western Hong Kong Island	1393	28.3%	31.0%	40.7%
	Eastern Hong Kong Island	1657	30.7%	32.3%	37.0%
	Southern Hong Kong Island	822	26.3%	35.0%	38.7%
	Wan Chai	678	26.5%	32.6%	40.9%
	Kowloon City	1372	26.4%	33.1%	40.5%
	Kwun Tong	1356	27.7%	35.0%	37.3%
	Sham Shui Po	907	28.3%	33.7%	37.9%
	Wong Tai Sin	905	28.5%	30.3%	41.2%
	Yau Tsim Mong	904	29.5%	30.6%	39.8%
	Islands	1679	28.8%	32.4%	38.8%
	Kwai Tsing	1629	31.2%	34.6%	34.1%
	North New Territories	886	26.9%	36.8%	36.3%
	Sai Kung	958	30.6%	33.4%	36.0%
	Sha Tin	1614	29.4%	33.0%	37.5%
	Tai Po	681	32.3%	29.2%	38.5%
	Tsuen Wan	1824	34.8%	30.4%	34.8%
Tuen Mun	1349	30.5%	35.9%	33.6%	
Yuen Long	1289	31.3%	33.4%	35.3%	

4.3.8.1 Agreement that construction cost is an important consideration

Table 4.22 illustrates the relationship between the agreement that construction cost is an important consideration and demographic variables.

Female respondents and those aged below 13 were more likely to either strongly agree or agree that construction cost is an important consideration. Also, the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.22: Agreement that construction cost is an important consideration and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	12959	3.0%	5.1%	8.1%	27.8%	32.7%	31.4%	64.1%
	Female	9412	1.3%	2.4%	3.7%	26.2%	37.9%	32.1%	70.0%
Age	Below 13	639	2.8%	3.0%	5.8%	22.7%	25.2%	46.3%	71.5%
	13 - 17	1430	3.2%	4.7%	7.9%	24.5%	31.5%	36.1%	67.6%
	18 - 30	7486	2.4%	4.5%	6.9%	25.8%	35.7%	31.6%	67.3%
	31 - 40	5279	2.3%	3.6%	5.9%	26.0%	35.3%	32.7%	68.0%
	41 - 50	4236	1.8%	3.2%	5.0%	29.9%	35.4%	29.7%	65.1%
	51 - 60	2743	2.1%	4.3%	6.4%	31.4%	36.2%	26.0%	62.2%
	61 or above	1040	2.2%	4.0%	6.2%	25.9%	33.9%	33.9%	67.8%
Education level	Primary	1405	3.9%	3.1%	7.0%	30.4%	29.9%	32.7%	62.6%
	Secondary	7875	2.2%	3.6%	5.8%	29.9%	34.1%	30.2%	64.3%
	Tertiary or above	12715	2.2%	4.4%	6.6%	24.8%	35.9%	32.7%	68.6%
Living district	Central and Western Hong Kong Island	1445	3.0%	4.4%	7.4%	24.2%	34.0%	34.3%	68.4%
	Eastern Hong Kong Island	1702	2.1%	4.6%	6.8%	26.4%	34.3%	32.5%	66.8%
	Southern Hong Kong Island	869	2.5%	5.9%	8.4%	23.8%	32.5%	35.3%	67.8%
	Wan Chai	724	2.3%	3.9%	6.2%	27.1%	32.0%	34.7%	66.7%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Kowloon City	1455	2.0%	3.9%	5.9%	27.4%	36.4%	30.3%	66.7%
	Kwun Tong	1402	2.5%	2.9%	5.4%	26.8%	36.9%	30.8%	67.8%
	Sham Shui Po	944	2.8%	3.1%	5.8%	26.5%	33.9%	33.8%	67.7%
	Wong Tai Sin	955	2.6%	3.8%	6.4%	29.2%	33.6%	30.8%	64.4%
	Yau Tsim Mong	940	2.6%	5.5%	8.1%	23.8%	37.8%	30.3%	68.1%
	Islands	1740	2.9%	3.9%	6.7%	27.5%	35.1%	30.7%	65.8%
	Kwai Tsing	1670	1.9%	4.1%	6.0%	27.0%	36.0%	31.0%	67.0%
	North New Territories	937	2.9%	3.0%	5.9%	29.3%	34.7%	30.1%	64.8%
	Sai Kung	978	2.4%	4.4%	6.8%	28.3%	34.7%	30.3%	64.9%
	Sha Tin	1661	1.5%	3.7%	5.2%	26.7%	36.0%	32.1%	68.1%
	Tai Po	715	2.5%	3.2%	5.7%	27.6%	33.6%	33.1%	66.7%
	Tsuen Wan	1874	1.9%	4.5%	6.4%	28.9%	32.6%	32.1%	64.7%
	Tuen Mun	1406	1.6%	3.8%	5.5%	28.1%	36.8%	29.7%	66.4%
Yuen Long	1329	2.2%	3.0%	5.2%	29.3%	36.0%	29.6%	65.5%	

4.3.8.2 Preference for the two proposed development options after taking into account construction cost

Table 4.23 illustrates the relationship between the preference for the two proposed development options after taking into account construction cost in isolation and demographic variables.

Male respondents, those aged 61 or above and those who were living in Central and Western Hong Kong Island were more likely to prefer Option 2 after taking into account construction cost in isolation. Also, the lower the education level of respondents and the older the respondents (excluding below 13), the more likely that they preferred Option 2.

In particular, respondents aged 13-17 showed a strong preference for Option 1 over Option 2 (38.0% to 31.9%).

Table 4.23: Preference for the two proposed development options after taking into account construction cost and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12564	23.6%	30.0%	46.4%
	Female	8965	27.0%	37.9%	35.1%
Age	Below 13	617	28.7%	32.6%	38.7%
	13 - 17	1396	38.0%	30.2%	31.9%
	18 - 30	7217	30.9%	35.1%	33.9%
	31 - 40	5066	24.4%	34.1%	41.5%
	41 - 50	4039	18.5%	32.7%	48.8%
	51 - 60	2649	16.1%	31.7%	52.2%
	61 or above	995	12.7%	29.3%	58.0%
Education level	Primary	1311	19.1%	35.5%	45.5%
	Secondary	7454	22.5%	35.8%	41.7%
	Tertiary or above	12419	27.5%	31.3%	41.2%
Living district	Central and Western Hong Kong Island	1390	23.0%	30.0%	47.0%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Eastern Hong Kong Island	1660	25.1%	33.3%	41.6%
	Southern Hong Kong Island	823	23.3%	33.5%	43.1%
	Wan Chai	675	24.0%	32.9%	43.1%
	Kowloon City	1372	22.6%	33.2%	44.2%
	Kwun Tong	1355	23.4%	34.2%	42.4%
	Sham Shui Po	908	25.4%	31.7%	42.8%
	Wong Tai Sin	903	23.4%	32.0%	44.6%
	Yau Tsim Mong	906	25.1%	29.5%	45.5%
	Islands	1675	24.3%	32.5%	43.2%
	Kwai Tsing	1623	27.0%	36.0%	37.0%
	North New Territories	883	21.9%	38.1%	40.1%
	Sai Kung	955	24.4%	33.2%	42.4%
	Sha Tin	1612	23.9%	34.0%	42.1%
	Tai Po	681	28.6%	29.8%	41.6%
	Tsuen Wan	1810	29.1%	33.1%	37.8%
	Tuen Mun	1348	25.7%	36.1%	38.1%
	Yuen Long	1284	25.5%	35.9%	38.6%

4.4 Overall preference for the two proposed development options

Table 4.24 illustrates the relationship between the overall preference for the two proposed development options and demographic variables.

Male respondents and those who were living in Yau Tsim Mong or Sha Tin were more likely to prefer Option 2. Also, the higher the education level of respondents and generally the older the respondents, the more likely that they preferred Option 2.

Table 4.24: Overall preference for the two proposed development options and demographic variables

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Gender	Male	12067	10.0%	11.4%	78.7%
	Female	8290	12.6%	22.0%	65.4%
Age	Below 13	568	13.4%	24.1%	62.5%
	13 - 17	1346	11.4%	16.9%	71.6%
	18 - 30	6753	11.4%	18.1%	70.5%
	31 - 40	4843	12.1%	16.8%	71.1%
	41 - 50	3853	10.6%	13.7%	75.7%
	51 - 60	2379	9.6%	10.2%	80.2%
	61 or above	891	7.0%	8.4%	84.6%
Education level	Primary	1061	9.6%	23.2%	67.2%
	Secondary	6954	9.9%	18.6%	71.5%
	Tertiary or above	12089	11.8%	13.2%	75.0%
Living district	Central and Western Hong Kong Island	1323	12.5%	13.5%	74.0%
	Eastern Hong Kong Island	1565	9.5%	13.7%	76.8%
	Southern Hong Kong Island	773	9.8%	13.7%	76.5%
	Wan Chai	602	12.0%	17.3%	70.8%
	Kowloon City	1296	10.6%	16.9%	72.5%

Variable	Level	Base	Prefer Option 1: Maintaining the Existing Two- Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
	Kwun Tong	1224	11.9%	15.8%	72.2%
	Sham Shui Po	844	11.7%	17.7%	70.6%
	Wong Tai Sin	836	11.6%	17.2%	71.2%
	Yau Tsim Mong	860	9.4%	13.5%	77.1%
	Islands	1574	12.5%	15.2%	72.3%
	Kwai Tsing	1533	11.3%	19.0%	69.7%
	North New Territories	814	9.6%	19.8%	70.6%
	Sai Kung	918	8.9%	14.3%	76.8%
	Sha Tin	1532	8.5%	14.6%	77.0%
	Tai Po	657	12.9%	13.9%	73.2%
	Tsuen Wan	1751	13.8%	15.8%	70.5%
	Tuen Mun	1235	11.5%	17.3%	71.2%
	Yuen Long	1175	10.8%	17.0%	72.2%

4.5 Agreement that AAHK should make a decision NOW on how the airport should be further developed

Table 4.25 illustrates the relationship between the agreement that AAHK should make a decision NOW on how the airport should be further developed and demographic variables.

Male respondents and those who were living in Sai Kung were more likely to either strongly agree or agree that AAHK should make a decision NOW on how the airport should be further developed. Also, the older the respondents and the higher the education level of respondents, the more likely that they either strongly agreed or agreed.

Table 4.25: Agreement that AAHK should make a decision NOW on how the airport should be further developed and demographic variables

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
Gender	Male	13253	2.5%	3.4%	5.9%	9.9%	31.0%	53.4%	84.4%
	Female	9556	2.4%	4.4%	6.8%	18.7%	39.8%	34.6%	74.4%
Age	Below 13	641	2.5%	3.3%	5.8%	22.8%	21.2%	50.2%	71.4%
	13 - 17	1441	2.5%	5.6%	8.1%	14.9%	31.8%	45.2%	77.0%
	18 - 30	7558	2.1%	4.3%	6.4%	15.4%	35.2%	43.0%	78.2%
	31 - 40	5392	3.2%	4.0%	7.2%	13.5%	35.7%	43.5%	79.2%
	41 - 50	4341	2.4%	3.1%	5.5%	12.0%	36.5%	46.0%	82.5%
	51 - 60	2862	2.2%	3.5%	5.7%	10.4%	35.3%	48.6%	83.9%
	61 or above	1094	2.0%	1.2%	3.2%	8.2%	32.8%	55.8%	88.6%
Education level	Primary	1416	3.6%	3.4%	7.0%	19.4%	32.9%	40.7%	73.6%
	Secondary	8012	2.1%	3.6%	5.7%	16.0%	37.6%	40.6%	78.2%
	Tertiary or above	13019	2.6%	4.1%	6.7%	11.3%	32.7%	49.3%	82.0%
Living district	Central and Western Hong Kong Island	1482	3.0%	3.2%	6.2%	11.9%	29.9%	51.9%	81.8%
	Eastern Hong Kong	1737	2.2%	3.6%	5.8%	12.5%	31.1%	50.7%	81.8%

Variable	Level	Base	Strongly disagree	Disagree	Strongly disagree and disagree	Neutral	Agree	Strongly agree	Strongly agree and agree
	Island								
	Southern Hong Kong Island	897	2.1%	4.0%	6.1%	12.7%	32.6%	48.6%	81.2%
	Wan Chai	732	2.5%	4.0%	6.5%	15.6%	33.3%	44.7%	78.0%
	Kowloon City	1486	1.5%	2.9%	4.4%	13.6%	35.0%	47.0%	82.0%
	Kwun Tong	1424	2.4%	4.4%	6.8%	14.6%	35.3%	43.3%	78.6%
	Sham Shui Po	966	2.5%	3.7%	6.2%	14.2%	36.2%	43.4%	79.6%
	Wong Tai Sin	969	3.1%	4.3%	7.4%	13.7%	39.9%	38.9%	78.8%
	Yau Tsim Mong	968	2.3%	4.3%	6.6%	11.3%	33.4%	48.8%	82.2%
	Islands	1779	3.5%	4.0%	7.5%	12.9%	33.8%	45.7%	79.5%
	Kwai Tsing	1711	2.3%	4.2%	6.5%	14.4%	37.3%	41.8%	79.1%
	North New Territories	951	1.9%	3.4%	5.3%	16.0%	37.4%	41.3%	78.7%
	Sai Kung	1001	1.9%	4.1%	6.0%	10.1%	36.5%	47.5%	84.0%
	Sha Tin	1695	1.9%	2.7%	4.6%	13.0%	35.4%	46.9%	82.3%
	Tai Po	726	2.3%	5.1%	7.4%	12.9%	33.7%	45.9%	79.6%
	Tsuen Wan	1914	3.1%	4.3%	7.4%	14.9%	36.2%	41.5%	77.7%
	Tuen Mun	1431	2.9%	4.3%	7.2%	14.8%	36.0%	41.9%	77.9%
Yuen Long	1351	2.1%	3.0%	5.1%	15.7%	35.4%	43.9%	79.3%	

Chapter 5 Qualitative Analysis

5.1 Introduction

All comments received during the consultation were divided into ten channels as below:

1. Public Forum (PF): 3 Public Fora (**Annex C**) - public fora are distinguished from other events as a separate channel because they were widely advertised by AAHK as open to all participants, whereas some of the other events were not open to everyone or not broadly advertised;
2. Event (E): 33 events including conferences, round tables, seminars and briefings (**Annex D**);
3. Legislative Council (LC): 105 written submissions to the Legislative Council and 2 meetings of the Council's Panel on Economic Development (**Annex E**);
4. District Council (DC): 18 District Council meetings (**Annex F**);
5. Written submission (WS): 296 written submissions either by soft or hard copies (**Annex G**);
6. Feedback questionnaire (Q): 4,882 written comments in the feedback questionnaires;
7. Media (M): 885 summaries from printed media and broadcasting (**Annex H**);
8. Internet and Social Media (IM): 644 comments from 99 webpages (**Annex I**) - comments were included if they were covered by WiseNews during the consultation period as this is a reputable indexing method for Internet activity in Hong Kong;
9. Signature Campaign (SC): 4 signature campaigns:
 - i. Green Sense, from which SSRC received 1,226 signatures with names;
 - ii. Park Island Owners' Committee, from which SSRC received 793 signatures with living units;
 - iii. Airport Development Concern Network, from which SSRC received 62 signatures and names (SSRC have only included those with a name provided); and
 - iv. WWF with 6,314 names and email addresses – SSRC has randomly selected 5% of the e-mails for verification and the verification was positive, so we have included them all.

The signature campaign comments were all counted based on the number of verifiable supporters as there is no clear distinction between signature campaigns, petition letters and any other form of letter or email.

10. Opinion Survey (OS): 5 opinion surveys were included:

- i. Residential survey conducted by Park Island Owners' Committee;
- ii. Survey conducted by eight aviation related unions;
- iii. Member survey conducted by 30s Group;
- iv. Survey presented by Professor WM Cheung of The Chinese University of Hong Kong in Hong Kong Shippers' Council Joint Conference; and
- v. Member survey conducted by Hong Kong Logistics Management Staff Association

The survey results were included as single submissions as verification of the participants was not possible. They are coded on the basis of any view expressed by a simple majority (more than 50%).

The qualitative analysis used the NVivo software and is based on a framework in **Annex K** that was developed by the SSRC to reflect all the issues covered in the consultation document, and then extended to cover all the other issues raised in the qualitative materials collected during the consultation.

The overall table of counts for issues for which qualitative comments were given is provided for each section in this chapter, broken down by the ten sources. Comments submitted by different people are counted multiple times, even if the comments were identical, regardless of the channel of submission, on the grounds that this reflects the number of people or organizations who wish to make that specific comment. No distinction is made between people and organizations, as it is often unclear whether a comment represents a personal or institutional perspective.

Discussion is provided for any issue with at least ten comments provided, including a quote from a typical comment submitted. Issues with at least ten comments from District Councillors are highlighted. For issues with at least fifty comments, there is discussion that highlights any important differences in qualitative responses across the ten sources of qualitative feedback.

5.2 Air Traffic Demand Forecast

Table 5.1: Air Traffic Demand Forecast

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Accuracy of Air Traffic Demand Forecast in Master Plan	61	6	4	6	28	1	2	11	3	0	0
01 Over-Estimated the Demand	48	3	4	4	26	1	1	6	3	0	0
02 Appropriately Estimated the Demand	6	2	0	1	2	0	0	1	0	0	0
03 Under-Estimated the Demand	7	1	0	1	0	0	1	4	0	0	0
02 Respondents' Own Air Traffic Demand Forecast	170	23	6	32	43	14	1	33	18	0	0
01 The air traffic demand is increasing	126	19	5	25	27	12	0	26	12	0	0
02 The air traffic demand is decreasing	44	4	1	7	16	2	1	7	6	0	0
03 Accuracy of GDP Growth Forecast in Master Plan	18	4	1	3	2	3	0	5	0	0	0
01 Over-Estimated the Growth	9	0	0	2	2	1	0	4	0	0	0
02 Appropriately Estimated the Growth	6	3	1	1	0	0	0	1	0	0	0
03 Under-Estimated the Growth	3	1	0	0	0	2	0	0	0	0	0
04 Respondents' Own GDP Growth Forecast	2	1	0	0	1	0	0	0	0	0	0
01 The GDP will rise gradually	2	1	0	0	1	0	0	0	0	0	0
05 Adjustment Factors	214	14	19	17	71	9	5	56	23	0	0
01 Impact of Global Economics	11	0	2	0	7	0	0	1	1	0	0
01 Reasons for Stimulating Demand and Growth	1	0	0	0	0	0	0	1	0	0	0
02 Growth in trade with new markets will increase air traffic demand	1	0	0	0	0	0	0	1	0	0	0
02 Reasons for Suppressing Demand and Growth	8	0	0	0	7	0	0	0	1	0	0
01 The global financial crisis decrease the air traffic demand	8	0	0	0	7	0	0	0	1	0	0
02 Impact of Mainland China Economics	15	1	1	1	5	0	0	6	1	0	0
01 Reasons for Stimulating Demand and Growth	13	1	0	1	5	0	0	6	0	0	0
01 The growth of China economy will stimulate extra demand in aviation service	13	1	0	1	5	0	0	6	0	0	0
01 Domestic flights will increase as many mid-sized mainland cities	2	1	0	0	0	0	0	1	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
are developing into large cities											
02 There will be more transit passengers from Mainland China travelling to other cities in the world via Hong Kong airport	1	0	0	0	0	0	0	1	0	0	0
02 Reasons for Suppressing Demand and Growth	1	0	0	0	0	0	0	0	1	0	0
01 Alongside the economic development of mid-sized cities in the Mainland, there will be more point-to-point budget airlines, less passengers will transit via HKIA	1	0	0	0	0	0	0	0	1	0	0
03 Impact of GPRD Market	15	2	2	2	0	3	0	5	1	0	0
01 Reasons for Stimulating Demand and Growth	7	1	0	2	0	1	0	3	0	0	0
01 The expansion of GPRD market will increase air traffic demand	7	1	0	2	0	1	0	3	0	0	0
02 Reasons for Suppressing Demand and Growth	5	1	0	0	0	2	0	1	1	0	0
01 The relocation of manufacturing plants in GPRD will decrease the air traffic demand	5	1	0	0	0	2	0	1	1	0	0
04 Impact of Development of Nearby Airports	61	3	6	4	27	0	4	14	3	0	0
02 Reasons for Suppressing Demand and Growth	51	3	2	4	22	0	4	13	3	0	0
01 The development of other major airports in GPRD will decrease the demand from mainland in using HK airport	42	3	2	4	16	0	4	10	3	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 The development of the major airports in GPRD will decrease the passenger demand	11	1	2	1	4	0	2	1	0	0	0
02 The development of the major airports in GPRD will decrease the cargo demand	10	2	0	1	3	0	2	1	1	0	0
02 The development of Shenzhen airport will decrease the reliance of Hong Kong people on HK airport	6	0	0	0	4	0	0	2	0	0	0
03 The development of other major airports in Asia other than Mainland China will decrease the air traffic demand for HK airport	3	0	0	0	2	0	0	1	0	0	0
05 Impact of High-Speed Rail	67	6	6	6	14	3	1	20	11	0	0
01 Reasons for Stimulating Demand and Growth	22	4	2	3	0	2	0	7	4	0	0
01 High Speed Rail will increase air traffic demand	14	3	2	3	0	1	0	2	3	0	0
01 High Speed Rail networks can expand the airport's catchment areas	13	3	2	3	0	1	0	2	2	0	0
02 The long-distance domestic flights will not be affected by High-Speed Rail	6	0	0	0	0	1	0	4	1	0	0
03 Air transportation is more effective in handling point-to-point cargo service	1	1	0	0	0	0	0	0	0	0	0
02 Reasons for Suppressing Demand and Growth	40	2	3	3	11	1	1	12	7	0	0
01 High Speed Rail will decrease air traffic demand	40	2	3	3	11	1	1	12	7	0	0
01 More	8	0	1	0	5	0	0	2	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
people will use HSR for short-distance domestic travel											
02 More people will take HSR to GuangZhou for international flights	1	0	0	0	0	0	0	1	0	0	0
06 Impact of Oil Price	19	0	0	3	10	2	0	2	2	0	0
02 Reasons for Suppressing Demand and Growth	19	0	0	3	10	2	0	2	2	0	0
01 Oil Price will keep rising to reduce air traffic demand	19	0	0	3	10	2	0	2	2	0	0
07 Impact of Terrorist Activities	1	0	0	0	1	0	0	0	0	0	0
02 Reasons for Suppressing Demand and Growth	1	0	0	0	1	0	0	0	0	0	0
01 Terrorist activities affect the air traffic demand	1	0	0	0	1	0	0	0	0	0	0
08 Impact of Direct Flight Arrangement between Taiwan and the Mainland China	12	1	2	1	3	1	0	3	1	0	0
02 Reasons for Suppressing Demand and Growth	11	1	1	1	3	1	0	3	1	0	0
01 Passengers will flight directly between the Mainland and Taiwan under the direct flight arrangement	11	1	1	1	3	1	0	3	1	0	0
09 Impact of use of wide-bodied aircraft	11	1	0	0	4	0	0	3	3	0	0
02 Reasons for Suppressing Demand and Growth	10	1	0	0	4	0	0	2	3	0	0
01 The increase in use of wide-bodied aircrafts will decrease number of flight movement	10	1	0	0	4	0	0	2	3	0	0
10 Impact of expansion of logistics industry into Mainland market	2	0	0	0	0	0	0	2	0	0	0
02 Reasons for Suppressing Demand and Growth	2	0	0	0	0	0	0	2	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Expansion of logistics companies into China market will decrease Cargo demand	2	0	0	0	0	0	0	2	0	0	0
06 Forecasting Methods	36	9	1	3	15	3	0	3	2	0	0
02 Negative Comments	36	9	1	3	15	3	0	3	2	0	0
01 Unreliable forecasting model for economy growth	15	4	0	1	7	3	0	0	0	0	0
02 Unreliable forecasting model for air traffic demand	21	5	1	2	8	0	0	3	2	0	0

As seen in Table 5.1, there were 126 comments about other forecasts of increased demand (e.g. “air cargo traffic is expected to grow at 5.6% per annum over the next 20 years, according to the 2010-2011 Boeing World Cargo Forecast”) and 44 comments that the rate of increase is going down (e.g. “air travel will grow at a reducing rate reflecting the realities of HK demography and the growing sophistication of the Mainland in air travel matters”).

There were 48 comments about over-estimated demand in the Master Plan (e.g. “your charts completely omit the financial crisis ... cargo volume dropped 29% year-on-year”).

There were 42 comments that the development of other major airports in the Greater Pearl River Delta (GPRD) will cause a decrease in demand or growth (e.g. “cities have their own international airports ... foreign airlines prefer”).

There were 40 comments that high-speed rail will decrease traffic (e.g. “high-speed rail will reduce flights between Hong Kong and the Mainland”), but there were 14 comments that high-speed rail might have a positive impact, mainly through expanded catchment areas (e.g. “potential for rail or road connections to Shenzhen and Macau airports, that offer good budget air services”).

There were 21 comments that were negative about the forecasting methods used for air traffic demand (e.g. “no analysis of clearly competing business across the land border is a considerable omission”) and 15 comments that were negative about the forecasting methods used for economic growth (e.g. “reliance has been placed entirely on GDP growth ... little supporting analysis other than manufacturer’s projections”).

There were 19 comments about how increasing oil prices will decrease demand (e.g. “High oil prices will mean no third runway will be required as air travel is set to fall in the next decade”).

There were 18 comments about the accuracy of the GDP forecast in the Master Plan (e.g. “I consider it is too optimistic for the paper to predict an annual GDP growth of 3.2%”).

There were 15 comments about the impact of the GPRD market (e.g. “The GPRD demand is well beyond the combined capacity of the GPRD airports”), although they were mixed between positive and negative impacts.

There were 13 comments about how China’s economic growth will stimulate additional demand (e.g. “mainland China economy will continue to grow, the demand for air transportation service will be bigger than before”).

There were 11 comments about the impact of global economics on demand (e.g. “consider also the economic cycles, especially the impact of global economic recession”).

There were 11 comments about the negative impact on demand from direct flights between Taiwan and the Mainland (e.g. “direct flights from Taiwan to China will greatly reduce the demand”).

There were 10 comments about how the use of wide-bodied aircraft would decrease aircraft movements (e.g. “wide-bodied aircraft will also reduce the number of flights”).

The only issue within this section that generated at least 10 comments from District Councillors was adjustment factors for the forecast (primarily the impact of nearby airports and high-speed rail).

All sources except the signature campaigns and opinion surveys provided comments about other traffic demand forecasts and adjustment factors for the forecasts.

In summary, there was consensus that the demand will increase, although there were concerns that the air traffic forecasts need to be adjusted to account for the growth of

other GPRD airports, direct flights between Taiwan and the Mainland, oil prices, Mainland economic growth, global economic cycles, use of wide-body aircraft and the high-speed rail links being built.

5.3 Capacity of Current Airport and Different Options

Table 5.2: Capacity of Current Airport and Different Options

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Accuracy of Maximum Capacity of Current Airport as stated in Master Plan	22	5	0	2	3	0	0	11	1	0	0
01 Over-Estimated the Capacity	5	2	0	1	1	0	0	1	0	0	0
02 Appropriately Estimated the Capacity	14	3	0	1	1	0	0	8	1	0	0
03 Under-Estimated the Capacity	3	0	0	0	1	0	0	2	0	0	0
02 Respondents' Own Comment on Maximum Capacity of Current Airport	367	29	18	44	99	9	4	76	25	62	1
01 The capacity of current airport is reaching its limit	233	26	16	33	64	9	4	65	15	0	1
02 The capacity of current airport is not fully utilized yet	134	3	2	11	35	0	0	11	10	62	0
03 Accuracy of Capacity provided by Specific Options as stated in Master Plan	4	0	0	1	1	0	0	1	1	0	0
01 Over-Estimated the Capacity	4	0	0	1	1	0	0	1	1	0	0
04 Respondents' Own Comment on Capacity provided by Specific Options	142	29	4	28	44	7	0	24	6	0	0
01 CAN meet long-term demand	82	14	2	14	32	2	0	14	4	0	0
02 CANNOT meet long-term demand	60	15	2	14	12	5	0	10	2	0	0

As seen in Table 5.2, there were 233 comments that the current airport is reaching its capacity (e.g. “insufficient slot capacity would restrict growth of destinations and flight frequency”), but 134 comments that the capacity is not yet fully utilized (e.g. “ridiculous to build yet another runway while the existing two haven’t been fully utilized”).

There were 82 comments that the third runway can meet long-term demand (e.g. “third runway option will enable HKIA to meet forecast demand ... up to and possibly beyond 2030”) and 60 comments that the two-runway option cannot meet long-term demand (e.g. “will reach maximum runway capacity around 2020 after which no additional flights can be added”).

There were 22 comments about the accuracy of the capacity of the airport stated in the Master Plan (e.g. “AA has downplayed the maximum capacity of the current two runway system by stating that it can only handle 68 air traffic movements per hour”).

The only issue that generated at least 10 comments from District Councillors was that the current airport is reaching the limits of its capacity.

All sources except signature campaigns commented on the capacity of the current airport reaching its limit, but comments on the capacity not being fully utilized yet came primarily from written submissions.

In summary, there was consensus that the demand for the current airport will exceed capacity limits in future, triggering the need for a third runway, although there was disagreement about when that limit will be reached.

5.4 Cooperation with Airports in the Greater Pearl River Delta (GPRD) to cope with increasing demand

Table 5.3: Cooperation with Airports in the Greater Pearl River Delta (GPRD) to cope with increasing demand

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 FEASIBLE to expand HKIA's capacity through other airports in GPRD	235	8	7	23	100	5	2	59	31	0	0
01 Feasible to cooperate with Macau International Airport	36	1	0	2	18	0	0	10	5	0	0
01 Macau International Airport is often dormant	5	0	0	1	4	0	0	0	0	0	0
02 The cost of using Macau airport is lower	2	0	0	0	0	0	0	2	0	0	0
03 Macau is well connected to Hong Kong	4	0	0	0	1	0	0	3	0	0	0
02 Feasible to cooperate with Shenzhen Airport	48	1	3	5	20	0	0	14	5	0	0
01 Shenzhen is well connected to Hong Kong	5	1	0	1	2	0	0	1	0	0	0
02 Hong Kong and Shenzhen airports can be further linked up by rail to shorten travel time	10	0	0	2	4	0	0	2	2	0	0
03 The cost of using Shenzhen Airport is lower	1	0	0	0	0	0	0	1	0	0	0
04 Shenzhen Airport is better positioned to grow	2	0	0	0	2	0	0	0	0	0	0
03 Feasible to cooperate with Zhuhai Airport	11	1	0	2	6	1	0	1	0	0	0
01 Zhuhai Airport still has surplus capacities	1	0	0	1	0	0	0	0	0	0	0
04 Feasible to cooperate with Guangzhou Airport	6	0	0	1	0	0	0	4	1	0	0
05 Feasible to cooperate with all other unspecified GPRD airport(s)	9	1	0	0	2	1	0	3	2	0	0
02 INFEASIBLE to expand HKIA's capacity through other airports in GPRD	70	7	1	8	11	8	4	20	11	0	0
01 It is harmful to HK's Economic Benefits	17	3	0	4	1	1	0	8	0	0	0
01 Cooperation with GPRD airport will lead to loss of Passenger Traffic	6	1	0	2	0	0	0	3	0	0	0
02 Cooperation with GPRD airport will lead to loss of Cargo Traffic	2	1	0	1	0	0	0	0	0	0	0
02 It is inconvenient to passengers	34	5	0	1	7	6	1	12	2	0	0
01 It is inconvenient for passengers to transfer from airport to airport	20	2	0	0	2	4	1	9	2	0	0
02 The regulations of	11	3	0	1	2	2	0	3	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
Hong Kong and other GPRD cities are different											
03 The GPRD Airports do not have intention to cooperate with HKIA	29	6	1	2	1	3	3	7	6	0	0
01 The fact that cities in GPRD are expanding their airports shows their unwillingness to cooperate with Hong Kong	2	0	0	0	1	0	1	0	0	0	0
02 The GPRD's airport is also facing the problem of insufficient capacity	18	5	1	2	0	2	2	5	1	0	0
03 There are more incentives for airports in GPRD to cooperate with each other to produce synergy effect rather than cooperating with Hong Kong	2	0	0	0	0	1	0	1	0	0	0
04 GPRD airports consider Hong Kong Airport as a competitor	4	0	0	0	0	0	0	0	4	0	0
04 It is costly	3	1	0	1	0	1	0	0	0	0	0
01 The cost of building links to connect the GPRD airports is higher than building the Third Runway	2	1	0	0	0	1	0	0	0	0	0
05 Against Freedoms of the air	3	0	0	1	0	1	0	1	0	0	0
01 Airlines may not have the rights to enter the airspaces of the GPRD cities and land in their airports	3	0	0	1	0	1	0	1	0	0	0

As seen in Table 5.3, there were 48 comments about the feasibility of expanding capacity through cooperation with Shenzhen Airport (e.g. “much better placed to grow and connectivity from HK is great”), 36 about cooperation with Macau airport (e.g. “consider negotiation with Macau Airport to reduce economic losses”), 11 about cooperation with Zhuhai airport (e.g. “consider the co-operation with Macau and Zhuhai Airport”), but 34 comments that this is inconvenient for passengers (e.g. “immigration, customs and quarantine requirements further complicate matters”).

There were 18 comments that the GPRD airports are also facing the problem of insufficient capacity (e.g. “recognize that this is not, at present, a viable option”).

There were 17 comments that cooperation with GPRD airports is harmful to Hong Kong’s economy (e.g. “giving away the opportunity”).

In summary, there were mixed views on whether HKIA's capacity can or should be increased through other airports in the GPRD.

5.5 Air Connectivity

Table 5.4: Air Connectivity

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Comments supporting Air Connectivity is important	2416	245	67	226	1295	67	19	374	12 2	0	1
01 For Development of HKIA	1205	156	28	113	553	39	7	240	69	0	0
01 Positive Impacts of Enhanced Air Connectivity	803	91	23	79	419	15	5	123	48	0	0
01 Maintain the Status as Aviation Hub	275	36	5	36	113	10	2	54	19	0	0
02 Maintain Competitive Edge over other airports	271	18	14	20	157	4	0	38	20	0	0
03 Maintain Passenger Traffic Growth	72	11	1	4	45	0	2	7	2	0	0
04 Maintain Cargo Traffic Growth	58	10	1	3	33	0	1	8	2	0	0
05 Higher Feasibility for New Airlines and Flight Routes	49	7	0	7	28	0	0	5	2	0	0
06 More Competition leading to Lower Price	4	2	0	0	2	0	0	0	0	0	0
07 Aviation Network Can Continue to Grow	33	5	0	7	15	0	0	5	1	0	0
08 Less Flight Delay	18	1	1	0	14	0	0	2	0	0	0
09 Flexibility to Cater for Contingency	3	0	0	1	1	0	0	0	1	0	0
10 Improve the service of aviation services	18	0	1	1	12	1	0	2	1	0	0
11 Encourage the development of high value added aviation services	3	1	0	0	0	0	0	2	0	0	0
02 Negative Impacts of Constrained Air Connectivity	402	65	5	34	134	24	2	117	21	0	0
01 Loss of Status as Aviation Hub	70	15	0	10	22	3	0	17	3	0	0
02 Loss of Competitive Edge over other airports	144	14	5	8	71	6	1	26	13	0	0
03 Loss of Passenger Traffic	67	10	0	6	18	6	0	27	0	0	0
04 Loss of Cargo Traffic	57	8	0	6	13	4	0	25	1	0	0
05 Difficulty in opening New Airlines and Flight Routes	15	4	0	0	2	2	0	7	0	0	0
06 Less Competition leading to Higher Price	7	1	0	0	0	0	0	5	1	0	0
07 Aviation Network will Gradually Shrink	19	6	0	1	4	3	0	3	2	0	0
08 More Flight Delay	11	3	0	1	3	0	1	2	1	0	0
09 Less Room of Redundancy to Cater for Contingency	4	2	0	1	0	0	0	1	0	0	0
10 No incentives to improve the service of aviation services	9	2	0	1	2	0	0	4	0	0	0
02 For the Hong Kong Society	1196	86	37	108	742	26	12	131	53	0	1
01 Positive Impact of Enhanced Air Connectivity	947	59	30	77	627	18	7	86	42	0	1
01 Consolidate Local	396	26	15	38	244	10	3	41	19	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
Economy Growth											
02 Improve Overall Competitiveness of Hong Kong	367	15	13	27	260	4	4	25	18	0	1
03 Ensure Connection of Hong Kong to the rest of the world	124	9	1	6	96	2	0	9	1	0	0
04 Encourage more investments	18	6	1	2	7	0	0	2	0	0	0
05 Maintain the role as a gate-way of in and out of China	19	3	0	2	7	1	0	5	1	0	0
06 Maintain Hong Kong's status as a financial center	22	0	0	2	13	1	0	4	2	0	0
07 Ensure sufficient supply of the livelihood necessities	1	0	0	0	0	0	0	0	1	0	0
02 Negative Impacts of Constrained Air Connectivity	249	27	7	31	115	8	5	45	11	0	0
01 Limit Local Economy Growth	100	9	3	17	35	6	4	22	4	0	0
02 Affect Overall Competitiveness of Hong Kong	121	14	4	14	65	1	1	15	7	0	0
03 Limit Connections of Hong Kong to the rest of the world	11	1	0	0	7	0	0	3	0	0	0
04 Reduce investment	5	1	0	0	0	1	0	3	0	0	0
05 Loss of the role as a gate-way of in and out of China	4	1	0	0	2	0	0	1	0	0	0
06 Loss of the Hong Kong's status as a financial center	6	0	0	0	6	0	0	0	0	0	0
07 Affect the supply of livelihood necessities	2	1	0	0	0	0	0	1	0	0	2
03 For China Development	15	3	2	5	0	2	0	3	0	0	0
01 Positive Impact of Enhanced Air Connectivity	15	3	2	5	0	2	0	3	0	0	0
01 Contribute to Regional Economic Development	10	3	1	3	0	1	0	2	0	0	0
02 Strengthen the co-operation between Hong Kong and Guangdong in terms of airport development	5	0	1	2	0	1	0	1	0	0	0
02 Comments NOT supporting Air Connectivity is important	84	4	0	4	53	1	0	14	8	0	0
01 Passenger and Cargo Air Traffic to Mainland China can be replaced by High Speed Rail	5	0	0	0	3	0	0	0	2	0	0
02 For Better Life and Social Quality	58	4	0	3	38	1	0	9	3	0	0
01 Money should be spent on other social issues	39	1	0	1	27	0	0	7	3	0	0
02 Hong Kong people's quality of life is more important than the development of airport	8	3	0	1	3	0	0	1	0	0	0
03 Should investigate how to reasonably distribute the wealth generated from development instead of pursuing development blind	4	0	0	1	1	1	0	1	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
04 Traditional Hong Kong culture will be harmed by foreign connection	1	0	0	0	1	0	0	0	0	0	0
03 For Balanced Economic Development	10	0	0	1	4	0	0	3	2	0	0
01 Hong Kong should focus on developing high value-added supporting aviation services instead of competing with other airports on prices	1	0	0	0	0	0	0	1	0	0	0
02 Should distribute resources on different industries rather than just focusing on aviation industry only	9	0	0	1	4	0	0	2	2	0	0
04 Should not put Hong Kong into competition with other cities in GPRD for economic benefit	6	0	0	0	6	0	0	0	0	0	0
05 Hong Kong Airport has lost its competitive edge to the mainland airports	4	0	0	0	2	0	0	1	1	0	0
06 Air traffic is not the only means of facilitating the flows of goods and people	1	0	0	0	0	0	0	1	0	0	0

As seen in Table 5.4, there were 396 comments about the positive impacts of enhanced connectivity on local economic growth (e.g. “we cannot look at a single industry alone because there is an entire value chain connected to it ... international trade is at the core of Hong Kong ... has made Hong Kong a leading financial centre”) and 100 comments on the negative impacts of constrained connectivity on economic growth (e.g. “if HKIA becomes a slot restricted airport, the local economy will stagnate, Hong Kong will fall behind”).

There were 367 comments about the positive impacts of enhanced connectivity on overall competitiveness (e.g. “support the third runway to ensure Hong Kong can compete with the GPRD”) and 121 comments on the negative impacts of constrained connectivity (e.g. “third runway ... will help prevent Hong Kong from being marginalized by other Mainland cities”).

There were 124 comments about the positive impact of enhanced connectivity in ensuring the connection of Hong Kong to the rest of the world (e.g. “strong reputation for finance, trade and logistics, tourism and professional services ... rests on the success of our airport to get people and cargo in and out”) and 11 comments about the negative impact of constrained connectivity (e.g. “gradually undermine the connection of Hong Kong to the outside”).

There were 22 comments about the positive impacts of enhanced connectivity on Hong Kong's status as a financial centre (e.g. "if Hong Kong wishes to remain an economic hub, it needs to expand its airport").

There were 19 comments about the positive impacts of enhance connectivity on maintaining Hong Kong's role as a gateway to the Mainland (e.g. "essential for our role as the gateway into and out of China").

There were 18 comments about the positive impacts of enhanced connectivity on encouraging more investment in Hong Kong (e.g. "yield positive and measurable returns ... investment and other social parameters").

There were 275 comments about the positive impacts on HKIA of maintaining the status as an aviation hub (e.g. "maintaining its edge because of excellent facilities and related services") and 70 comments about the negative impact of losing that status (e.g. "will need to refuse requests from airlines for specified time slots").

There were 271 comments about the positive impacts on HKIA of maintaining a competitive edge over other airports (e.g. "increase in slots will allow more airlines to service Hong Kong instead of going to other airports") and 144 comments about the negative impact of losing that edge (e.g. "facing competition from other airports in the region as they rapidly expand to meet the rising demand").

There were 72 comments about the positive impacts on HKIA of maintaining passenger traffic growth (e.g. "increase number of passengers and cargo in, out or through Hong Kong, directly benefiting our local economy") and 67 comments about the negative impact of loss of passenger traffic (e.g. "international travellers will not utilize an inefficient and congested airport with limited connections").

There were 58 comments about the positive impacts on HKIA of maintaining cargo traffic growth (e.g. "with a third runway ... greater inflows of goods and people from around the world will be facilitated") and 57 comments about the negative impact of loss of cargo traffic (e.g. "either we build on the primacy in air cargo and passenger movements ... or we allow others to replace us").

There were 49 comments about the positive impacts on HKIA of higher feasibility for new airline routes (e.g. "third runway ... offering more frequencies and destinations")

and 15 comments about the negative impacts on new airlines and routes without the additional runway (e.g. “lead to difficulty in opening new flight routes”).

There were 33 comments about the positive impacts on HKIA of the aviation network continuing to grow (e.g. “being a leading transshipment hub, the prosperity of Hong Kong today is directly linked to and dependent on its excellence in connectivity with the rest of the world, thus it is vital to invest in our airport infrastructure to sustain such an advantageous position”) and 19 comments about the negative impacts on HKIA through the aviation network gradually shrinking (e.g. “air connectivity is something that once lost, we can never regain”).

There were 18 comments about the positive impact of improved aviation services with the third runway (e.g. “essential to ensure continued competitiveness and quality of travel services”).

There were 18 comments about the positive impact of less flight delays with the third runway (e.g. “third runway could minimize flight delays in order to save time and cost”) and 11 about the negative impacts of constrained connectivity (e.g. “shortage of runway capacity at Hong Kong International Airport would have a bad impact in case of adverse weather”).

There were 10 comments about enhanced air connectivity contributing to regional economic development (e.g. “connected with the PRD region to support the country”).

In contrast, there were 39 comments that increased air connectivity is not important, because there are social issues that are a higher priority than spending on the third runway (e.g. “Hong Kong's public issues are housing, retirement, health, education, environment, land development monopoly - stop divesting funding for other issues”) and 10 comments that balanced development should be the priority (e.g. “Hong Kong should invest more on developing local economy, e.g. Chinese medicine, science research”).

Issues raised at least 10 times by District Councillors were that air connectivity is important for maintaining competitive edge, and that enhanced air connectivity is important for local economic growth and the overall competitiveness of Hong Kong.

All the air connectivity issues were raised by comments from nearly all sources except signature campaigns and the opinion surveys.

In summary, there was consensus about the benefits of enhanced connectivity on HKIA and Hong Kong from a very wide range of perspectives, especially in terms of economic growth and competitiveness, and of the negative impact on HKIA and Hong Kong if the third runway is not built. The only concern was that money spent on the third runway should not mean that money is not spent to address important social issues or that balanced development is ignored.

5.6 Economic Benefits

Table 5.5: Economic Benefits

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Beneficial to Development of Specific Industries	225	40	7	30	79	11	4	40	14	0	0
02 Beneficial to Development of Specific Local Areas	5	0	1	1	0	1	0	1	1	0	0
03 Job Opportunities	384	33	14	32	248	7	6	26	18	0	0
01 Under Specific Preference	342	33	13	26	226	7	5	17	15	0	0
01 Increase	339	30	13	26	226	7	5	17	15	0	0
Option 1	3	1	0	0	2	0	0	0	0	0	0
Option 2	196	26	12	21	100	5	5	15	12	0	0
02 Decrease	3	3	0	0	0	0	0	0	0	0	0
02 NOT under Specific Preference	31	0	1	4	20	0	0	4	2	0	0
01 Increase	22	0	1	1	20	0	0	0	0	0	0
02 Decrease	9	0	0	3	0	0	0	4	2	0	0
03 Job opportunities for low-skilled workers under Specific Preference	8	0	0	2	1	0	0	4	1	0	0
01 Increase	8	0	0	2	1	0	0	4	1	0	0
04 Higher priority on hiring local workers during construction period and after project finished	2	0	0	0	1	0	1	0	0	0	0
04 Cost-Effectiveness of Specific Preference	33	2	3	1	12	0	0	9	6	0	0
01 Higher	23	1	2	0	11	0	0	6	3	0	0
02 Lower	10	1	1	1	1	0	0	3	3	0	0
05 Economic Benefit Forecast	71	8	1	5	10	8	1	31	7	0	0
01 Accuracy	46	3	1	5	4	7	1	19	6	0	0
01 Too-optimistic	38	1	1	4	4	6	0	16	6	0	0
02 Too-conservative	4	2	0	0	0	0	1	1	0	0	0
03 Reasonable	4	0	0	1	0	1	0	2	0	0	0
02 Forecasting Methods and Other Considerations	25	5	0	0	6	1	0	12	1	0	0
01 Should Apply Economic Internal Rate of Return to assess the economic benefits among options	4	1	0	0	1	0	0	2	0	0	0
02 Should consider External Cost when estimating the Economic Net Present Value (ENPV)	10	1	0	0	3	1	0	5	0	0	0
03 Should consider the Opportunity Cost when comparing options	4	2	0	0	0	0	0	2	0	0	0
04 Should also count the	7	1	0	0	2	0	0	3	1	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
induced economic benefits (e.g. education, technology or employment, etc.) instead of direct economic benefits only											
06 Long-Term Economic Benefits of Specific Option	76	5	2	7	35	0	0	20	7	0	0
01 More	59	5	2	6	27	0	0	14	5	0	0
02 Less	17	0	0	1	8	0	0	6	2	0	0

As seen in Table 5.5, there were 225 comments about the third runway being beneficial to the development of specific industries (e.g. “not only tourism will benefit from the third runway, but also ... trading, retail”).

There were 196 comments about the improved job opportunities with the third runway (e.g. “strong aviation industry ... also enhances local economic prosperity through creating more job opportunities ... estimated 340,000 direct and indirect employment in 2030”).

There were 59 comments about the increased long-term economic benefits of the third runway (e.g. “yield positive and measurable returns ... GDP growth, total consumption, employment”) and 17 comments about the reduced benefits of not building the third runway (e.g. “will limit the opportunity to address the demand in the future.”).

There were 38 comments that the projected economic benefits were too optimistic (e.g. “assumptions may be optimistic for oil prices, GDP growth”).

There were 23 comments about the higher cost-effectiveness of the third runway option (e.g. “more cost-effective to carry out option 2”) and 10 comments about the lower cost-effectiveness of two runways (e.g. “the two runway option is not cost-effective”).

There were 10 comments about the forecasting methods should consider external costs (e.g. “failed to mention any external cost”).

The only issue raised at least ten times by District Councillors was the increased job opportunities with the third runway.

The benefit of increased job opportunities was raised by submissions through all channels except the signature campaigns and opinion surveys.

In summary, there was consensus about the third runway yielding economic benefits of specific industries and increased job opportunities, although there were some concerns about the calculation of the benefits.

5.7 Construction Cost

Table 5.6: Construction Cost

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Comments on Construction Cost of Specific Option	273	6	11	10	146	4	0	51	45	0	0
01 Too High	228	4	8	9	132	3	0	37	35	0	0
Option 1	1	0	0	0	1	0	0	0	0	0	0
Option 2	163	4	8	6	89	2	0	32	22	0	0
02 Appropriate	42	2	3	0	14	0	0	13	10	0	0
Option 1	15	1	0	0	5	0	0	3	6	0	0
Option 2	17	1	3	0	5	0	0	6	2	0	0
03 Too Low	3	0	0	1	0	1	0	1	0	0	0
02 Comments on costs of particular part of the construction in Specific Option	29	0	1	2	18	0	0	3	5	0	0
01 The cost of reclamation is too high	29	0	1	2	18	0	0	3	5	0	0
03 Cost Control	242	2	8	14	190	1	0	22	5	0	0
01 Should calculate the construction cost carefully	22	2	2	1	17	0	0	0	0	0	0
02 Should lower the overall cost	91	0	4	2	74	0	0	11	0	0	0
01 Should lower construction cost by reducing construction of unnecessary facilities	5	0	0	0	5	0	0	0	0	0	0
02 Should lower construction cost by coordinating with the construction of HMZB	2	0	0	0	2	0	0	0	0	0	0
03 Should lower construction cost by reducing unnecessary administration cost	1	0	0	0	0	0	0	1	0	0	0
04 Should lower construction cost by using cheaper raw materials	2	0	0	0	1	0	0	1	0	0	0
03 Should closely monitor and control the construction cost	129	0	2	11	99	1	0	11	5	0	0
04 Other related opinions	181	6	3	7	135	0	0	17	13	0	0
01 Later the construction begins, higher the construction cost	179	6	3	7	134	0	0	16	13	0	0
02 Longer time of construction, higher the construction cost	1	0	0	0	0	0	0	1	0	0	0
03 An independent consultant should be employed to estimate the construction cost	1	0	0	0	1	0	0	0	0	0	0

As seen in Table 5.6, there were 179 comments that delayed construction will increase costs (e.g. “in view of the existing high inflation ... later the construction, the more expensive”).

There were 163 comments that the construction cost was too high for the third runway (e.g. “cost estimate is too high and will end up increasing landing fees making Hong Kong less attractive”), while 17 comments stated the cost of the third runway was appropriate (e.g. “no cost is too high when the overall economic gain is taken into account”) while 15 comments stated that the cost of the two runway solution is appropriate (e.g. “costs half but increases passenger movement to 74 million”).

There were 129 comments that the construction cost must be well monitored (e.g. “imperative importance to exercise strict control of expenditures through innovative functionality design, global procurement, diversified sourcing”).

There were 91 comments that the cost must be lowered (e.g. “most important concern is to minimize the cost”).

There were 29 comments that the reclamation cost is too high (e.g. “reclamation cost is too high”).

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There were 22 comments that the cost must be budgeted carefully (e.g. “cost must be calculated extremely carefully”).

Construction cost of the third runway was the only issue raised at least ten times by District Councillors, mainly that the third runway might cost too much.

Apart from the public forum, signature campaign and opinion survey, the other issues were commented on through nearly all channels.

In summary, there were many comments about high construction costs for the third runway and consensus that any delay will raise the costs higher, so there is a need for careful monitoring to keep the costs within budget.

5.8 Environmental Impacts

Table 5.7: Environmental Impacts

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 General Comments on Environmental Issues	830	11	15	38	659	23	3	50	31	0	0
01 The environmental issues should be addressed	776	9	10	31	636	15	3	41	31	0	0
01 To avoid delay	9	0	0	0	6	1	0	2	0	0	0
02 To keep the impact as low as possible	358	6	7	28	272	6	1	21	17	0	0
03 To gain social support	15	1	1	1	5	0	1	4	2	0	0
02 Should maintain communication with the green groups and related stakeholders	55	2	5	7	24	8	0	9	0	0	0
01 Should recruit green groups to assist planning	5	0	0	0	4	0	0	1	0	0	0
02 Environmental Impact	26628	104	92	216	944	196	24	299	108	24639	6
01 Degree of Impact on Environment [Overall OR Specific Option OR Specific Issue]	9068	25	14	36	109	32	8	52	25	8766	1
01 Excessive	9012	20	13	34	81	30	8	40	19	8766	1
02 Relatively Low	56	5	1	2	28	2	0	12	6	0	0
02 Type of Impact on Environment being Concerned	17340	59	62	143	766	137	15	211	70	15873	4
01 Air	7889	20	8	38	160	36	1	77	8	7540	1
01 Carbon Emission	7621	9	1	12	20	16	1	18	4	7540	0
02 Nitrogen Oxides	14	1	0	2	0	4	0	7	0	0	0
03 Suspended particulate	9	1	1	0	1	2	0	4	0	0	0
02 Marine	6986	14	9	70	398	46	6	78	49	6314	2
01 Chinese White Dolphins	6716	8	5	45	226	23	5	51	39	6314	0
02 Marine habitats in Chek Lap Kok Marine Exclusion Zone	9	0	0	1	6	1	0	1	0	0	0
03 All Other Marine Species	36	0	0	3	24	4	0	4	1	0	0
04 Water Quality	52	0	0	5	36	5	0	5	1	0	0
05 Coastal line	4	0	0	2	0	0	0	1	1	0	0
06 Horseshoe Crabs	2	0	0	0	0	2	0	0	0	0	0
03 Noise	2462	25	45	35	205	55	8	56	13	2019	1
04 Fuel Resources	8	3	1	1	3	0	0	0	0	0	0
01 Fossil Fuel Resources	7	2	1	1	3	0	0	0	0	0	0
02 Biofuel	1	1	0	0	0	0	0	0	0	0	0
05 Other eco-	2	0	0	0	2	0	0	0	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
systems											
01 River and Estuary Ecology	1	1	0	0	0	0	0	0	0	0	0
02 Butterfly habitat in Lantau Island	1	0	0	0	0	0	0	1	0	0	0
03 Causes of Increased Pollutions	152	16	13	32	33	20	1	24	12	0	1
01 Increased Land Traffic around the Airport	21	1	2	2	2	2	0	12	0	0	0
02 Increased Number of Landing and Departure of Airplanes	38	6	4	7	4	7	0	8	1	0	1
03 Large-Scale Reclamation	87	7	7	20	27	10	1	4	11	0	0
04 Engineering Boats	1	0	0	1	0	0	0	0	0	0	0
05 Older Chapter Aircraft	5	2	0	2	0	1	0	0	0	0	0
04 Further Consequences	17	4	0	2	5	0	0	5	1	0	0
01 Result in climate change	14	4	0	1	5	0	0	3	1	0	0
02 The Carbon Intensity Reduction Target by the Government cannot be met by 2020 and 2030	3	0	0	1	0	0	0	2	0	0	0
05 Other related opinions	50	0	3	3	31	7	0	6	0	0	0
01 More studies should be done on the environmental impact	50	0	3	3	31	7	0	6	0	0	0
04 Environmental Protection vs Economic Growth	402	14	10	27	246	12	2	56	35	0	0
01 Environmental Protection should come first	84	1	1	5	71	0	1	3	2	0	0
02 The needs for Environmental Protection and Economic Growth should be in balance	205	9	7	17	100	10	0	40	22	0	0
03 Should not give up development because of environmental issues	112	4	2	5	74	2	1	13	11	0	0
05 Regulations, EIA and Other Analysis	7511	45	30	55	122	61	5	64	22	7107	0
01 Statutory Environmental Impact Analysis	257	27	29	34	107	16	1	32	11	0	0
01 EIA should be properly done	189	14	20	26	89	8	1	22	9	0	0
01 To avoid delay in construction	37	4	4	3	19	1	0	6	0	0	0
02 To minimize	26	4	3	10	2	1	0	2	4	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
the effects to the nearby environment											
03 To minimize the effects to the nearby residents	12	1	4	6	0	0	0	1	0	0	12
04 To ease public concerns and avoid future debates	17	0	1	4	2	3	0	4	3	0	0
02 Suggested Considerations in the EIA	58	13	9	5	18	3	0	9	1	0	0
01 The new tightened Air Quality Standards	13	2	2	1	6	0	0	1	1	0	0
02 Macau-Zhuhai Bridge	4	1	1	0	1	0	0	1	0	0	0
03 Biodiversity	2	0	0	0	2	0	0	0	0	0	0
04 Social impact for increased pollution in nearby communities	3	0	0	0	1	1	0	1	0	0	0
05 Impacts on Fisheries	5	2	0	0	2	1	0	0	0	0	0
06 Marine Pollution	7	1	2	1	3	0	0	0	0	0	0
07 Ship Water Channel	1	0	0	0	1	0	0	0	0	0	0
08 Areas around the airport	3	1	2	0	0	0	0	0	0	0	0
09 Noise	5	1	1	1	1	0	0	1	0	0	0
10 Chinese White Dolphin	9	4	0	1	2	0	0	2	0	0	0
11 Air Quality	6	1	1	1	0	1	0	2	0	0	0
12 Other reclamation projects near the airport	1	0	0	0	0	0	0	1	0	0	0
03 Disadvantages of statutory EIA	10	0	0	3	0	5	0	1	1	0	0
01 Not all environmental impacts can have mitigation measures	3	0	0	1	0	1	0	1	0	0	0
01 The decline in Chinese White Dolphin population suggests that impact on them may not be mitigated	1	0	0	1	0	0	0	0	0	0	0
02 Not all environmental	7	0	0	2	0	4	0	0	1	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
impacts would be assessed in EIA											
01 Assessment does not include impacts on Sustainable Development of Fisheries	1	0	0	1	0	0	0	0	0	0	0
02 Assessment does not include impacts on Climate Change	3	0	0	1	0	2	0	0	0	0	0
02 Other Analysis suggested	7233	12	1	18	13	41	4	29	8	7107	0
01 Any Other Social Costs should also be evaluated	6366	5	0	6	6	20	3	10	2	6314	0
02 Assessment of cumulative impacts on survival of Chinese White Dolphins	5	1	0	0	2	2	0	0	0	0	0
03 Assessment of reclamation's impact on marine ecosystem	2	1	0	0	0	0	0	1	0	0	0
04 Assessment of reclamation's impact on development of sustainable fisheries	2	0	0	1	0	0	0	1	0	0	0
05 Projections of the increase in greenhouse gases associated with Specific Options in airport development	2	1	0	1	0	0	0	0	0	0	0
06 Should announce the noise and air pollutant data to the public constantly after the building of the 3rd runway	3	0	0	1	2	0	0	0	0	0	0
07 Strategic Environmental Assessment (SEA) should be done before making any decision	13	2	0	2	0	2	0	7	0	0	0
08 Individual EIA should be made for each option	2	0	0	1	0	0	0	1	0	0	0
09 Life Cycle Analysis (LCA) should be taken to assess the environmental impacts by the	2	0	0	1	0	0	0	1	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
expansion											
10 Commission the Council for Sustainable Development to undertake the necessary due diligence when the consultation report is completed	1	0	0	1	0	0	0	0	0	0	0
11 Should use the N70 contour map to show noise information	2	0	0	1	0	0	0	1	0	0	0
12 Assessment on public health impact	7	0	0	0	0	5	0	0	2	0	0
13 Should urge the government to set up regional integrated EIA	5	0	0	0	1	1	0	3	0	0	0
14 Assessment on climate change	1	0	0	0	0	0	0	0	1	0	0
15 Use the current data to project the noise level between the Three-Runway and the Two-Runway Option	2	0	0	0	0	0	0	1	1	0	0
16 Cost on environmental impact should be quantified	10	1	0	1	1	5	0	2	0	0	0
17 Use up-to-date data to project NEF 25 contour	807	1	1	1	1	6	1	1	2	793	0
18 Assessment on carbon emission of the airport (e.g. construction stage or operational stage)	1	0	0	1	0	0	0	0	0	0	0
03 Timing of EIA	19	5	0	3	2	3	0	3	3	0	0
01 Should conduct EIA as early as possible	18	5	0	3	2	2	0	3	3	0	0
02 Should conduct EIA parallel with the strategic planning of HKIA	1	0	0	0	0	1	0	0	0	0	0
04 Target of engagement	2	1	0	0	0	1	0	0	0	0	0
01 All Stakeholders	2	1	0	0	0	1	0	0	0	0	0
06 Opinions that expansion of airport can reduce environmental impacts	13	2	0	3	3	2	0	3	0	0	0
01 Building the third runway can help to reduce carbon emission due to air congestion	10	2	0	3	3	1	0	1	0	0	0
02 Building the third runway can help to reduce noise pollution	3	0	0	0	0	1	0	2	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
by easing the air congestion											
07 Other related opinions	29	3	1	4	11	5	1	3	0	0	1
01 If the existing environmental problems were not solved, the Specific Option will be opposed	26	3	1	4	9	5	1	2	0	0	1
02 The environment surrounding HKIA has already been damaged and cannot be corrected completely	3	0	0	0	2	0	0	1	0	0	0

As seen in Table 5.7, there were 9,012 comments about excessive environmental impact (e.g. “the environmental impact is amazing”), while there were 56 comments that claimed the environmental impact would be relatively low (e.g. “little impact on sea life”).

There were 7,621 comments about increased carbon emissions (e.g. “increase our greenhouse gas emissions”).

There were 6,716 comments about the impact on Chinese White Dolphins (e.g. “massive marine impacts on dolphins”).

There were 6,366 comments about the need to evaluate both social and environmental costs before the Environmental Impact Assessment (EIA) (e.g. “social return on investment analysis should be carried out before EIA”).

There were 2,462 comments expressing concern about noise impact (e.g. “increased noise levels”).

There were 807 comments about the need to use up-to-date noise data (e.g. “AAHK is obligated to do an updated NEF contour”).

There were 358 comments about the need to minimize environmental impact (e.g. “work diligently to minimize the negative environmental impact”).

There were 205 comments about the need to balance environmental protection and economic growth (e.g. “balance is vital, neither should be sacrificed for the sole benefit of the other”), while 112 comments stated that development should be a

higher priority (e.g. “economic benefits can override any environmental impact”) and 84 stated that the environment must be a higher priority (e.g. “environmental impact must always be considered first”).

There were 87 comments about the impact of large-scale reclamation (e.g. “analysis needed on the impact of third runway reclamation”).

There were 55 comments about the need to maintain communication with green groups (e.g. “must listen to the views of environmental groups ... adopt their constructive suggestions”).

There were 52 comments about the damage to water quality (e.g. “permanent damage to the water ... which cannot be compensated”).

There were 50 comments that more studies should be done on the environmental impact (e.g. “hope AAHK could do better research on how to minimise the environmental impacts”).

There were 38 comments on the increased aircraft movements (e.g. “IATA targets are completely unrealistic ... net emissions will only increase with more aircraft movements”).

There were 37 comments that the EIA should be properly done to avoid delay construction (e.g. “EIA must be properly done to avoid delay”), 26 comments that it should be properly done to minimize the impact on the environment (e.g. “hope AAHK will conduct a thorough EIA to study the negative impact and implement any possible mitigation”), 17 comments that it should be properly done to ease public concern (e.g. “EIA to prevent the project from being obstructed by environmental issues.”) and 12 that it should be properly done to minimize the effects on nearby residents (e.g. “EIA in order to minimize the impact to the residents and the environment”).

There were 36 comments on the damage done to all other marine species (e.g. “pollution caused by landfill may affect fish”).

There were 26 comments that if the environmental problems are not solved, they would oppose the third runway (e.g. “otherwise no choice but to oppose”).

There were 21 comments about the causes of increased pollutions due to increased land traffic (e.g. “additional air pollution as a result of the airport expansion due to additional traffic and transport on the ground”).

There were 18 comments about the need to do the EIA as soon as possible (e.g. “conduct the EIA immediately”).

There were 15 comments about the need to address impact to gain social support (e.g. “minimize environment impact to get Hong Kong citizen approval”).

There were 14 comments about the climate change impact (e.g. “airport expansion will only facilitate and exacerbate climate change”).

There were 14 comments about increased Nitrogen Oxides (e.g. "must cooperate with other groups to start reducing nitrogen oxides and fine particles").

There were 13 comments about the stricter air quality standards (e.g. “we would support benchmarking air quality indicators against the more stringent World Health Organisation guidelines”).

There were 13 comments about the need to do a Strategic Environmental Assessment (SEA) before making any decision (e.g. “We recommend a full SEA, taking into account the balance between the environmental and developmental needs”).

There were 10 comments about the cost on environmental impact (e.g. “quantifiable environmental cost will help cost benefit analysis”).

There were 10 comments about the reduced carbon impact of the third runway due to reduced air congestion (e.g. “third runway could help reduce emissions and have a positive impact on the environment”).

There were 10 comments about the disadvantages of a statutory EIA (e.g. “EIAO does not require that all environmental impacts relevant to the expansion Options be assessed”).

Issues raised at least ten times by District Councillors include the need to address environmental issues, excessive impact of the third runway, specific concerns about increased noise pollution, the causes of the increased pollution (mainly reclamation),

the balancing of environmental protection and economic growth and the need for the EIA to be properly done.

While the need to do the EIA properly and protect the environment was raised through all channels, the high level of concern about specific impacts was primarily expressed through written submissions and the signature campaigns.

In summary, there were many comments about excessive environmental impact, especially on carbon emissions, noise and the Chinese White Dolphins and of the need to minimize impact. There were also many comments about the need to evaluate both social and environmental costs and then doing the EIA promptly and properly to avoid delay in construction. There were very mixed views about how to balance environmental protection and economic growth, with most comments preferring balance, but some comments insisting on preference for development or environmental protection.

5.9 Environmental Mitigation

Table 5.8: Environmental Mitigation

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Effectiveness of Specific Measure and Technology	98	18	5	15	12	10	4	26	7	0	1
01 Effective	79	15	5	13	10	6	3	20	6	0	1
02 Ineffective	10	2	0	1	1	0	1	4	1	0	0
03 Unknown	9	1	0	1	1	4	0	2	0	0	0
02 Suggested by AAHK	132	17	6	18	20	18	5	40	7	0	1
01 Advancement in Aircraft and Engine Technology	53	9	4	6	6	7	2	18	1	0	0
01 Development of Cleaner Aviation Fuel to lower noise and air pollution	5	1	0	0	1	0	0	3	0	0	0
02 Use of new generation aircraft to lower noise and air pollution	45	8	4	5	4	7	2	14	1	0	0
02 Reclamation Method and Size	44	4	2	7	11	2	2	10	6	0	0
01 Should use New Reclamation Techniques	44	4	2	7	11	2	2	10	6	0	0
03 Landing and Departure Arrangement	20	2	0	4	3	6	1	4	0	0	0
01 Decrease the Use of the South Runway for landing or departure	15	1	0	3	2	6	0	3	0	0	0
02 Depart in a westerly direction	2	0	0	0	1	0	1	0	0	0	0
04 Other measures	13	1	0	1	0	3	0	8	0	0	0
01 Aviation environmental protection policies by ICAO	2	1	0	0	0	1	0	0	0	0	0
02 Bubble Curtains	1	0	0	0	0	0	0	1	0	0	0
03 Dolphin Exclusion Zone	3	0	0	0	0	0	0	3	0	0	0
04 Silt Curtains	1	0	0	0	0	0	0	1	0	0	0
06 Marine Park	6	0	0	1	0	2	0	3	0	0	0
03 Suggested by Public or Respondents	3381	10	13	35	81	30	8	25	5	3172	2
01 To reduce noise pollution	1653	4	8	9	23	12	4	4	1	1586	2
01 Adjust flight paths to reduce noise nuisance	812	2	2	4	8	1	1	1	0	793	0
02 More effective measures to reduce noise nuisance	832	1	5	4	14	11	2	0	1	793	1

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
03 Set up a restricted flying area for Ma Wan	3	1	0	0	0	0	0	1	0	0	1
04 Decrease the Use of the South Runway for landing or departure	2	0	0	1	0	0	0	1	0	0	0
05 Charge Airways additional for night flights	3	0	0	0	1	0	1	1	0	0	0
06 Reduce flight landing and departure at night to reduce noises	1	0	1	0	0	0	0	0	0	0	0
02 To reduce air pollution	22	0	0	1	8	5	1	6	1	0	0
01 Encourage the use of Euro V standard vehicles in the airport area	2	0	0	1	0	1	0	0	0	0	0
02 Charge passengers for carbon emission tax	2	0	0	0	0	0	1	1	0	0	0
03 Set up low emission areas in the areas around the airport (e.g. restrict the access of non Euro IV standard's vehicles drive into Tung Chung)	6	0	0	0	1	3	0	2	0	0	0
04 Should set an upper limit of Carbon Emission level for aviation industry	1	0	0	0	0	0	0	1	0	0	0
05 Charge airlines for carbon emission tax	3	0	0	0	0	1	0	1	1	0	0
06 Install solar energy plants in airport to reduce carbon footprint	7	0	0	0	7	0	0	0	0	0	0
07 Releasing more air space can help to reduce carbon emission due to air congestion	1	0	0	0	0	0	0	1	0	0	0
03 To reduce the impact of both noise and air pollution	806	2	0	5	3	1	1	0	1	793	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Implement effective measure to increase the ratio of less polluted aircrafts (e.g. Chapter 4)	806	2	0	5	3	1	1	0	1	793	0
04 To reduce impact on Chinese White Dolphins	18	0	1	1	8	3	0	5	0	0	0
01 Set up a dolphin protection area	14	0	1	1	7	2	0	3	0	0	0
02 Government should have proactive management plan on the conservation of Chinese White Dolphin	3	0	0	0	0	1	0	2	0	0	0
05 To reduce the impact from reclamation	15	0	2	1	10	0	0	2	0	0	0
01 Larger proportion of the reclamation falls upon an area of Contaminated Mud Pits (CMPs)	1	0	1	0	0	0	0	0	0	0	0
02 Construct a U shaped concrete wall on the seabed of the reclamation area before reclamation	1	0	0	1	0	0	0	0	0	0	0
03 Use the landfill waste for reclamation	1	0	1	0	0	0	0	0	0	0	0
04 No more reclamation should be allowed in order to protect the environment	12	0	0	0	10	0	0	2	0	0	0
06 To reduce unspecified or more than one environmental impacts	867	4	2	18	29	9	2	8	2	793	0
01 Keep some endangered marine species in other places	5	0	0	1	4	0	0	0	0	0	0
02 Charge Airways for using environmentally-unfriendly aircraft	8	1	0	4	1	0	1	0	1	0	0
03 Build shallows around	2	0	0	1	0	0	0	1	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
the airport area for balancing the marine ecology and attract the marine species to live											
04 Increase green zone	4	0	0	0	4	0	0	0	0	0	0
05 Use more environmental friendly power	21	1	0	4	15	0	0	0	1	0	0
06 Set up or strengthen the penalties to those airlines which violates the regulations over noise nuisance	812	1	2	4	3	7	1	1	0	793	0
07 Damages to environment can be compensated by subsidizing corresponding environmental protection project outside Hong Kong	2	0	0	1	0	0	0	1	0	0	0
08 Use of new navigation system (e.g. GPS, RNP) will reduce noise and air pollution	12	1	0	3	1	2	0	5	0	0	0
09 Build aircraft bio-fuel production facilities	1	0	0	0	1	0	0	0	0	0	0
04 Other related opinions	108	4	2	13	52	17	2	14	4	0	0
01 Should spend more in environmental impact alleviation	52	2	1	5	28	5	1	7	3	0	0
02 Should use the latest environmental friendly design and standard in expansion project	32	2	1	6	19	3	1	0	0	0	0
03 Hong Kong has a clear advantage over other GPRD cities to expand its airport in a environmentally friendly manner	6	0	0	1	1	1	0	3	0	0	0
04 Some mitigation measures can be implemented earlier	9	0	0	0	2	2	0	4	1	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
05 Installing indoor air filter is not sufficient to lessen the health impacts of outdoors air pollution	1	0	0	0	0	1	0	0	0	0	0
06 Government should invite independent agencies to monitor the environmental impact of the third runway	3	0	0	1	2	0	0	0	0	0	0
07 More conservation work should be done to enlarge the nature's holding capacity in stead of taking mitigation measures only to compensate the damage	1	0	0	0	0	1	0	0	0	0	0
08 The project should not start unless there are effective conservation plans or mitigation measures	3	0	0	0	0	3	0	0	0	0	0
09 We should consider what can and what cannot be mitigated and then decide on whether damage to the environment is acceptable	1	0	0	0	0	1	0	0	0	0	0

As seen in Table 5.8, there were around 800 comments that wanted more effective measures to reduce noise nuisance (e.g. “apart from noise reduction at source, layout and orientation of the third runway, landing and takeoff procedures, flight path selection and night time arrangements should be planned to minimize noise impact on neighbouring residential areas”), adjusted flight paths to reduce noise nuisance (e.g. “set up restricted flying area for Ma Wan to solve noise pollution”), effective measures to reduce the proportion of polluting aircraft (e.g. “encourage greater use of Chapter 4 noise certified aircraft”) and that wanted increased penalties for airlines that violate the regulations (e.g. “if such aircraft have to land here, they should be subject to punitive charges”).

There were 79 comments about the effectiveness of specific mitigation measures (e.g. “environmental impacts caused by the additional air traffic should not be much a concern because of the development of cleaner aviation fuel derived from alternative source and engines that are much efficient and quiet than those in use”) and 10 comments about the measures being ineffective (e.g. “negative impact and consequences cannot be mitigated or solved”).

There were 52 comments about the need to spend more in mitigation (e.g. “spend more on environmental mitigation”).

There were 45 comments that remedial measures from new generation aircraft should be used (e.g. “With lower noise pollution and better fuel efficiency, the purchase of more efficient aircraft will be environmentally favourable”).

There were 44 comments that the new reclamation methods should be used (e.g. “such methods would avoid potential leaching of contaminated water out from the mud pits”).

There were 32 comments about the need to use an environmentally friendly design (e.g. “most environmentally friendly (design) must be used”).

There were 22 comments about measures to reduce air pollution (e.g. “use solar energy to help run the airport”).

There were 21 comments about using more environmentally friendly power (e.g. “design should include maximum use of solar and hydro power”).

There were 15 comments about decreasing the use of the South runway (e.g. “hope that the south runway can be used less frequently ... the noise pollution to Sha Lo Wan can be reduced”).

There were 14 comments about setting up a dolphin protection area (“reserve the ocean area for the dolphins”).

There were 13 comments about other mitigation measures proposed by AAHK (e.g. “the losses of fishing ground, fishery resources and marine habitat should be fully compensated by creating new and/or expanding the existing Marine Conservation Parks”).

There were 12 comments about no more reclamation in order to protect the environment (e.g. “highly object to any further reclamation off Lantau”).

There were 12 comments about using new navigation systems to reduce noise pollution (e.g. “new RNP procedure can reduce the noise impact for arriving aircraft”).

The only issue raised more than ten times by District Councillors was some specific mitigation measures, primarily to address noise.

In summary, there is widespread support for a range of environmental mitigation methods to address noise, air pollution, dolphin protection and reclamation impact.

5.10 Other Social Costs

Table 5.9: Other Social Costs

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Public Health	54	5	3	5	9	9	1	18	4	0	0
01 Harmful to Human Health	54	5	3	5	9	9	1	18	4	0	0
02 Local Economics	6356	3	1	4	11	12	0	11	0	6314	0
01 Specific Industries will be affected	6351	0	1	3	11	11	0	11	0	6314	0
03 High cost of pollution	2	1	0	1	0	0	0	0	0	0	0
04 Property prices will drop	3	2	0	0	0	1	0	0	0	0	0
03 Local Transportation	39	3	1	6	19	5	1	3	0	0	1
01 Increased Possibility of Traffic Jam	32	3	1	5	16	4	1	2	0	0	0
02 Affect Sea Traffic Safety	8	0	0	1	4	1	0	1	0	0	1

As seen in Table 5.9, there was 6,351 comments that specific industries will be negatively affected (e.g. “being a tourist attraction and financial centre, we should maintain the environment to have a competitive advantage over Chinese cities”).

There were 54 comments about the social costs of harm to human health (e.g. “People in HK will find it more difficult to recover from respiratory related illness, influenza and allergy”).

There were 32 comments about the related increase in land traffic congestion (e.g. “increased surface traffic impact”).

Nearly all the comments about specific industries came from signature campaigns.

In summary, the concerns were about the social costs from the third runway making Hong Kong less attractive due to environmental impact, damage to health and increased land traffic impact.

5.11 Funding Issues

Table 5.10: Funding Issues

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Funding Sources Preferred	176	13	18	27	47	6	5	45	13	0	2
01 Tax Payers' Money from Government	55	12	4	12	10	1	0	13	2	0	1
02 User Pays	44	0	4	6	12	3	1	12	6	0	0
01 Payment from Passenger	23	0	3	2	4	2	0	8	4	0	0
02 Payment from Aviation and Logistics Industries	10	0	1	0	7	1	0	1	0	0	0
03 Borrowing	55	1	5	7	15	1	3	20	2	0	1
01 Borrowing from the Public Sector	22	0	2	1	9	0	1	8	1	0	0
02 Borrowing from the Private Sector	8	1	0	0	4	0	0	3	0	0	0
04 Partial Sale of HKIA	22	0	5	2	10	1	1	0	3	0	0
01 To the Public	16	0	3	1	9	1	1	0	1	0	0
02 To a selected group of investors	3	0	1	1	1	0	0	0	0	0	0
02 Funding Sources NOT Preferred	57	0	4	5	26	1	2	17	2	0	0
01 Tax Payers' Money from Government	21	0	0	1	13	0	2	4	1	0	0
02 User Pays	25	0	3	2	11	1	0	7	1	0	0
01 Payment from Passenger	9	0	0	1	4	0	0	4	0	0	0
02 Payment from Aviation and Logistics Industries	6	0	2	1	2	0	0	1	0	0	0
03 Borrowing	9	0	1	2	2	0	0	4	0	0	0
01 Borrowing from the Public Sector	1	0	0	1	0	0	0	0	0	0	0
02 Borrowing from the	4	0	0	1	1	0	0	2	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
Private Sector											
04 Partial Sale of HKIA	2	0	0	0	0	0	0	2	0	0	0
01 To the Public	1	0	0	0	0	0	0	1	0	0	0
03 Other related opinions	24	2	2	3	6	0	0	8	3	0	0
01 HKIA must have transparency in how the funds are managed	4	0	1	0	3	0	0	0	0	0	0
02 Should investigate how to impose extra fee on airport users for expansion project while maintaining the competitiveness of HKIA	7	0	0	2	0	0	0	5	0	0	0
03 Funding considerations should be carefully reviewed	12	2	1	1	3	0	0	3	2	0	0
04 The cost should be paid by China's foreign exchange reserve	1	0	0	0	0	0	0	0	1	0	0

As seen in Table 5.10, there were 55 comments preferring taxpayer funding (e.g. “recommended that government pays”), while 21 comments rejected that option (e.g. “should not be using taxpayers' money.”).

There were 55 comments preferring borrowing as the funding source (e.g. “government can issue public bonds similar to iBond to collect money for development”).

There were 44 comments preferring user pays (e.g. “users should pay”), while there were 25 comments preferring not to rely on user pays (e.g. “not agree if it is an extra fee to passengers”).

There were 16 comments supporting a partial sale of HKIA to the public (e.g. “Prefer IPO and let the HK ID card holders share the benefits generated from economic growth and gains”).

There were 12 comments that funding considerations should be carefully reviewed (e.g. “comprehensive and valid cost-benefit analysis with unequivocal justification needs to be developed and subjected to intense scrutiny”).

The only issue raised at least ten times by District Councillors was preferred funding sources, particularly the borrowing mechanism.

Funding was raised by comments from all channels except signature campaigns and opinion surveys.

In summary, there were very mixed views on funding of the third runway with taxpayer support, borrowing, user pays and an IPO suggested as options, but agreement that funding considerations should be carefully reviewed.

5.12 Constraints on Increased Air Traffic Movements

Table 5.11: Constraints on Increased Air Traffic Movements

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Independent parallel approaches operation	18	0	0	2	8	1	0	5	2	0	0
01 A New Runway is needed to enhance capacity	14	0	0	2	6	1	0	4	1	0	0
02 The existing two runways can handle independent parallel approach operation	4	0	0	0	2	0	0	1	1	0	0
02 Airspaces issues	320	18	19	30	86	11	4	78	74	0	0
01 Hong Kong's Airspace is limited by the Mainland regulations	292	18	15	30	80	11	4	72	62	0	0
01 HK Gov't should negotiate with the mainland about releasing more airspaces	132	9	6	12	41	3	1	40	20	0	0
02 The negotiation of releasing more airspace is not easy	28	1	0	3	0	1	0	14	9	0	0
03 The capacity of current two-runway system can be enhanced if more airspaces are released	25	3	0	2	8	0	0	6	6	0	0
04 Hong Kong's flights always delay because they need to go round before landing	8	2	0	3	0	1	0	0	2	0	0
05 The capacity of current two-runway system cannot be enhanced if more airspaces are released	5	1	0	0	0	1	0	2	1	0	0
06 The proposed flight tracks cannot be executed	6	0	0	0	0	0	0	2	4	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
with the current airspace restriction											
02 Safety issue may arise due to an jammed airspace	6	0	0	0	5	0	0	1	0	0	0
03 Building more runways can help to relieve airspace congestion	6	0	1	0	0	0	0	0	5	0	0
04 Airspace Issues of specific option	10	0	1	0	0	0	0	3	6	0	0
01 More	9	0	1	0	0	0	0	2	6	0	0
02 Less	1	0	0	0	0	0	0	1	0	0	0
05 Airspace congestion problem may result in more serious air pollution	1	0	0	0	0	0	0	1	0	0	0
06 Majority of flights using Hong Kong Airport are international flights, the impact of airspace control is limited	2	0	0	0	0	0	0	1	1	0	0
03 Human Resources	31	2	3	2	13	0	0	7	4	0	0
01 Shortage of Qualified Air Traffic Controller	23	2	3	2	7	0	0	6	3	0	0
01 Recruit more air traffic control professionals	14	1	2	2	4	0	0	3	2	0	0
02 Enhance air traffic controller training	5	1	0	0	1	0	0	2	1	0	0
02 Shortage of General Workers	4	0	0	0	3	0	0	0	1	0	0
03 The number of immigration staff should be increased to shorten the time to get through the immigration	3	0	0	0	2	0	0	1	0	0	0
04 Air Traffic Control System	50	4	3	5	14	1	0	5	18	0	0
01 New technology (e.g. RNP) should be used to enhance the Air Traffic Control System capacity	31	2	2	3	7	1	0	4	12	0	0
02 To continue invest or to enhance the air traffic control system to increase the efficiency of the existing runways	16	2	1	2	7	0	0	1	3	0	0
03 The third runway should be built even the new air traffic control technology (e.g. RNP) is used	3	0	0	0	0	0	0	0	3	0	0
05 Geographical Constraints	32	2	0	2	7	1	1	8	11	0	0
01 Geographical Constraints Limits Hourly Air Traffic Movement	20	1	0	1	6	1	0	3	8	0	0
01 The Geographical Constraints to ATM	16	1	0	1	4	0	0	2	8	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
cannot be solved											
02 Airspace should be rearranged to open more arrival and departure corridor in order to cope with the geographical constraints	1	0	0	0	1	0	0	0	0	0	0
02 The proposed flight tracks in the technical report cannot make it if using current system	1	0	0	0	0	0	1	0	0	0	0
03 Geographical Constraints and safety	11	1	0	1	1	0	0	5	3	0	0
01 The Geographical Constraints cause safety problem to air traffic	9	0	0	1	1	0	0	4	3	0	0
02 Since the location of the third runway is stepped back more westward and the safety of this runway will not be affected by the geographical constraints	2	1	0	0	0	0	0	1	0	0	0
06 Freedoms of the air constraints	1	0	0	0	0	0	0	1	0	0	0
01 Should fight for more freedoms of the air	1	0	0	0	0	0	0	1	0	0	0

As seen in Table 5.11, there were 132 comments about the need for government to negotiate the release of more airspace (e.g. “work with China to improve traffic flow in the PRD for more efficient use of airspace between Hong Kong, Macau and Shenzhen airports”), 25 comments that the existing two runways capacity can be enhanced with more airspace (e.g. “open airspace between China & Hong Kong would dramatically increase the overall capacity & efficiency of HKIA”), but 28 comments that the negotiation is not easy (e.g. “liberalization of the airspace in the Mainland is crucial, yet its progress has been slow”).

There were 31 comments about enhancing the Air Traffic Control System with new technology (e.g. “third runway not the solution, better ATCS is”).

There were 23 comments about the shortage of qualified Air Traffic Controllers (e.g. “It is necessary to recruit more air traffic controllers no matter whether the third runway would be built”).

There were 16 comments about geographical constraints (e.g. “it is highly doubtful that that the third runway can bring significantly higher traffic with the present single arrival and departure corridor”).

There were 16 comments about the need to continue to invest or enhance the existing air traffic control system for the existing runways (e.g. “fix our systems and procedures so we can handle traffic well into the future”).

There were 14 comments about the need for a new runway to enhance capacity (e.g. "third runway is the only plausible solution to enhance the capacity of the airport").

There were 11 comments about geography and safety (e.g. "third runway and Tai Mo Shan are in the same line and thus will threaten aircraft safety for landing and departure").

The only issue raised at least ten times by District Councillors was that Hong Kong’s airspace is limited by Mainland regulations.

In summary, the primary concern was about the need for the government to negotiate more airspace with Mainland authorities, regardless of whether the third runway is built, while recognizing this is not easy.

5.13 Other Construction Issues

Table 5.12: Other Construction Issues

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Required Construction Time of Specific Option	36	0	0	2	30	0	1	2	1	0	0
01 Proposed Construction Time is Too Long	33	0	0	1	28	0	1	2	1	0	0
02 Proposed Construction Time is Appropriate	3	0	0	1	2	0	0	0	0	0	0
02 Reclamation	76	1	3	5	42	5	0	16	4	0	0
01 Should reduce area of reclamation	33	0	1	0	27	0	0	3	2	0	0
02 The scale of reclamation should be as small as possible	1	0	0	0	1	0	0	0	0	0	0
03 Should reclaim more land for cargo handling capacity	3	0	0	0	1	1	0	1	0	0	0
04 Should reserve space to build the 4th runway	11	0	1	2	8	0	0	0	0	0	0
06 Reclamation is the only way to acquire land for expansion of the airport	3	0	0	0	1	0	0	2	0	0	0
07 Should pay attention to problem of settlement of reclamation land	15	0	1	2	2	2	0	8	0	0	0
08 Should use the reserved land as mentioned in the previous development plan for the development of HKIA	8	1	0	1	2	2	0	0	2	0	0
09 Silt problem should be solved during the construction, it will increase the difficulties of the expansion project	2	0	0	0	0	0	0	2	0	0	0
03 Workforce	29	2	1	2	16	2	1	3	2	0	0
01 Should employ Hong Kong construction workers	19	0	1	0	13	1	1	1	2	0	0
02 The supply of labour will be tight as there are projects in progress simultaneously	6	1	0	0	3	0	0	2	0	0	0
03 Should evaluate all the workforce that will be needed during construction, including professional, technical and general workforce	4	1	0	2	0	1	0	0	0	0	0
04 Airport Design	153	3	2	8	101	3	1	9	26	0	0
01 Terminal and Concourse Design	59	0	1	1	45	0	0	0	12	0	0
01 Modification of Current Terminals	18	0	1	0	16	0	0	0	1	0	0
01 Expanding Terminal 1	7	0	0	0	6	0	0	0	1	0	0
03 Expanding Both Terminal 1 and Terminal 2	4	0	1	0	3	0	0	0	0	0	0
04 Should Modify Terminal 2	6	0	0	0	6	0	0	0	0	0	0
02 Modification of Current Concourse	1	0	0	0	1	0	0	0	0	0	0
01 Improvements should be done in	1	0	0	0	1	0	0	0	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
the North Satellite Concourse											
03 New Terminals	13	0	0	0	9	0	0	0	4	0	0
01 Build a new terminal with check-in facilities and immigration	13	0	0	0	9	0	0	0	4	0	0
02 Instead of reconfiguring T2	1	0	0	0	1	0	0	0	0	0	0
04 New Concourse	6	0	0	0	6	0	0	0	0	0	0
01 The new midfield concourse design should be similar to T1	1	0	0	0	1	0	0	0	0	0	0
02 Do not build Third Runway Passenger Concourse	2	0	0	0	2	0	0	0	0	0	0
03 Build an additional I-shaped concourse	1	0	0	0	1	0	0	0	0	0	0
04 Should build I-shaped concourse instead of Y-shaped concourse	1	0	0	0	1	0	0	0	0	0	0
05 Should build a larger mid-field concourse	1	0	0	0	1	0	0	0	0	0	0
05 Connections between terminals and concourses	21	0	0	1	13	0	0	0	7	0	0
01 Better connections between terminals and concourses should be carefully planned	11	0	0	1	5	0	0	0	5	0	0
02 Add car road to connect different terminals	3	0	0	0	3	0	0	0	0	0	0
03 Light rail network should be extended to the midfield of the new expansion	1	0	0	0	1	0	0	0	0	0	0
04 Connecting new expansion only with APM may cause bottle neck	1	0	0	0	0	0	0	0	1	0	0
05 The APM system should directly link up T1 and the Third Runway Passenger Concourse	4	0	0	0	3	0	0	0	1	0	0
06 The APM system should be developed into a round trip dual rail system	1	0	0	0	1	0	0	0	0	0	0
02 Aprons	19	2	0	1	14	0	0	0	2	0	0
01 Building extra apron facilities	19	2	0	1	14	0	0	0	2	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
03 Runway Design	38	0	0	4	22	0	0	7	5	0	0
01 Should consider non-parallel runway design	3	0	0	0	3	0	0	0	0	0	0
02 Build the Third Runway Closer to the Existing Runways	7	0	0	1	4	0	0	1	1	0	0
03 Build the new runway well above sea level in consideration of rising sea level	1	0	0	0	1	0	0	0	0	0	0
04 Build new runway on some of the unoccupied land in the current airport	1	0	0	0	1	0	0	0	0	0	0
06 Should consider pointing the runway to different angle	5	0	0	0	5	0	0	0	0	0	0
07 The start and the end of the third runway should be in line with the existing runways	1	0	0	0	1	0	0	0	0	0	0
08 Build the additional runways on a artificial island in the middle of HK, Macau and Shenzhen	1	0	0	0	1	0	0	0	0	0	0
09 Build the third runway more westward	2	0	0	1	0	0	0	0	1	0	0
10 Extend the existing northern runway	2	0	0	1	1	0	0	0	0	0	0
11 The stated location of the new runway will cause flight safety issues	4	0	0	1	1	0	0	0	2	0	0
12 Build the Third Runway between Sha Lo Wan and Sham Wat Wan	2	0	0	0	0	0	0	2	0	0	0
13 Should consider building a longer third runway to fulfill the needs of wide-bodied aircrafts	7	0	0	0	4	0	0	3	0	0	0
14 Build the Third Runway between Lau Fau Shan and Lung Kwu Tan	1	0	0	0	0	0	0	1	0	0	0
04 Supporting Facilities	13	0	0	0	10	0	0	0	3	0	0
01 Remove Government Guest House in the airport	1	0	0	0	1	0	0	0	0	0	0
02 Carpark should be built closer to new terminal	1	0	0	0	1	0	0	0	0	0	0
03 More commercial facilities should be built	4	0	0	0	3	0	0	0	1	0	0
04 Build more tourist attractions in the airport	5	0	0	0	5	0	0	0	0	0	0
05 Improve the current or build a second air traffic control tower	1	0	0	0	0	0	0	0	1	0	0
06 Rescue facilities	1	0	0	0	0	0	0	0	1	0	0
05 Other Suggestions	25	1	1	2	11	3	1	2	4	0	0
01 Increase the number of check-in counters	4	0	0	0	2	0	0	0	2	0	0
02 More innovative	2	0	0	0	2	0	0	0	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
design should be used											
03 Should have designated facilities for low-budget airlines	5	0	0	1	3	1	0	0	0	0	0
04 The design should be user-friendly	3	0	0	0	1	1	0	0	1	0	0
05 Develop an air freight and high value added logistics centre	5	1	1	0	2	1	0	0	0	0	0
06 The design should be environmentally friendly	4	0	0	1	0	0	1	2	0	0	0
07 Improve baggage or cargo transfer system	2	0	0	0	1	0	0	0	1	0	0
05 Priority in Scheduling	16	0	0	1	11	0	0	2	2	0	0
01 Should prioritize the expansion work of the existing terminals	1	0	0	0	1	0	0	0	0	0	0
02 Build other facilities first and build the third runway later	13	0	0	1	8	0	0	2	2	0	0
03 Should prioritize the expansion work of the new concourse	2	0	0	0	2	0	0	0	0	0	2
06 External Transportation Links	90	5	8	12	51	5	0	4	4	0	1
01 Better External Transportation Links	90	5	8	12	51	5	0	4	4	0	1
01 Better Linkage to GPRD	25	1	2	15	0	0	3	1	0	0	3
01 The rail link between Shenzhen and Hong Kong airports should be built	11	1	1	1	4	0	0	3	1	0	0
02 Better Linkage to Macao	5	0	0	1	3	0	0	1	0	0	0
03 Better Linkage to Hong Kong Urban Areas	38	1	5	3	23	3	0	0	3	0	0
01 The MTR Tung Chung Line should be extended to the Airport	2	0	0	0	2	0	0	0	0	0	0
02 Expand the road network between airport and urban areas	22	0	3	2	16	1	0	0	0	0	0
04 Better Linkage to High Speed Rail system	3	0	1	1	1	0	0	0	0	0	0
07 Unsorted Opinions	16	4	0	2	5	2	0	3	0	0	0
01 Building additional aprons and terminals cannot satisfy the increasing air traffic demand	1	0	0	0	1	0	0	0	0	0	0
02 Build multi-storey storage to park aircraft instead of more reclamation	1	0	0	0	1	0	0	0	0	0	0
03 Use underground space to expand facilities	1	0	0	0	1	0	0	0	0	0	0
04 Should consider the impacts on the airport service during the construction time or set up measures to reduce the impacts on the airport services	3	2	0	0	0	1	0	0	0	0	0
05 Should pay attention to	1	0	0	0	1	0	0	0	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
the continuously increasing maintenance cost											
06 Should extract sands from mountains and use them for reclamation	1	0	0	0	1	0	0	0	0	0	0
07 The design of the option plans is customized to favour particular construction companies in the future bidding process	2	0	0	0	0	0	0	2	0	0	0
08 Should learn the lesson from the opening the current airport and ensure that the smooth operation of the new facilities	1	1	0	0	0	0	0	0	0	0	0
09 Provide a logistic or inventory Centre	1	0	0	0	0	0	0	1	0	0	0
10 Should increase the transparency of the construction process	3	1	0	1	0	1	0	0	0	0	0
11 Re-divide aprons	1	0	0	0	1	0	0	0	0	0	0

As seen in Table 5.12, there were 38 comments about the runway design (e.g. “reduce distance between runway 2 and 3 as much as possible”), 11 comments about the connection between terminals and concourses (e.g. “will there be a people mover connecting new terminals?”) and 18 comments about modification of the current terminals (e.g. “T2 useless without customs ... need to rebuild”).

There were 33 comments of concern about the construction time being too long (e.g. “please speed up the process of building the third runway ... we cannot afford to lose our definite advantages”).

There were 33 comments about the need to reduce the reclamation area (e.g. “reduce the reclamation area”) and 15 comments about the need to pay attention to settlement of the reclaimed land (e.g. “special treatment, such as pre-loading, is needed to achieve stability”) and 11 comments about the need to reserve space for a fourth runway (e.g. “if reclamation is to go ahead consideration should be given to maximizing it to permit construction of a fourth runway when needed”).

There were 25 other suggestions about the airport design (e.g. “HKIA must sustain its image as one of the most user friendly hubs”).

There were 25 comments about better linkage to the GPRD (e.g. “improve existing transport to better service the airport, including the Hong Kong-Zhuhai-Macau bridge junction”) and 22 comments about better road network linkage to Hong Kong urban

areas (e.g. “terminal should be connected with roads and highways with MTR access”).

There were 19 comments about the building extra apron facilities (e.g. “the terminal should provide more parking stands in the apron and more boarding facilities”).

There were 19 comments about the need to hire Hong Kong construction workers (e.g. “must employ local workers and local engineers”).

There were 13 comments about building a new terminal with check-in and immigration (e.g. "new terminal building instead of expanding Terminal 2").

There were 13 comments about the need to build other facilities before the third runway (e.g. "Build the necessary terminals first to reduce money needed to start the project and put the facilities into service asap.").

There were 13 comments about supporting facilities (e.g. “lots of shopping, food and internet services”).

In summary, there were concerns about construction speed, airport and runway design, reclamation, better linkage with the GPRD and Hong Kong urban areas and of the need to hire local construction workers.

5.14 Strategic Planning of HKIA

Table 5.13: Strategic Planning of HKIA

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Decision should be made NOW on further development	601	37	14	39	402	15	3	61	29	0	1
01 Construction should begin ASAP	463	30	10	27	345	6	2	18	24	0	1
02 Should avoid HKIA turning into another Heathrow	28	2	0	1	10	3	0	9	3	0	0
03 Learn the lessons of ocean freight industry	35	1	2	5	2	2	0	21	2	0	0
02 Should also consider other Specific Option Plan	182	2	3	7	92	2	1	12	1	62	0
03 Should also consider other long-term airport development plans beyond 2030	137	8	6	13	78	11	0	10	10	0	1
01 Should also plan the 4th runway now	71	4	3	4	42	5	0	6	6	0	1
01 To keep the environmental impact as low as possible	4	1	0	0	2	1	0	0	0	0	0
02 The capacity of airport may reach its limit in future	6	1	0	1	2	1	0	1	0	0	0
02 Should expand the airport to its maximum potential capacity	2	0	0	1	1	0	0	0	0	0	0
03 Should also consider the feasibility of building second airport	16	2	0	2	10	1	0	1	0	0	0
04 Should rearrange flight schedules to reduce the urgency of airport expansion	4	0	0	1	1	0	0	2	0	0	0
04 Should provide benefits to all citizens instead of just the big corporations	20	0	0	1	14	0	0	2	3	0	0
05 Should attract Airline companies to use HKIA as their base	3	0	0	0	2	0	0	1	0	0	0
06 Should be concentrated in expanding the international flight lines as long-term goal	19	0	2	2	6	1	0	8	0	0	0
07 Should postpone the 2030 airport development	4	1	0	1	1	1	0	0	0	0	0
08 The strategic planning of HKIA should focus on improving its service quality instead of increasing number of movement	22	1	1	3	13	1	0	1	2	0	0
09 Airport development should be consistent with	62	4	0	8	16	10	2	7	15	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
sustainable development principles											
10 Should have a contingency plan to manage airport capacity constraints before additional infrastructure is ready	5	1	0	2	0	0	0	2	0	0	0
11 Need corresponding commitments from the Government in a multi-discipline fashion	18	1	0	0	11	2	0	4	0	0	0
12 HKIA should lower fees of using the airport in long-term in order to improve Hong Kong's competitiveness	12	0	1	2	4	1	0	3	1	0	0
13 Provide technical training to help the development of the airport	18	0	3	4	8	1	0	1	0	0	1
14 The HK Gov't should have supporting plans to boost the economy with the help of airport expansion	6	0	0	3	1	1	0	1	0	0	0
15 Hong Kong should also develop supporting service to the related industries when expanding the airport	8	1	0	1	1	2	0	3	0	0	0
16 Should enhance cooperation with professionals	3	1	0	1	1	0	0	0	0	0	0
17 Should consider Hong Kong being a destination and not just a hub when planning the future of the airport	5	2	0	3	0	0	0	0	0	0	0
18 Discussion should be made on the possibility on privatization of the airport	4	0	0	1	0	0	0	3	0	0	0
19 The airport development should align with the development policy of the China aviation industry	7	0	0	1	4	1	0	0	1	0	0
20 Expand the market of private jets	1	1	0	0	0	0	0	0	0	0	0
21 Lure more budget airlines flying to Hong Kong	6	1	0	0	3	1	0	1	0	0	0
22 HKIA should make reference to other international airports when planning	5	1	0	1	2	0	0	0	1	0	0
01 Mode of business operation	1	0	0	1	0	0	0	0	0	0	0
23 Government should be responsible for the strategic planning of HKIA instead of AAHK	6	0	0	2	0	0	0	4	0	0	0
24 All the assessments should be conducted by independent bodies which are free of influence from AAHK or the government	4	0	0	1	1	1	0	1	0	0	0
25 AAHK should discuss	4	0	1	0	2	1	0	0	0	0	0

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
with related industry about improving the facilities and lowering fees in the long term in order to improve Hong Kong's competitiveness											
26 Hong Kong should coordinate with PRD in region airport development	3	0	0	0	2	0	0	1	0	0	0
27 The airport planning and the development of North Lantau Island should be coordinated	3	0	0	0	1	1	0	1	0	0	0
28 Should cooperate with HSR to enlarge the traffic network	2	0	0	0	1	0	0	1	0	0	0
29 Hong Kong should focus on developing high value-added supporting aviation services	1	0	0	0	0	0	0	1	0	0	0
30 The strategic planning of HKIA should focus on balance different factors (e.g. construction cost, environmental issue) instead of maximize air traffic movements	1	0	0	0	0	0	0	1	0	0	0

As seen in Table 5.13, there were 463 comments about the need to start construction as soon as possible (e.g. “given the long-term benefits ... construction of the third runway should be carried out without delay”) and 28 comments about avoiding the experience at Heathrow (e.g. “based on the experience with Heathrow, where the third runway was rejected with negative economic impacts, Hong Kong needs a third runway to ... provide economic benefits for the people of Hong Kong”) and 35 comments about learning the lesson of the ocean freight industry (e.g. “need to keep competitive edge so do not see decline like ocean freight”).

There were 182 comments about the need to consider other options, including 71 about the need to plan for a fourth runway now (e.g. “our concern is when the third runway is finally approved, AAHK should then consider to build the fourth and fifth runway”).

There were 62 comments about the need for airport development to be consistent with sustainable development principle (e.g. “must meet principles of sustainable development, promote economic development, improve environmental quality and meet social justice requirements”).

There were 22 comments about the need to make service quality the primary focus of HKIA (e.g. “Hong Kong cannot compete with limited supply of land ... better to improve the airport in terms of service quality to provide best maintenance, luggage management, zero flight delay”).

There were 20 comments about the benefits to all citizens, not just big corporations (e.g. "crucial that we think long and hard about how building a third runway will benefit an ""ordinary"" Hong Kong citizen").

There were 19 comments about the need to expand the number of international flights (e.g. “visitors from the mainland would take high-speed trains to Hong Kong ... should focus on international flights”).

There were 18 comments about the need for corresponding commitments from government departments (e.g. "needing corresponding commitments from the Government in a multi-discipline fashion").

There were 18 comments about the need for technical training (e.g. “more training must be given in order to provide the quality service that is needed ... ground staff, engineers and flight crew”).

There were 16 comments about the need to consider feasibility of a second airport (e.g. “start to think whether or not a second airport is required”).

There were 12 comments about the need to lower fees (e.g. “airlines will not fly into HKG if our airport parking fee not competitive”).

The only issue raised at least ten times by District Councillors was the need to start construction as soon as possible.

Feedback about strategic planning came through all channels, although the majority of comments about the need to start construction now came from feedback questionnaires and the need to consider other plans from written submissions and feedback questionnaires.

In summary, there was broad agreement with the need to start construction of the third runway as soon as possible. There were also suggestions to consider other options now, such as a fourth runway or second airport. There were suggestions that the

airport development should follow the principles of sustainable development and of the need to focus on service and training to remain competitive despite our limited land.

5.15 Public Consultation

Table 5.14: Public Consultation

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
01 Questionnaire Design	26	0	0	2	17	3	0	4	0	0	0
01 Did not have a question to ask whether the respondents are important stakeholders	2	0	0	0	2	0	0	0	0	0	0
02 The questionnaire contains leading questions	13	0	0	2	10	1	0	0	0	0	0
03 Insufficient questions concerning environmental impacts	6	0	0	0	3	1	0	2	0	0	0
04 No options for not supporting expansion	3	0	0	0	2	1	0	0	0	0	0
05 The questionnaire contains too many questions related to economic benefits	2	0	0	0	0	0	0	2	0	0	0
02 Materials and Information prepared by AAHK for consultation	8507	49	48	142	205	108	14	265	58	7618	0
01 Insufficient information are given by AAHK for the public to make decision	5872	34	45	112	185	89	10	194	37	5166	0
01 On Demand Forecast	15	0	0	4	8	0	0	2	1	0	0
01 Insufficient information on recent economic development in Hong Kong	1	0	0	0	0	0	0	0	1	0	0
02 Insufficient information on the effect of High Speed Rail on air traffic demand	2	0	0	1	0	0	0	1	0	0	0
03 Insufficient information on the competition between HKIA and the GPRD airports	8	0	0	3	4	0	0	1	0	0	0
04 Insufficient information on the future demand of using narrow or wide-bodied aircraft	1	0	0	0	1	0	0	0	0	0	0
05 Insufficient information on the competition between HKIA and other airports (non GPRD)	1	0	0	0	1	0	0	0	0	0	0
02 On Capacity Forecast	25	0	3	5	12	2	0	2	1	0	0
01 Insufficient information on maximum capacity on aircraft movements	24	0	3	5	11	2	0	2	1	0	0
03 On Economic Benefits	54	2	5	9	16	7	0	15	0	0	0
01 Cost Effectiveness	7	0	0	1	3	1	0	2	0	0	0
02 Beneficial to development of different Industries	10	0	0	2	3	1	0	4	0	0	0
03 AAHK should provide a quantified figure in lost growth opportunities	2	0	0	0	2	0	0	0	0	0	0
04 On Construction Cost	18	0	2	4	9	0	0	3	0	0	0
05 On Environmental Issues	5367	20	24	50	86	42	8	111	22	5004	0

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
01 Insufficient information on environmental impact	5303	20	22	40	67	30	7	95	18	5004	0
01 Carbon Emissions	1266	4	2	6	2	6	0	17	3	1226	0
02 Chinese White Dolphins	1272	5	3	7	12	3	0	14	2	1226	0
03 Other air pollutants	1252	3	3	2	3	1	2	10	2	1226	0
04 Noise	1267	2	7	6	6	7	1	7	5	1226	0
05 Marine environment	21	2	2	1	7	1	0	7	1	0	0
06 Cumulative environmental effects of major infrastructure projects in the area	10	0	0	0	1	1	0	7	1	0	0
07 Light pollution	1	0	0	0	0	0	1	0	0	0	0
08 Climate Change	2	0	0	0	0	0	0	1	1	0	0
02 Insufficient information on how to develop airport in an eco-friendly approach	1	0	0	0	0	1	0	0	0	0	0
03 Insufficient information on environmental mitigation measures	57	0	2	9	17	9	1	15	4	0	0
04 Insufficient information on waste minimisation and recycling	1	0	0	1	0	0	0	0	0	0	0
06 On Other Social Cost	153	3	1	11	5	10	0	18	5	100	0
01 Insufficient information on impacts to the nearby residents	10	0	1	3	0	1	0	5	0	0	0
02 Insufficient information on impacts to the public health	4	0	0	1	1	0	0	0	2	0	0
07 On Airport Design and Other Construction Issues	33	1	0	5	12	2	1	11	1	0	0
01 Insufficient information on necessity of reclamation	8	0	0	0	5	0	0	3	0	0	0
02 Insufficient information on airport construction	18	1	0	3	6	2	1	5	0	0	0
03 Insufficient information on safety issues	5	0	0	2	1	0	0	2	0	0	0
01 Insufficient information on the safety issues of aircraft movements	4	0	0	1	1	0	0	2	0	0	0
02 Insufficient information on the safety issues of flight paths	1	0	0	1	0	0	0	0	0	0	0
04 Insufficient information on the criteria of choosing the	1	0	0	0	0	0	0	1	0	0	0

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
existing two expansion options out of the submitted options											
08 On Funding arrangement	23	0	4	5	10	1	0	3	0	0	0
09 On Development Constraints	89	3	1	7	6	4	1	3	2	62	0
01 Insufficient information on limitations of airspace	89	3	1	7	6	4	1	3	2	62	0
10 On Airport Development Strategy	26	1	1	2	11	4	0	6	1	0	0
01 Insufficient information on urban planning	8	1	0	1	2	1	0	3	0	0	0
02 Insufficient information on how to coordinate with the development of the transportation network in China	17	0	1	1	8	3	0	3	1	0	0
01 Insufficient information on how to coordinate the development of other GPRD airports	15	0	1	1	7	2	0	3	1	0	0
02 Insufficient information on how to coordinate with the Mainland HSR development	1	0	0	0	0	1	0	0	0	0	0
03 Insufficient information on how to coordinate with direct flight arrangement between Taiwan and the Mainland China	1	0	0	0	1	0	0	0	0	0	0
11 Other Related Issues	15	1	3	3	1	3	0	4	0	0	0
01 Insufficient information on benefit to Hong Kong people	8	1	3	0	1	2	0	1	0	0	0
02 Insufficient information on employment of workforce	7	0	0	3	0	1	0	3	0	0	0
02 The consultation paper is misleading the public	2614	10	3	25	19	16	3	67	19	2452	0
01 On Demand Forecast	2	0	0	0	0	0	0	0	2	0	0
01 The number of runway does not have direct relationship with the number tourists	2	0	0	0	0	0	0	0	2	0	0
02 On Capacity Forecast	2	0	0	0	0	0	0	0	2	0	0
01 AAHK deliberately under-estimate the maximum capacity of the current airport	1	0	0	0	0	0	0	0	1	0	0
03 On Economic Benefits	11	2	0	2	0	1	0	4	2	0	0
01 Over-Estimated the Economic Net Present Value (ENPV)	7	2	0	1	0	1	0	3	0	0	0
02 Exaggerate the cost-	4	0	0	1	0	0	0	1	2	0	0

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
effectiveness											
05 On Environmental Issues	1302	6	0	12	7	9	1	33	8	1226	0
01 AAHK deliberately avoid a detailed discussion on some negative impacts of airport expansion	1258	4	0	9	1	4	0	9	5	1226	0
02 Under-estimated the environmental impact	23	1	0	1	3	1	1	16	0	0	0
03 AAHK misleads the public that the future reclamation site was rarely used by Chinese White Dolphins	14	0	0	1	1	2	0	7	3	0	0
04 AAHK failed to mention the proximity of the reclamation site to the adjacent marine park	6	0	0	1	2	2	0	1	0	0	0
05 AAHK failed to mention that the contaminated mud pits overlapped with the reclamation site was caused by the airport construction in 1990s	1	1	0	0	0	0	0	0	0	0	0
07 On Airport Design and other Construction Issues	2	0	0	1	0	0	0	1	0	0	0
01 The Appendix 3 analysis of the westward extension is questionable	2	0	0	1	0	0	0	1	0	0	0
10 On Airport Development Strategy	3	0	0	1	0	0	0	2	0	0	0
01 AAHK deliberately ignore other airport development possibilities, e.g. building new airport, cooperation with other airports	3	0	0	1	0	0	0	2	0	0	0
11 On Consultation Itself	1282	2	2	8	10	6	2	23	3	1226	0
01 The consultation paper is biased in favor of the building of the third runway	1282	2	2	8	10	6	2	23	3	1226	0
03 Other documents and information should be disclosed	21	5	0	5	2	3	0	4	2	0	0
01 All consultancy reports and relevant technical documents	18	4	0	3	2	3	0	4	2	0	0
02 All documents for the Joint Meeting of the Five Major Airports in the PRD	1	1	0	0	0	0	0	0	0	0	0
03 Public consultation timetable	2	0	0	2	0	0	0	0	0	0	0
03 Objectives of Consultation	13	0	1	3	0	0	1	7	1	0	0
01 AAHK should try to make the public to reach consensus through public consultation	13	0	1	3	0	0	1	7	1	0	0
04 Scope of Consultation	122	5	8	5	24	2	1	9	6	62	0
01 There should be more	112	2	8	5	21	2	1	8	3	62	0

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
development plans available for public review											
02 Should include Consultation on other building airport facilities	1	1	0	0	0	0	0	0	0	0	0
03 Should include Consultation on building of other main infrastructure	9	2	0	0	3	0	0	1	3	0	0
01 Should include Consultation on Hong Kong-Shenzhen Western Corridor	2	0	0	0	2	0	0	0	0	0	0
02 Should include Consultation on High-speed rail	1	1	0	0	0	0	0	0	0	0	0
03 Should include Consultation on Hong Kong-Macau-Zhuhai Bridge	4	1	0	0	1	0	0	1	1	0	0
04 Should include Consultation on Hong Kong-Shenzhen airport express	1	0	0	0	0	0	0	0	1	0	0
05 Should include Consultation on Tuen Mun-Chek Lap Kok Link	1	0	0	0	0	0	0	0	1	0	0
05 Host of Consultation	42	6	2	7	2	14	0	11	0	0	0
01 Government should be responsible for the consultation instead of AAHK	42	6	2	7	2	14	0	11	0	0	0
01 The consultation conducted by AAHK results in an obvious conflict of interest	15	2	1	3	0	5	0	4	0	0	0
02 AAHK does not hold statutory authorization to coordinate different bureaux of Government	2	1	0	0	0	1	0	0	0	0	0
06 Suggested Channels for Consultation	14	0	2	2	8	0	0	2	0	0	0
01 Online Forum	2	0	0	0	1	0	0	1	0	0	0
02 Facebook Page	1	0	0	0	1	0	0	0	0	0	0
03 Public seminars	8	0	2	0	5	0	0	1	0	0	0
04 Professional debate	1	0	0	1	0	0	0	0	0	0	0
05 Seminars for designated topics	1	0	0	1	0	0	0	0	0	0	0
06 Exhibition	1	0	0	0	1	0	0	0	0	0	0
07 People to be Consulted	65	11	4	11	16	4	3	16	0	0	0
01 Suggested Interested Parties	57	8	4	11	13	4	3	14	0	0	0
01 All stakeholders	35	6	4	8	7	1	1	8	0	0	0
02 Local residents	6	1	0	0	1	2	0	2	0	0	0
03 Green groups	9	1	0	1	3	0	2	2	0	0	0
04 Experts in related fields	6	0	0	2	2	0	0	2	0	0	0
05 Business sector	1	0	0	0	0	1	0	0	0	0	0
02 Opinions from ordinary Hong Kong citizens should be treated in the equal manner as those from big corporations	4	1	0	0	2	0	0	1	0	0	0
03 AAHK chose the target of consultation selectively	4	2	0	0	1	0	0	1	0	0	0
08 Analysis and Reporting of the Consultation Results	6	1	0	2	2	1	0	0	0	0	0

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
01 The result of the public consultation should be publicized honestly	6	1	0	2	2	1	0	0	0	0	0
09 Timing and duration of Consultation	6488	7	5	13	10	11	0	26	2	6414	0
01 Should conduct consultation after full EIA	12	2	3	4	0	0	0	3	0	0	0
02 It is the appropriate time to consult the public about future development of HKIA	4	1	0	0	0	0	0	2	1	0	0
03 Should stop public consultation immediately	6326	0	0	1	1	1	0	9	0	6314	0
04 Should extend public consultation	144	4	1	8	8	10	0	12	1	100	0
05 Should shorten public consultation	2	0	1	0	1	0	0	0	0	0	0
10 Further Consultation	16	0	1	2	3	5	0	4	1	0	0
01 Should conduct second public consultation	11	0	0	0	1	5	0	4	1	0	0
01 One more public consultation should be conducted when more comprehensive planning is available	3	0	0	1	1	1	0	0	0	0	0
02 Further consultation should be carried out by the Government before EIA	4	0	0	1	0	3	0	0	0	0	0
03 Should conduct a 2nd round consultation after finishing EIA	5	1	1	2	0	0	0	0	1	0	0
04 Should conduct a second round consultation in parallel with EIA	2	0	0	0	0	0	0	2	0	0	0
05 Should conduct a 2nd consultation during and after the EIA or SEA	1	0	0	1	0	0	0	0	0	0	0
11 Other Negative Critics	168	2	0	11	12	8	0	29	6	100	0
01 The amount of money spent in increasing publicity of the consultation is too high	5	0	0	0	3	0	0	2	0	0	0
02 AAHK did not properly respond to the queries and suggestions made by the public	4	1	0	0	0	1	0	2	0	0	0
03 The consultation reports were available to the public only in the last stage of the consultation period	16	0	0	4	1	3	0	6	2	0	0
04 The consultation paper just focuses on the economic benefits	139	1	0	5	8	2	0	19	4	100	0
05 Insufficient publicity of the consultation	2	0	0	2	0	0	0	0	0	0	0
06 Insufficient involvement of related Government department in the consultation	2	0	0	0	0	2	0	0	0	0	0
12 Other Related Opinions	28	1	0	5	10	3	0	8	1	0	0
01 AAHK should stress more on the contribution from the aviation industry to the local economy	1	0	0	0	1	0	0	0	0	0	0
02 Discussion should be based on arguments rather than only expressing Support or	4	1	0	0	0	1	0	1	1	0	0

	Total count	LC	DC	WS	Q	E	P F	M	IM	SC	OS
Against											
03 Consultation progress should not be impeded by political issues	11	0	0	0	6	0	0	5	0	0	0
04 AAHK should disclose or response the concerns from the general public	9	0	0	3	3	2	0	1	0	0	9
05 Should make reference to the consultation work of the expansion of the Frankfurt am Main Airport	2	0	0	2	0	0	0	0	0	0	0
06 A comprehensive review by the public is important	1	0	0	0	0	0	0	1	0	0	0

As seen in Table 5.14, there were 6,326 comments that the consultation should stop immediately (e.g. “stop the consultation until the crucial information is provided”).

There were more than 1,250 comments about insufficient information on each of carbon emissions (e.g. “no estimates of aviation emissions”), other air pollutants (e.g. “did not account for air quality impact”), Chinese White Dolphins (e.g. “lacks detailed analysis of the long-term cumulative impacts on their survival”) and noise (e.g. “lacks noise models in order to address public concerns”).

There were more than 1,250 comments stating that the consultation paper avoids detailed discussion of negative impacts (e.g. “evades the whole issue of carbon emission”) and that the consultation paper is biased in favour of the third runway (e.g. “AAHK apparently prefers building a third runway without providing detailed potential environmental and health impacts”).

There were 153 comments about insufficient information on other social costs (e.g. “ignores auxiliary development, such as expansion of road networks”).

There were 144 comments that the consultation period should be extended (e.g. “urge to extend and disclose environmental information of both options”).

There were 139 comments that the consultation paper focuses only on economic benefits (e.g. “only state economic benefits but do not mention social costs”).

There were 112 comments about the need for more options to be presented for public consultation (e.g. “should give out a plan for constructing a new airport”).

There were 57 comments about insufficient information about mitigation measures (e.g. “no mitigation measures proposed for damage to marine environment and ecology”).

There were 54 comments about insufficient information about the economic benefits (e.g. “cost and economic impact has no reasonable, scientific and transparent rationale”).

There were 35 comments that all stakeholders should be consulted (e.g. “require proper consultation with all industry stakeholders to avoid building infrastructure that does not suit passenger flow dynamics, e.g. North Satellite Concourse and Terminal 2, which will be overhauled”).

There were 89 comments about insufficient information about airspace limitations (e.g. “if Air Traffic Control manning issue can be overcome, might we see more flights per hour?”).

There were 24 comments about insufficient information about aircraft movements (e.g. “full potential capacity of the airport is not reported clearly”).

There were 23 comments about insufficient information about funding (e.g. “how will AA pay for this cost?”)

There were 23 comments about the environmental impact being underestimated (e.g. "some of the information was misleading to public and downplay the environmental impacts").

There were 21 comments about insufficient information about the marine impact (e.g. “no mitigation measures proposed for damage to marine environment and ecology”).

There were 18 comments about access to the consultancy/technical reports (e.g. “technical consultation reports were available to the public only in the last month of the three month consultation period”).

There were 18 comments about insufficient information about the airport construction (e.g. “provide interested members of the public with sufficient data to justify the project, including details for the impact assessment, space requirement, and technical feasibility“) and the construction cost (e.g. "need more detail in construction cost").

There were 15 comments that the consultation was conducted by AAHK, which has a conflict of interest (e.g. “AAHK is the operator of HKIA ... an obvious conflict of interest”).

There were 15 comments about insufficient information about coordination with GPRD airports (e.g. "provide statistics accounting for the co-development of all transport in the GPRD").

There were 15 comments about insufficient information about demand forecasts (e.g. "should explain the urgency to build the third runway to cope with the keen competition with other GPRD airports.").

There were 14 comments about the information about dolphins being misleading (e.g. “it misleads the public by adjusting a figure presented in AFCD’s report”).

There were 14 comments about consultation channels (e.g. “Host more seminars for better connectivity with airline industry”).

There were 13 comments about leading questions in the questionnaire (e.g. “questionnaire is tailor-made that is skewed to allow an unseen advantage towards the proposing party of the project”).

There were 13 comments about reaching a consensus (e.g. “needs to be open-ended, to raise questions and to give people the opportunity to respond so that a consensus can be reached”).

There were 12 comments about the EIA being available first (e.g. “EIA should be available before the public can make fair judgments on the proposed options”).

There were 11 comments about not impeding the consultation (e.g. “please do not make this project become a casualty of the current Hong Kong politics”).

There were 11 comments about the need for a second public consultation (e.g. “call for a follow-up stage consultation on the way forward for the development of the HKIA to be conducted”).

There were 10 comments about insufficient information about the cumulative environmental impact in the area (e.g. “lacks detailed analysis of the long-term cumulative impacts on their survival”).

There were more than ten comments from District Councillors about AAHK providing insufficient information for the public to make a decision, mainly about the environmental impact.

Most of the comments about inadequate information came from the written submissions and signature campaigns, although those concerns were also expressed by District Councillors and in LegCo panel meetings.

In summary, there was a broad concern about insufficient information in the consultation paper, especially on carbon emissions, air quality, noise, but also about negative impacts in general, airspace limitations, economic benefits, social costs and mitigation measures. Concern was also expressed about a conflict of interest as AAHK, the manager of the airport, was also conducting the process, and insufficient options being presented.

5.16 HKIA Development Outside MP2030

Table 5.15: HKIA Development Outside MP2030

	Total count	LC	DC	WS	Q	E	PF	M	IM	SC	OS
01 Should establish or increase the number of flight of some specific flight routes	19	0	0	0	19	0	0	0	0	0	0
02 Compensation	43	0	3	5	1	27	0	4	3	0	0
01 Target	39	0	3	5	1	26	0	2	2	0	0
01 Residents affected by pollution [in specific area or not]	25	0	3	4	1	13	0	2	2	0	0
02 Fishermen	13	0	0	0	0	13	0	0	0	0	0
02 Should have comprehensive compensation plan now	3	0	0	0	0	1	0	1	1	0	0
03 Project Bidding	2	0	0	0	1	0	0	0	1	0	0
01 The bidding process of construction work should be fair	2	0	0	0	1	0	0	0	1	0	0
04 Improvement in Immigration and Custom Arrangement	8	2	0	3	1	1	0	1	0	0	0
01 HK Gov't should consult with the mainland about the co-location of immigration arrangement	4	1	0	2	1	0	0	0	0	0	0
02 Should review the current Import and Export Ordinance	1	1	0	0	0	0	0	0	0	0	0
03 Provide a centralized screening facility for freight and logistics services provider	3	0	0	1	0	1	0	1	0	0	0
05 Improvement in Working Conditions and Environment of Staff	34	8	0	4	5	9	0	6	0	0	2
01 Should Improve salary or working benefits of airport workers	16	1	0	0	4	5	0	5	0	0	1
02 Should provide a better or safer working environment for airport workers	18	7	0	4	1	4	0	1	0	0	1
06 Improve current supporting facilities and services	2	0	0	1	1	0	0	0	0	0	0
01 Extend opening hours of shops in the airport	1	0	0	0	1	0	0	0	0	0	0
02 Increase the number of boarding gate readers	1	0	0	1	0	0	0	0	0	0	0

As seen in Table 5.15, there were 25 comments that sought compensation for residents affected by pollution (e.g. “explain environmental impact of any compensation and relief”) and 13 comments seeking compensation for affected fishermen (e.g. “fishermen's livelihood and living environment will be subject to long-term effects ... AAHK should further consider”).

There were 19 comments about enhanced flight routes (e.g. “more direct flights in future”).

There were 18 comments seeking a safer work environment at the airport (e.g. “please ensure our working environment is safe”) and 16 seeking improved working conditions for airport staff (e.g. “support the Third Runway ... but the prerequisite is improving the benefits and salary of airport workers”).

In summary, compensation for people affected by the third runway, better working conditions and enhanced flight routes were raised.

Chapter 6 Conclusion

6.1 Quantitative Feedback

A total of 24,242 feedback questionnaires received during the consultation were analysed in the main text of the report, while 5,640 feedback questionnaires received from collection boxes located in HKIA with living district missing were analysed in **Annex A**.

In the consultation, two proposed development options were presented for the respondents to indicate which one they preferred after the given considerations for investment in expanding HKIA's capacity. Option 1 is to maintain the airport's two-runway system and Option 2 is to expand into a three-runway system. About three quarters of respondents (73.0%) preferred Option 2 overall, while about 10% of them (11.1%) preferred Option 1 overall.

The results revealed that most respondents agreed with the following descriptions about the contribution of HKIA and only a tiny proportion of them disagreed:

- connecting Hong Kong with the world and enabling the city to be an international aviation hub (92.5% strongly agreed or agreed vs 1.3% strongly disagreed or disagreed);
- providing quality airport services and facilities (91.8% vs 1.6%);
- promoting Hong Kong's economic growth (90.1% vs 1.7%);
- strengthening the overall competitiveness of Hong Kong (88.9% vs 2.0%);
- creating employment as the contribution of HKIA (87.1% vs 2.0%); and
- making it more convenient for the respondents and their families to travel (86.0% vs 2.6%).

Similarly, most respondents agreed that HKIA should continue to be expanded to cope with the future air traffic demand (83.0%).

For investment in expanding HKIA's capacity, most respondents agreed that the following considerations were important:

- benefit to Hong Kong's air connectivity with the rest of the world (89.7% vs 2.2%);
- benefit to the quality of airport services and facilities (89.1% vs 2.1%);
- benefit to Hong Kong's competitiveness (87.5% vs 2.7%);
- benefit to Hong Kong's economic growth (87.1% vs 2.6%);

- creating more job opportunities for Hong Kong's workforce (85.1% vs 2.9%); and
- making it more convenient for the respondents and their families to travel (78.5% vs 4.4%).

A lower proportion of the respondents agreed that environmental impact (69.4% vs 5.5%) and construction cost (66.5% vs 6.3%) were important considerations for investment in expanding HKIA's capacity.

The majority of respondents preferred Option 2 and about 10% of them preferred Option 1 after consideration of each of the following criteria in isolation:

- benefit to Hong Kong's air connectivity with the rest of the world (71.1% vs 10.2%);
- benefit to Hong Kong's competitiveness (69.2% vs 9.4%);
- benefit to Hong Kong's economic growth (67.6% vs 9.9%);
- creating more job opportunities for Hong Kong's workforce (67.9% vs 9.3%);
- benefit to the quality of airport services and facilities (66.0% vs 12.9%); and
- making it more convenient for the respondents and their family to travel (55.6% vs 11.9%).

However, less than half of the respondents preferred Option 2 and about a quarter of them preferred Option 1 after consideration of each of the following criteria in isolation:

- environmental impact (37.4% vs 29.5%); and
- construction cost (41.6% vs 24.8%).

Nearly 80% of the respondents (79.9%) either strongly agreed or agreed that it was urgent that AAHK should make a decision NOW on how the airport should be further developed, while a small proportion of them (6.3%) either strongly disagreed or disagreed with it.

6.2 Qualitative Feedback

All comments received during the consultation were divided into ten channels as below:

1. Public Forum (PF): 3 Public Fora (**Annex C**) - public fora are distinguished from other events as a separate channel because they were widely advertised by AAHK as open to all participants, whereas some of the other events were not open to everyone or not broadly advertised;
2. Event (E): 33 events including conferences, round tables, seminars and briefings (**Annex D**);
3. Legislative Council (LC): 105 written submissions to the Legislative Council and 2 meetings of the Council's Panel on Economic Development (**Annex E**);
4. District Council (DC): 18 District Council meetings (**Annex F**);
5. Written submission (WS): 296 written submissions either by soft or hard copies (**Annex G**);
6. Feedback questionnaire (Q): 4,882 written comments in the feedback questionnaires;
7. Media (M): 885 summaries from printed media and broadcasting (**Annex H**);
8. Internet and Social Media (IM): 644 comments from 99 webpages (**Annex I**) - comments were included if they were covered by WiseNews during the consultation period as this is a reputable indexing method for Internet activity in Hong Kong;
9. Signature Campaign (SC): 4 signature campaigns:
 - i. Green Sense, from which SSRC received 1,226 signatures with names;
 - ii. Park Island Owners' Committee, from which SSRC received 793 signatures with living units;
 - iii. Airport Development Concern Network, from which SSRC received 62 signatures and names (SSRC have only included those with a name provided); and
 - iv. WWF with 6,314 names and email addresses – SSRC has randomly selected 5% of the e-mails for verification and the verification was positive, so we have included them all.

The signature campaign comments were all counted based on the number of verifiable supporters as there is no clear distinction between signature campaigns, petition letters and any other form of letter or email.

10. Opinion Survey (OS): 5 opinion surveys were included:
 - i. Residential survey conducted by Park Island Owners' Committee;
 - ii. Survey conducted by eight aviation related unions;
 - iii. Member survey conducted by 30s Group;
 - iv. Survey presented by Professor WM Cheung of The Chinese University of Hong Kong in Hong Kong Shippers' Council Joint Conference; and
 - v. Member survey conducted by Hong Kong Logistics Management Staff Association.

The survey results were included as single submissions as verification of the participants was not possible. They are coded on the basis of any view expressed by a simple majority (more than 50%).

There was consensus about the benefits of enhanced connectivity on HKIA and Hong Kong from a very wide range of perspectives, especially in terms of economic growth and competitiveness, and of the negative impact on HKIA and Hong Kong if the third runway is not built. There was consensus about the third runway yielding economic benefits of specific industries and increased job opportunities, although there were some concerns about the calculation of the benefits.

There was consensus that the passenger and cargo demand will increase, although there were concerns that the air traffic forecasts need to be adjusted to account for the growth of other GPRD airports, direct flights between Taiwan and the Mainland, oil prices, Mainland economic growth, global economic cycles, use of wide-body aircraft and the high-speed rail links being built. There was consensus that the demand for the current airport will exceed capacity limits in future, triggering the need for a third runway, although there was disagreement about when that limit will be reached. One shared concern was about the need for the government to negotiate more airspace with Mainland authorities, regardless of whether the third runway is built, while recognizing this is not easy.

There were mixed views on whether HKIA's capacity can or should be increased through other airports in the GPRD.

There were many comments about high construction costs for the third runway and consensus that any delay will raise the costs higher, so there is a need for careful monitoring to keep the costs within budget. There were very mixed views on funding of the third runway with taxpayer support, borrowing and user pays and an IPO suggested as options, but agreement that funding considerations should be carefully reviewed. There was concern that money spent on the third runway should not mean that money is not spent to address important social issues or that balanced development is ignored. There were suggestions that the airport development should follow the principles of sustainable development and of the need to focus on service and training to remain competitive despite our limited land. There were concerns about construction speed, airport design, reclamation, better linkage with the GPRD and Hong Kong urban areas and of the need to hire local construction workers.

There were many comments about excessive environmental impact, especially on carbon emissions, noise and the Chinese White Dolphins and of the need to minimize impact. There were also many comments about the need to evaluate both social and environmental costs and then doing the EIA promptly and properly to avoid delay in construction. There were very mixed views about how to balance environmental protection and economic growth, with most comments preferring balance, but some comments insisting on preference for development or environmental protection. There is widespread support for a range of environmental mitigation methods to address noise, air pollution, dolphin protection and reclamation impact. Some concern was expressed about the social costs from the third runway making Hong Kong less attractive due to environmental impact, damage to health and increased land traffic impact.

Compensation for people affected by the third runway, better working conditions in the airport and enhanced flight routes were raised.

There was broad agreement with the need to start construction of the third runway as soon as possible. There were also suggestions to consider other options now, such as a fourth runway or second airport.

There was a broad concern about insufficient information in the consultation paper, especially on carbon emissions, air quality, noise, but also about negative impacts in general, airspace limitations, economic benefits, social costs and mitigation measures.

Concern was also expressed about a conflict of interest as AAHK, the manager of the airport, was also conducting the process, and insufficient options being presented.

6.3 Conclusion

1.3.1. Quantitative feedback conclusion

In conclusion, based on the quantitative feedback, there is broad consensus that HKIA connects Hong Kong with the world, enabling the city to be an international aviation hub; HKIA provides quality airport services and facilities; HKIA promotes Hong Kong's economic growth; HKIA strengthens Hong Kong's economic growth; HKIA creates employment; HKIA makes it more convenient for travel and that HKIA should continue to be expanded to cope with future demand.

There is broad consensus that the benefits to Hong Kong's air connectivity, competitiveness, economic growth; creation of jobs and convenience for travel, environmental impact and construction cost are all important considerations for investment in expanding HKIA's capacity.

Taking into account each of the above considerations in isolation, there was strong preference for Option 2, except for construction cost, where there was still clear preference for Option 2 (41.6% vs 24.8%) and environmental impact, where there was almost as much support for Option 1 (29.5%) as Option 2 (37.4%).

When considered overall, there is a clear preference for Option 2.

6.3.2 Qualitative feedback conclusion

In conclusion, based on the qualitative feedback, there is broad consensus about the benefits of enhanced connectivity from the third runway to HKIA and Hong Kong from a very wide range of perspectives, especially in terms of economic growth and competitiveness, and of the negative impact on HKIA and Hong Kong if the third runway is not built, with little in the way of dissent, other than concern that some of the projected growth may be transferred to GPRD airports and the high-speed rail or not appear due to lower economic growth or higher oil prices.

There is broad consensus that air traffic demand will increase in future, exceeding the capacity constraint of two runways, although some disagreement whether this will happen in the timeframe projected by AAHK and a shared concern about the need for the government to negotiate more airspace.

However, it is clear that the primary areas of concern are the environmental impact of the third runway and whether there was enough information in the consultation paper documents to adequately evaluate the impact of the options. There is a clear concern that the environmental costs have not been fully addressed and sufficient information about the environmental impact and possible mitigation has not been provided in order to have an informed public debate about the options.

There is consensus that the EIA should be done as soon as possible to allow the necessary informed debate about how the environmental costs could be mitigated and to avoid delay in construction. However, it is clear that different stakeholders have very different views on how or even whether the environmental costs and economic benefits can be balanced.

Annex A Results for the Feedback Questionnaires collected in Hong Kong International Airport with living district missing

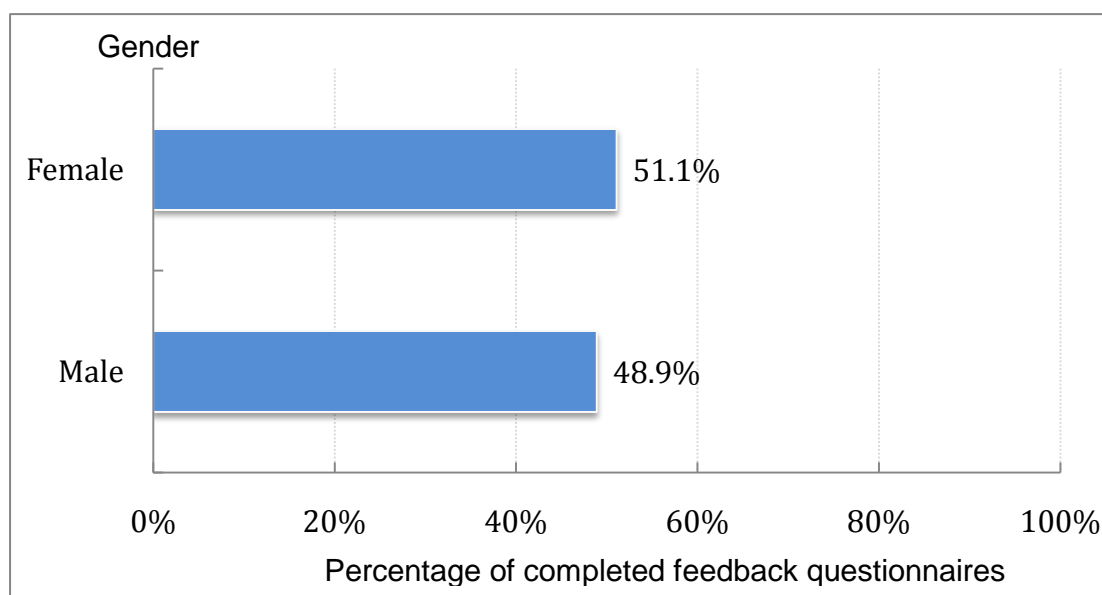
This section briefly describes the demographic characteristics of respondents who completed the feedback questionnaires collected in HKIA but with living district missing.

A.1 Demographic information

Gender

Figure A.1 shows that slightly over half (51.1%) of the feedback questionnaires were completed by female respondents, while the rest (48.9%) were male.

Figure A.1: Gender breakdown

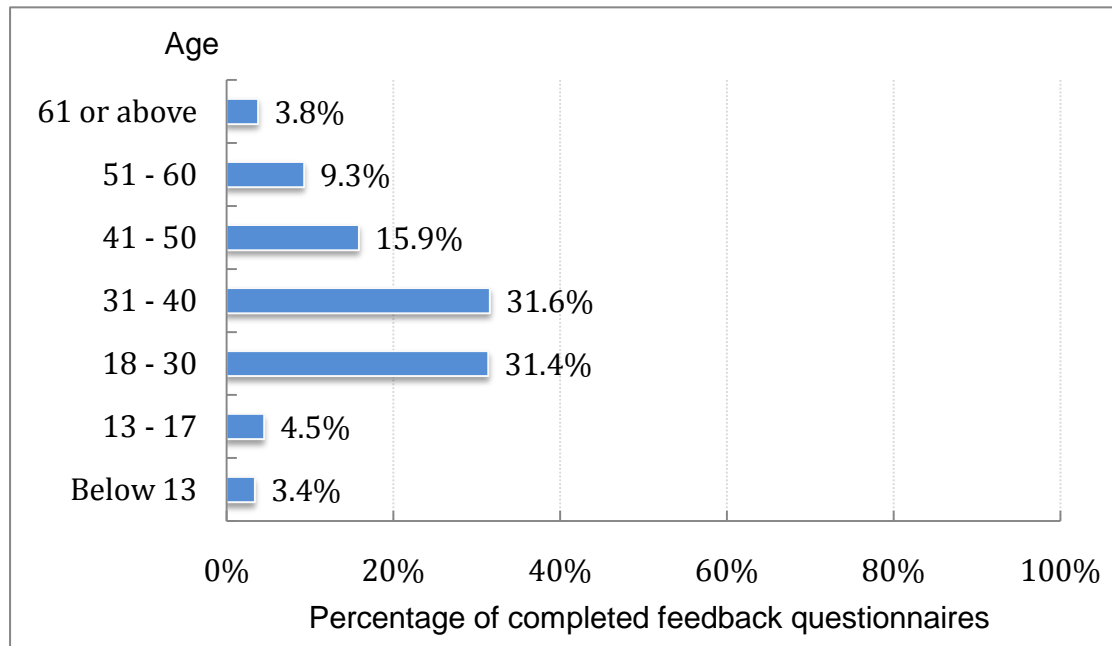


(Base: 5,064 excluding 576 missing data)

Age

Figure A.2 shows that about half (47.5%) of feedback questionnaires were completed by middle-aged respondents between 31 and 50 years old, followed by about a third of them (31.4%) aged between 18 and 30 years. About one out of eight (13.1%) respondents were aged over 50, while the rest (7.9%) were aged below 18 years.

Figure A.2: Age breakdown

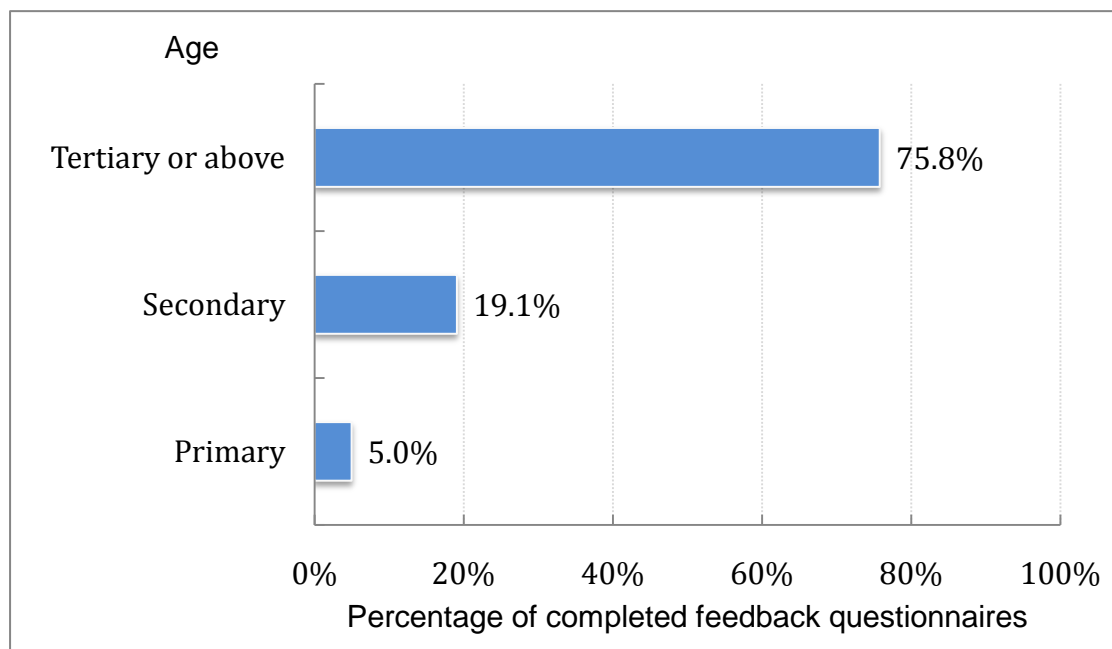


(Base: 5,076 excluding 564 missing data)

Education level

Figure A.3 shows that three quarters (75.8%) of the feedback questionnaires were completed by the respondents who attained tertiary education or above, followed by secondary education (19.1%) and primary education (5.0%).

Figure A.3: Education level



(Base: 4,528 excluding 1,112 missing data)

A.2 The contribution of HKIA

In this section, respondents were asked to rate their agreement with the following descriptions about the contribution of HKIA using a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree):

1. Providing quality airport services and facilities;
2. Connecting Hong Kong with the world and enabling the city to be an international aviation hub;
3. Promoting Hong Kong's economic growth;
4. Creating employment;
5. Strengthening the overall competitiveness of Hong Kong; and
6. Making it more convenient for the respondents and their family to travel.

Figure A.4 shows that most respondents either strongly agreed or agreed that the contribution of HKIA is connecting Hong Kong with the world and enabling the city to be an international aviation hub (92.1%) and providing quality airport services and facilities (92.5%), while only 0.6% and 0.9% either strongly disagreed or disagreed with these two descriptions respectively.

For making it more convenient for the respondents and their families to travel as the contribution of HKIA, the majority of the respondents (88.7%) either strongly agreed or agreed with this contribution of HKIA, while 2.5% either strongly disagreed or disagreed with it.

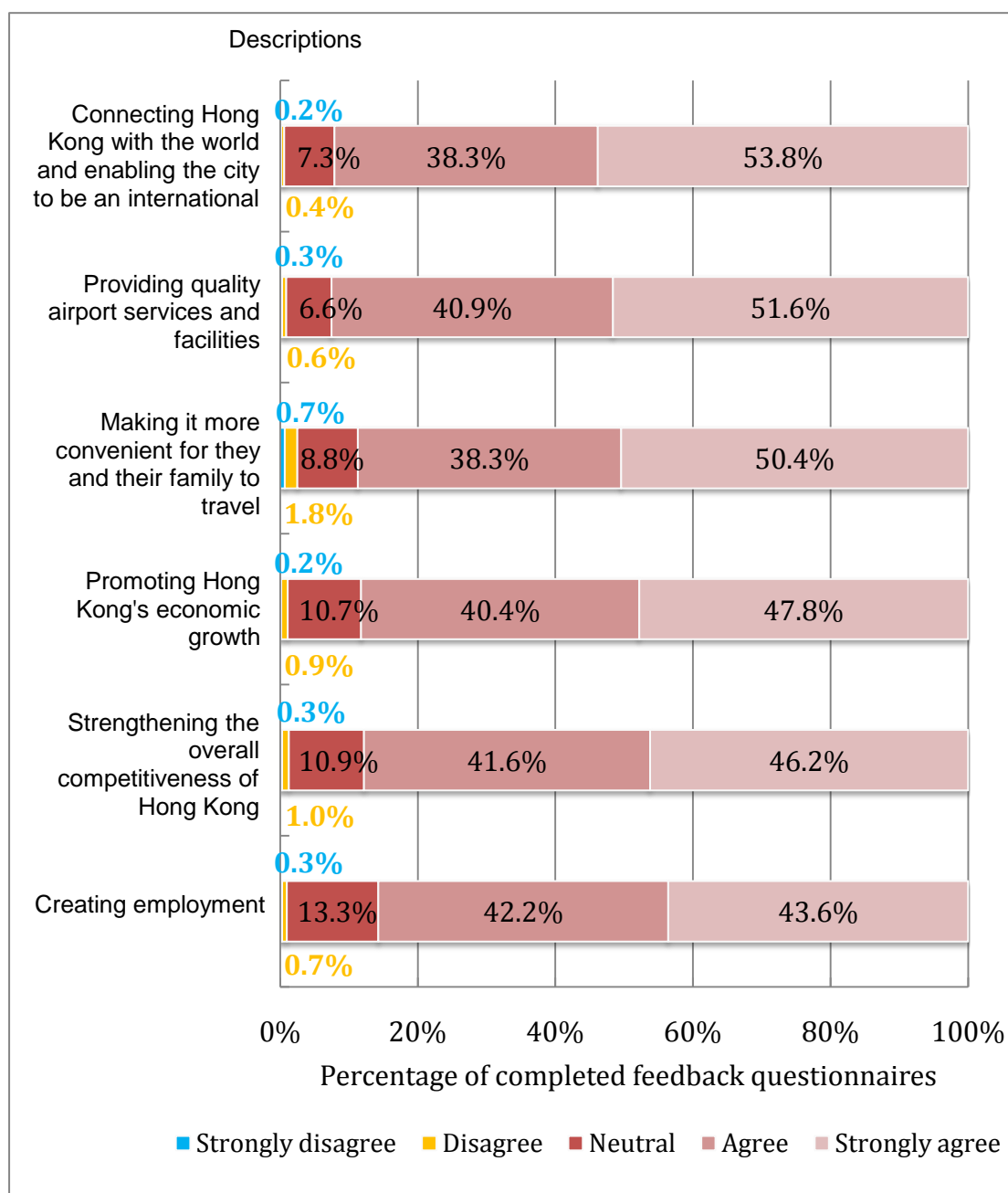
For promoting Hong Kong's economic growth, the majority of the respondents (88.2%) either strongly agreed or agreed with this contribution of HKIA, while only 1.1% either strongly disagreed or disagreed with it.

For strengthening the overall competitiveness of Hong Kong as the contribution of HKIA, the majority of the respondents (87.8%) either strongly agreed or agreed with this contribution of HKIA, while 1.3% either strongly disagreed or disagreed with it.

For creating employment as the contribution of HKIA, over 80% of the respondents (85.8%) either strongly agreed or agreed with this contribution of HKIA, while 1.0% either strongly disagreed or disagreed with it.

In summary, the majority of respondents (ranged from 85.8% to 92.5%) either strongly agreed or agreed with the various descriptions about the contribution of HKIA and a tiny proportion (ranged from 0.6% to 2.5%) of them either strongly disagreed or disagreed with the various descriptions.

Figure A.4: Agreement with the various descriptions about the contribution of HKIA



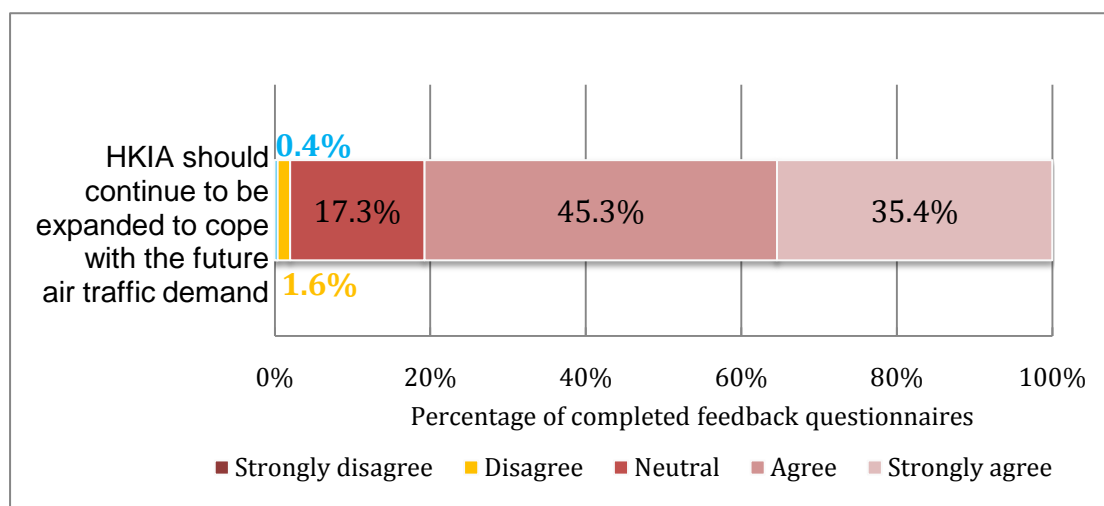
(Base: Connecting Hong Kong with the world and enabling the city to be an international aviation hub = 5,562 excluding 78 missing data, Providing quality airport services and facilities = 5,565 excluding 75 missing data, Promoting Hong Kong's economic growth = 5,539 excluding 101 missing data, Strengthening the overall competitiveness of Hong Kong = 5,516 excluding 124 missing data, Creating employment = 5,514 excluding 126 missing data, Making it more convenient for the respondents and their family to travel = 5,562 excluding 78 missing data)

A.3 The future development of HKIA

According to the MP2030, substantial growth is forecast in the aviation market of the Greater Pearl River Delta (GPRD) including that in Hong Kong. Respondents were asked to rate their agreement with whether HKIA should continue to be expanded to cope with the future air traffic demand using a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree):

Figure A.5 shows that about 80% of the respondents either strongly agreed or agreed (80.7%) that HKIA should continue to be expanded to cope with the future air traffic demand, while only 2.0% either strongly disagreed or disagreed with it.

Figure A.5: Agreement with whether HKIA should continue to be expanded to cope with the future air traffic demand



(Base: 5,472 excluding 168 missing data)

A.4 Considerations for investment in expanding HKIA's capacity and preference for the two proposed development options

A.4.1 Considerations for investment in expanding HKIA's capacity

According to the MP2030, substantial growth is forecast in the aviation market of the Greater Pearl River Delta (GPRD) including that in Hong Kong. Respondents were asked to rate their agreement with the following considerations individually for investment in expanding HKIA's capacity using a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree):

1. Benefit to the quality of airport services and facilities;
2. Benefit to Hong Kong's air connectivity with the rest of the world;
3. Benefit to Hong Kong's economic growth;
4. Creating more job opportunities for Hong Kong's workforce;
5. Benefit to Hong Kong's competitiveness;
6. Making it more convenient for respondents and their family to travel;
7. Environmental impact; and
8. Construction cost.

Figure A.6 shows that the majority respondents (89.0%) either strongly agreed or agreed that the benefit to the quality of airport services and facilities is an important consideration, while only a tiny proportion of them (1.7%) either strongly disagree or disagreed with it.

For consideration of the benefit to Hong Kong's air connectivity with the rest of the world, the majority of respondents (88.7%) either strongly agreed or agreed that it is an important consideration, while only a tiny proportion of them (1.6%) either strongly disagreed or disagreed with it.

For consideration of the benefit to Hong Kong's economic growth, most respondents (86.1%) either strongly agreed or agreed that it is an important consideration, while only a tiny proportion of them (1.5%) either strongly disagreed or disagreed with it.

For consideration of making HKIA more convenient for the respondents and their families to travel, most respondents (85.7%) either strongly agreed or agreed that it is an important consideration, while only a small proportion of them (3.0%) either strongly disagreed or disagreed with it.

For consideration of creating more job opportunities for Hong Kong's workforce, most respondents (85.2%) either strongly agreed or agreed that it is an important consideration, while a tiny proportion of them (1.6%) either strongly disagreed or disagreed with it.

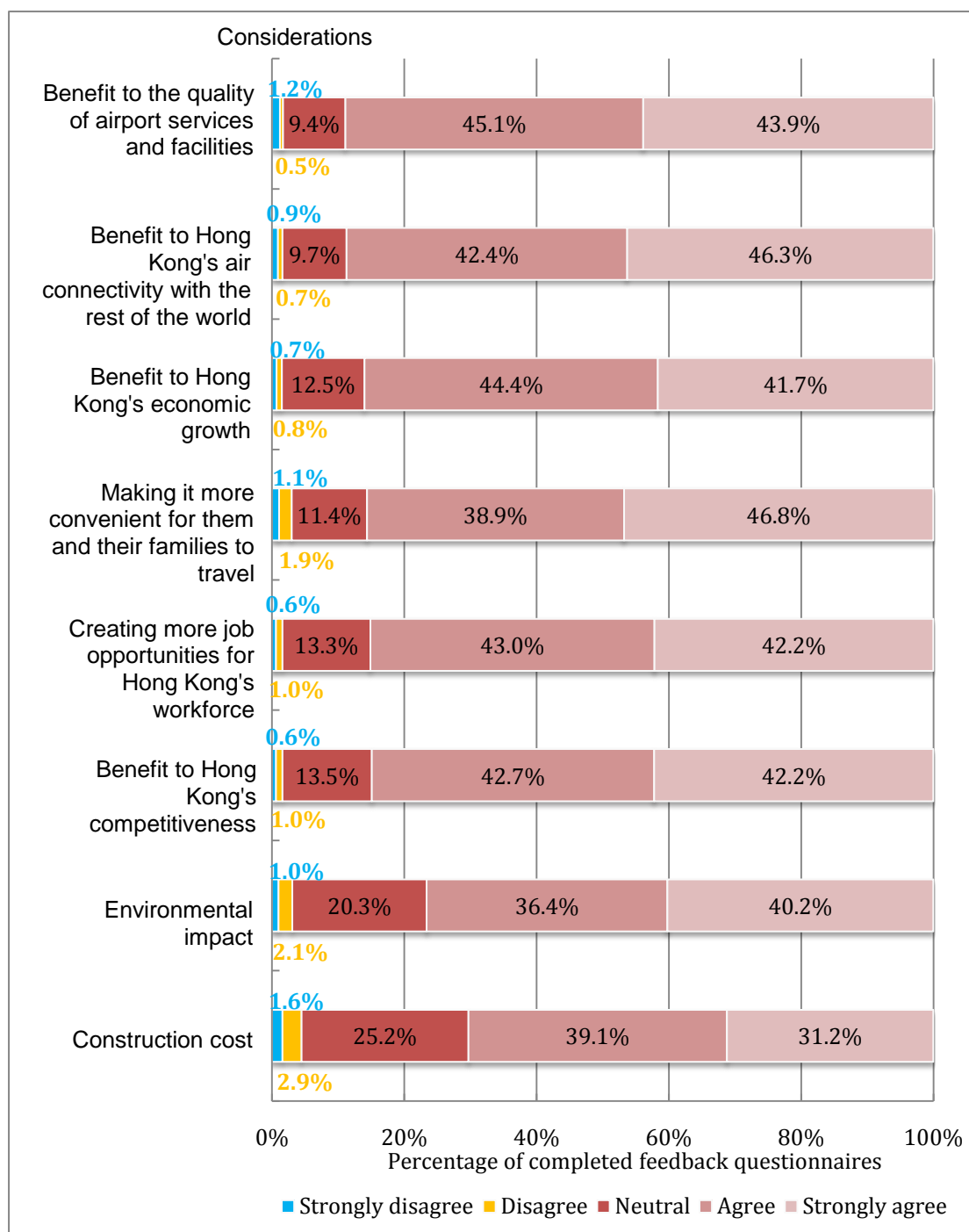
For consideration of the benefit to Hong Kong's competitiveness, most respondents (84.9%) either strongly agreed or agreed that it is an important consideration, while a tiny proportion of them (1.6%) either strongly disagreed or disagreed with it.

For consideration of environmental impact, slightly over three quarters of respondents (76.6%) either strongly agreed or agreed that it is an important consideration, while a small proportion of them (3.1%) either strongly disagreed or disagreed with it.

For consideration of construction cost, about 70% of respondents (70.3%) either strongly agreed or agreed that it is an important consideration, while a small proportion of them (4.5%) either strongly disagreed or disagreed with it.

It is worthwhile to note that most of the respondents considered that all the eight considerations are important considerations for investment in expanding HKIA's capacity, and among them, environmental impact and construction cost are relatively less important.

Figure A.6: Summary of the level of agreement that individual considerations are important for investment in expanding HKIA's capacity



(Base: Benefit to the quality of airport services and facilities = 5,500 excluding 140 missing data, Benefit to Hong Kong's air connectivity with the rest of the world = 5,492 excluding 148 missing data, Benefit to Hong Kong's economic growth = 5,469 excluding 171 missing data, Creating more job opportunities for Hong Kong's workforce = 5,461 excluding 179 missing data, Benefit to Hong Kong's competitiveness = 5,456 excluding 184 missing data, Making it more convenient for

the respondents and their family to travel = 5,460 excluding 180, Environmental impact = 5,421 excluding 219 missing data, Construction cost = 5,395 excluding 245 missing data)

A.4.2 Preference for the two proposed development options

In the MP2030, AAHK presents two development options, that is, to maintain the airport's two-runway system or to expand into a three-runway system. Respondents were asked to indicate their preference for Option 1, Option 2 or neutral against each of the following considerations individually:

1. Benefit to the quality of airport services and facilities;
2. Benefit to Hong Kong's air connectivity with the rest of the world;
3. Benefit to Hong Kong's economic growth;
4. Creating more job opportunities for Hong Kong's workforce;
5. Benefit to Hong Kong's competitiveness;
6. Making it more convenient for respondents and their family to travel;
7. Environmental impact; and
8. Construction cost.

Figure A.7 shows that about half of respondents (47.4%) preferred Option 2 after consideration of the benefit to Hong Kong's economic growth in isolation, while about one sixth of them (16.7%) preferred Option 1.

After consideration of the benefit to Hong Kong's air connectivity with the rest of the world in isolation, over half of respondents (52.3%) preferred Option 2, while about one-sixth of them (16.3%) preferred Option 1.

After consideration of creating more job opportunities for Hong Kong's workforce in isolation, about half of respondents (49.5%) preferred Option 2, while about one-sixth of them (16.0%) preferred Option 1.

After consideration of the benefit to Hong Kong's competitiveness in isolation, about half of respondents (48.6%) preferred Option 2, while about one-sixth of them (16.4%) preferred Option 1.

After consideration of the benefit to the quality of airport services and facilities in isolation, about half of respondents (48.2%) preferred Option 2, while over 10% of them (20.4%) preferred Option 1.

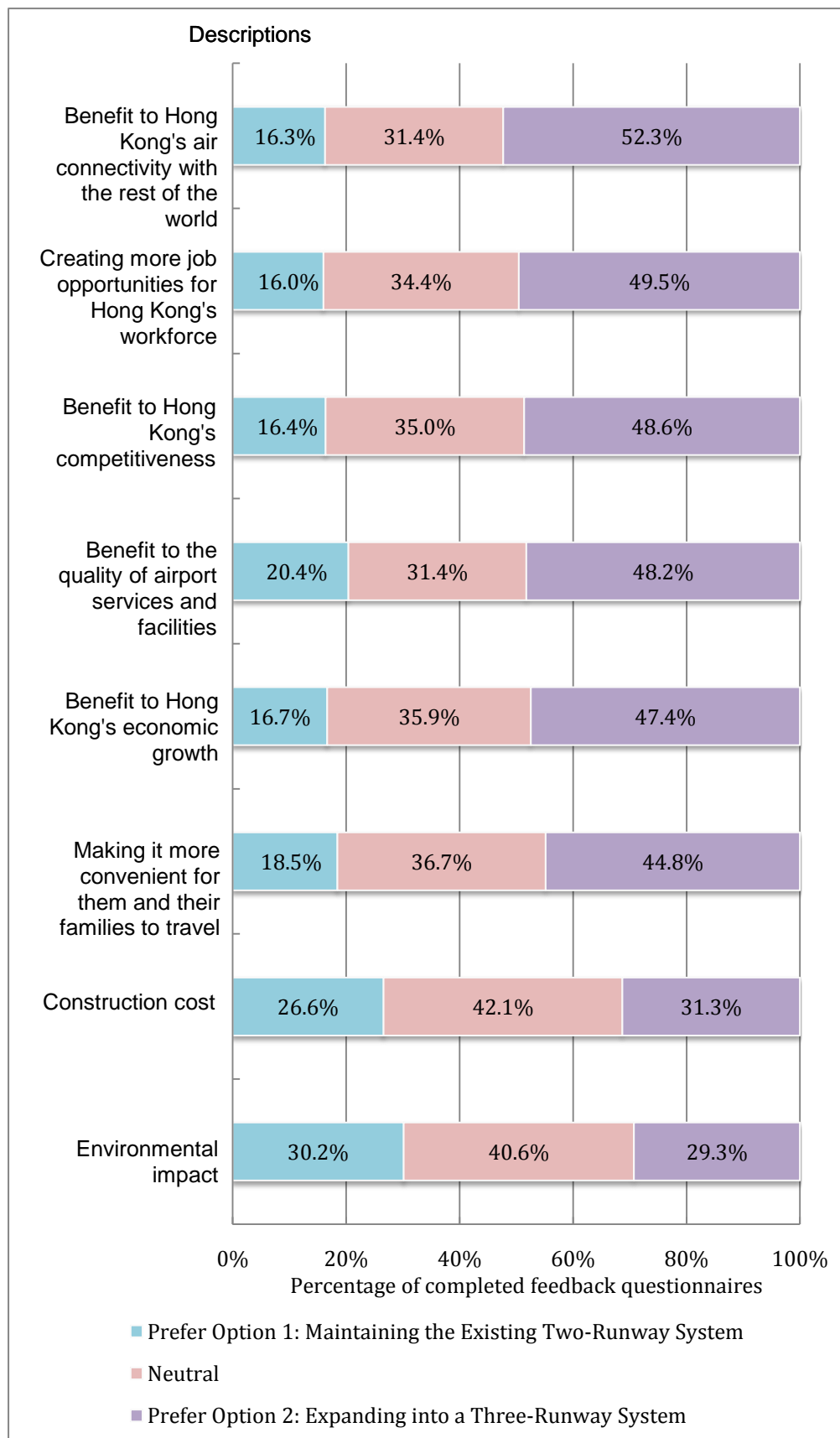
After consideration of making HKIA more convenient for the respondents and their families to travel in isolation, less than half of respondents (44.8%) preferred Option 2, while slightly less than one-fifth of them (18.5%) preferred Option 1.

After consideration of construction cost in isolation, close to a third of respondents (31.3%) preferred Option 2, while slightly over a quarter of them (26.6%) preferred Option 1.

After consideration of environmental impact in isolation, similar proportions of respondents preferred Option 2 (29.3%) and Option 1 (30.2%).

More respondents preferred Option 2 than Option 1 after considering each contribution individually except environmental impact. However, the proportion of respondents preferring Option 1 after considering environmental impact and construction cost individually was much higher than that after considering the other six considerations.

Figure A.7: Summary of the preference for the two proposed development options against each of the considerations individually



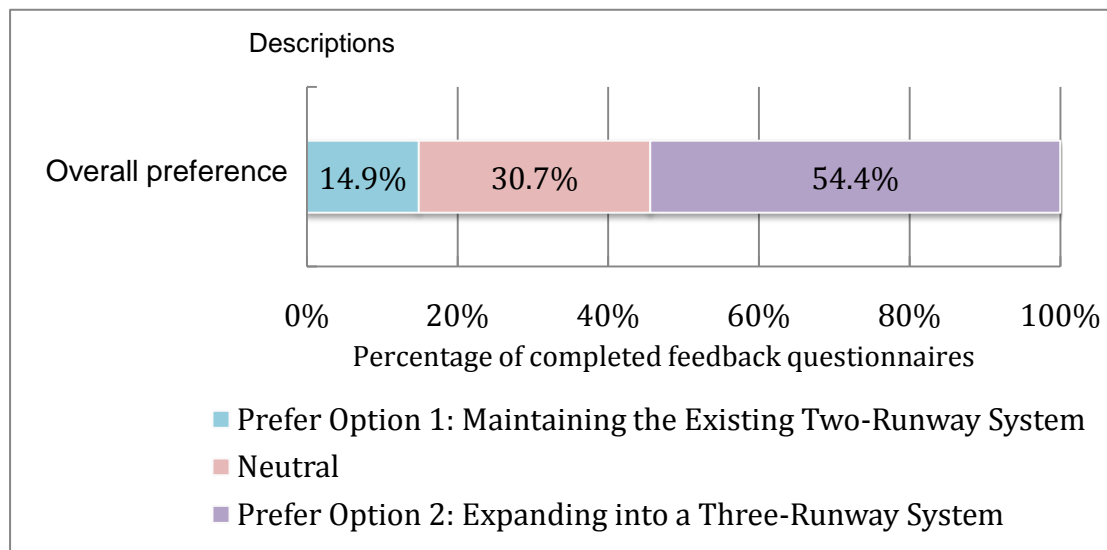
(Base: Benefit to the quality of airport services and facilities = 4,902 excluding 738 missing data, Benefit to Hong Kong's air connectivity with the rest of the world = 4,750 excluding 890 missing data, Benefit to Hong Kong's economic growth = 4,734 excluding 906 missing data, Creating more job opportunities for Hong Kong's workforce = 4,723 excluding 917 missing data, Benefit to Hong Kong's competitiveness = 4,703 excluding 937 missing data, Making it more convenient for the respondents and their family to travel = 4,704 excluding 936, Environmental impact = 4,697 excluding 943 missing data, Construction cost = 4,691 excluding 949 missing data)

A.4.3 Overall preference for the two proposed development options

Respondents were asked to indicate their overall preference for Option 1, Option 2 or neutral.

Figure A.8 shows that over half of respondents (54.4%) preferred Option 2 overall, while about one-seventh of them (14.9%) preferred Option 1 overall.

Figure A.8: Overall preference for the two proposed development options



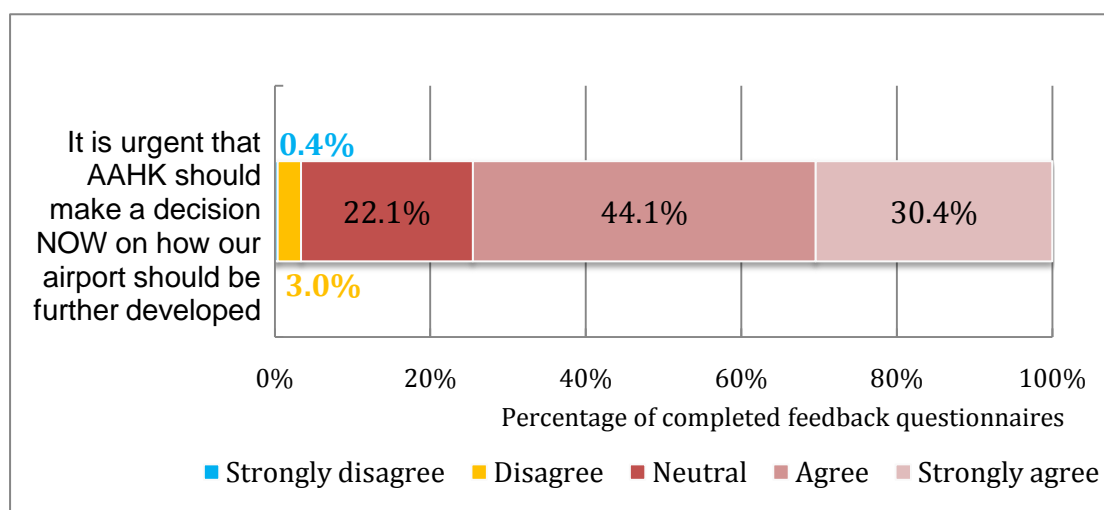
(Base: 4,331 excluding 1,309 missing data)

A.4.4 Agreement with AAHK should make a decision NOW on how the airport should be further developed

Both options require considerable time to conduct further studies and obtain regulatory approvals before works can commence. If HKIA is to expand into a 3-runway system, in particular, it will require a construction lead-time of about 10 years. Respondents were asked to rate their agreement with whether it is urgent that AAHK should make a decision now on how the airport should be further developed, with a five-point scale (Strongly agree, agree, neutral, disagree and strongly disagree).

Figure A.9 shows that about three quarters of the respondents (74.5%) either strongly agreed or agreed that it was urgent that AAHK should make a decision NOW on how the airport should be further developed, while a small proportion of them (3.4%) either strongly disagree or disagreed with it.

Figure A.9: Agreement that it is urgent that AAHK should make a decision NOW on how the airport should be further developed



(Base: 5,283 excluding 357 missing data)

Annex B Cross tabulation tables of the overall preference of the two proposed development options with the eight considerations for investment in expanding HKIA’s capacity

This section shows:

- the relationship between respondents’ overall preference and their level of agreement with each of the eight considerations being important for investment in expanding HKIA’s capacity, and
- the relationship between respondents’ overall preference and their preference after taking into account each consideration in isolation.

Among those respondents who either strongly agreed or agreed that the benefit to the quality of airport services and facilities is an important consideration, a higher proportion of them preferred Option 2 (77.4%) than Option 1 (8.9%) overall.

Table B.1: Agreement that the benefit to the quality of airport services and facilities is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to the quality of airport services and facilities is an important consideration	Strongly disagree	122	63.1%	21.3%	15.6%
	Disagree	234	59.8%	24.4%	15.8%
	Strongly disagree and disagree	356	61.0%	23.3%	15.7%
	Neutral	1548	24.0%	44.3%	31.8%
	Agree	8402	13.4%	20.7%	65.9%
	Strongly agree	9986	5.2%	7.7%	87.2%
	Strongly agree and agree	18388	8.9%	13.6%	77.4%

Among those respondents who preferred Option 1 after taking into account the benefit to the quality of airport services and facilities in isolation, 17.7% of them indicated they prefer Option 2 overall.

Table B.2: Preference for the two proposed development options after taking into account the benefit to the quality of airport services and facilities and overall preference for the two proposed development options

Variable	Level	Base	Overall preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account the benefit to the quality of airport services and facilities in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	2420	64.9%	17.4%	17.7%
	Neutral	3884	10.9%	50.9%	38.2%
	Prefer Option 2: Expanding into a Three-Runway System	13538	1.3%	4.9%	93.8%

Among those respondents who either strongly agreed or agreed that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration, a higher proportion of them preferred Option 2 (77.6%) than Option 1 (8.7%) overall.

Table B.3: Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to Hong Kong's air connectivity with the rest of the world is an important consideration	Strongly disagree	137	67.2%	19.0%	13.9%
	Disagree	226	60.2%	26.1%	13.7%
	Strongly disagree and disagree	363	62.8%	23.4%	13.8%
	Neutral	1447	27.1%	45.6%	27.3%
	Agree	7289	14.4%	23.6%	62.0%
	Strongly agree	11203	5.0%	7.3%	87.7%
	Strongly agree and agree	18492	8.7%	13.7%	77.6%

Among those respondents who preferred Option 1 after taking into account the benefit to Hong Kong's air connectivity with the rest of the world in isolation, 11.8% of them indicated they prefer Option 2 overall.

Table B.4: Preference for the two proposed development options after taking into account the benefit to Hong Kong's air connectivity with the rest of the world and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account the benefit to Hong Kong's air connectivity with the rest of the world in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	1840	73.2%	15.1%	11.8%
	Neutral	3325	15.7%	53.9%	30.5%
	Prefer Option 2: Expanding into a Three-Runway System	14551	2.0%	6.6%	91.4%

Among those respondents who either strongly agreed or agreed that the benefit to Hong Kong's economic growth is an important consideration, a higher proportion of them preferred Option 2 (78.4%) than Option 1 (8.1%) overall.

Table B.5: Agreement that the benefit to Hong Kong's economic growth is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to Hong Kong's economic growth is an important consideration	Strongly disagree	154	65.6%	15.6%	18.8%
	Disagree	309	60.8%	21.7%	17.5%
	Strongly disagree and disagree	463	62.4%	19.7%	17.9%
	Neutral	1880	25.6%	40.3%	34.1%
	Agree	7742	12.4%	21.7%	65.8%
	Strongly agree	10184	4.9%	7.2%	87.9%
	Strongly agree and agree	17926	8.1%	13.5%	78.4%

Among those respondents who preferred Option 1 after taking into account the benefit to Hong Kong's economic growth in isolation, 12.2% of them indicated they prefer Option 2 overall.

Table B.6: Preference for the two proposed development options after taking into account the benefit to Hong Kong's economic growth and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account the benefit to Hong Kong's economic growth in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	1789	73.8%	14.0%	12.2%
	Neutral	4129	14.5%	48.1%	37.5%
	Prefer Option 2: Expanding into a Three-Runway System	13770	1.7%	5.7%	92.6%

Among those respondents who either strongly agreed or agreed that creating more job opportunities for Hong Kong's workforce is an important consideration, a higher proportion of them preferred Option 2 (78.5%) than Option 1 (8.0%) overall.

Table B.7: Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that creating more job opportunities for Hong Kong's workforce is an important consideration	Strongly disagree	170	64.1%	17.1%	18.8%
	Disagree	350	51.7%	24.0%	24.3%
	Strongly disagree and disagree	520	55.8%	21.7%	22.5%
	Neutral	2284	23.3%	35.2%	41.4%
	Agree	7772	12.0%	20.5%	67.5%
	Strongly agree	9694	4.9%	7.9%	87.3%
	Strongly agree and agree	17466	8.0%	13.5%	78.5%

Among those respondents who preferred Option 1 after taking into account creating more job opportunities for Hong Kong's workforce in isolation, 13.3% of them indicated they prefer Option 2 overall.

Table B.8: Preference for the two proposed development options after taking into account creating more job opportunities for Hong Kong's workforce and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account creating more job opportunities for Hong Kong's workforce in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	1650	71.5%	15.2%	13.3%
	Neutral	4231	14.2%	44.0%	41.8%
	Prefer Option 2: Expanding into a Three-Runway System	13794	2.7%	6.6%	90.7%

Among those respondents who either strongly agreed or agreed that the benefit to Hong Kong's competitiveness is an important consideration, a higher proportion of them preferred Option 2 (78.5%) than Option 1 (8.0%) overall.

Table B.9: Agreement that the benefit to Hong Kong's competitiveness is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the benefit to Hong Kong's competitiveness is an important consideration	Strongly disagree	170	67.6%	17.1%	15.3%
	Disagree	302	62.3%	21.2%	16.6%
	Strongly disagree and disagree	472	64.2%	19.7%	16.1%
	Neutral	1795	27.5%	41.2%	31.3%
	Agree	7052	13.0%	23.5%	63.5%
	Strongly agree	10933	4.7%	7.1%	88.2%
	Strongly agree and agree	17985	8.0%	13.6%	78.5%

Among those respondents who preferred Option 1 after taking into account the benefit to Hong Kong's competitiveness in isolation, 11.1% of them indicated they prefer Option 2 overall.

Table B.10: Preference for the two proposed development options after taking into account the benefit to Hong Kong's competitiveness and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account the benefit to Hong Kong's competitiveness in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	1674	74.7%	14.3%	11.1%
	Neutral	3886	16.1%	50.0%	33.9%
	Prefer Option 2: Expanding into a Three-Runway System	14097	2.0%	5.9%	92.1%

Among those respondents who either strongly agreed or agreed that making it more convenient for the respondents and their family to travel is an important consideration, a higher proportion of them preferred Option 2 (78.7%) than Option 1 (7.9%) overall.

Table B.11: Agreement that making it more convenient for the respondents and their family to travel is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that making it more convenient for the respondents and their family to travel is an important consideration	Strongly disagree	281	54.1%	19.6%	26.3%
	Disagree	533	37.0%	22.1%	40.9%
	Strongly disagree and disagree	814	42.9%	21.3%	35.9%
	Neutral	3380	18.1%	28.1%	53.8%
	Agree	7778	10.2%	18.5%	71.3%
	Strongly agree	8259	5.7%	8.6%	85.7%
	Strongly agree and agree	16037	7.9%	13.4%	78.7%

Among those respondents who preferred Option 1 after taking into account making it more convenient for the respondents and their family to travel in isolation, 19.1% of them indicated to prefer Option 2 overall.

Table B.12: Preference for the two proposed development options after taking into account making it more convenient for the respondents and their family to travel and overall preference for the two development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account making it more convenient for the respondents and their family to travel in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	2189	63.1%	17.7%	19.1%
	Neutral	6204	10.1%	34.8%	55.1%
	Prefer Option 2: Expanding into a Three-Runway System	11221	1.3%	4.2%	94.5%

Among those respondents who either strongly agreed or agreed that environmental impact is an important consideration, a higher proportion of them preferred Option 2 (71.4%) than Option 1 (12.6%) overall.

Table B.13: Agreement that environmental impact is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that environmental impact is an important consideration	Strongly disagree	358	22.1%	8.9%	69.0%
	Disagree	674	10.5%	12.6%	76.9%
	Strongly disagree and disagree	1032	14.5%	11.3%	74.1%
	Neutral	4901	5.6%	17.8%	76.7%
	Agree	6707	8.0%	16.9%	75.1%
	Strongly agree	7541	16.7%	15.2%	68.1%
	Strongly agree and agree	14248	12.6%	16.0%	71.4%

Among those respondents who preferred Option 1 after taking into account environmental impact in isolation, 50.1% of them indicated they prefer Option 2 overall.

Table B.14: Preference for the two proposed development options after considering environmental impact and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account environmental impact in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	5953	30.5%	19.4%	50.1%
	Neutral	6206	3.9%	26.9%	69.2%
	Prefer Option 2: Expanding into a Three-Runway System	7464	1.3%	2.7%	96.0%

Among those respondents who either strongly agreed or agreed that construction cost is an important consideration, a higher proportion of them preferred Option 2 (72.7%) than Option 1 (12.1%) overall.

Table B.15: Agreement that the construction cost is an important consideration and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Agreement that the construction cost is an important consideration	Strongly disagree	409	22.2%	10.0%	67.7%
	Disagree	816	12.9%	13.7%	73.4%
	Strongly disagree and disagree	1225	16.0%	12.5%	71.5%
	Neutral	5332	7.1%	19.4%	73.4%
	Agree	6983	9.6%	17.0%	73.4%
	Strongly agree	6565	14.7%	13.4%	71.9%
	Strongly agree and agree	13548	12.1%	15.2%	72.7%

Among those respondents who preferred Option 1 after taking into account construction cost in isolation, 44.9% of them indicated they prefer Option 2 overall.

Table B.16: Preference for the two proposed development options after taking into account the construction cost and overall preference for the two proposed development options

Variable	Level	Base	Overall Preference for the two proposed development options		
			Prefer Option 1: Maintaining the Existing Two-Runway System	Neutral	Prefer Option 2: Expanding into a Three-Runway System
Preference for the two proposed development options after taking into account construction cost in isolation	Prefer Option 1: Maintaining the Existing Two-Runway System	4974	35.1%	20.0%	44.9%
	Neutral	6267	5.0%	29.0%	66.0%
	Prefer Option 2: Expanding into a Three-Runway System	8342	1.0%	2.6%	96.4%

Annex C List of public fora organized by AAHK

SSRC attended and took notes and audio recording of the following 3 public fora which were organised by AAHK. All concerns and views were collected and included in the qualitative analysis.

Table C.1: List of public fora organised by AAHK

No.	Date held	Details
1	11 June 2011	First Public Forum
2	19 June 2011	Second Public Forum
3	2 July 2011	Third Public Forum

Annex D List of events organized by AAHK and/or co-organized with other organizations

SSRC was invited to, attended and took notes and audio recording of the following 33 events including conferences, round tables and seminars which were organized by AAHK and/or co-organized with other organizations. All concerns and views were collected and included in the qualitative analysis.

Table D.1: List of events organized by AAHK and/or co-organized with other organizations

No.	Date held	Details
1	10 June 2011	MP 2030 Seminar
2	14 June 2011	Briefing to the Hong Kong Construction Association (HKCA)
3	25 June 2011	Hong Kong Logistics Association Seminar
4	27 June 2011	Joint Business Chambers Seminar
5	9 July 2011	Briefing to Tung Chung Resident Group
6	14 July 2011	Breakfast Meeting with British Chamber of Commerce
7	17 July 2011	Briefing to Tai O & Sha Lo Wan Resident Groups
8	17 July 2011	Briefing to Lantau South & Discovery Bay Resident Groups
9	19 July 2011	Briefing to the Association for Project Management
10	19 July 2011	Hong Kong Federation of Trade Unions (HKFTU) Logistics and Transport Industry Committee Seminar (工聯會行業研討會)
11	22 July 2011	Briefing to the Hong Kong Fishermen Consortium (香港漁民團體聯會)
12	23 July 2011	Public Policy Roundtable Series 8, jointly organised by: <ul style="list-style-type: none"> • City University of Hong Kong • SynergyNet
13	25 July 2011	Briefing to the Rotary Club (Sha Tin, Tsuen Wan and New Territories)
14	27 July 2011	Briefing to the Association of Consulting Engineers of Hong Kong

No.	Date held	Details
15	29 July 2011	Forum on HKIA MP2030, jointly organised by: <ul style="list-style-type: none"> • Hong Kong Institute of Surveyors (HKIS) • Hong Kong International Airport (HKIA) • Hong Kong Institution of Engineering (HKIE) • Hong Kong Institute of Planners (HKIP) • Hong Kong Institute of Landscape Architects (HKILA)
16	4 Aug 2011	Small and Medium Enterprises (SME) Seminar Hong Kong's Airport and Export Trade: Now and Future (香港機場與出口業: 現狀與未來), jointly organised by: <ul style="list-style-type: none"> • Hong Kong Small and Medium Enterprises Association • Hong Kong Productivity Council
17	6 Aug 2011	Joint Conference on HKIA MP2030, jointly organised by: <ul style="list-style-type: none"> • Hong Kong Association of Freight Forwarding & Logistics Ltd (HAFFA) • Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) • Hong Kong Shippers' Council
18	13 Aug 2011	Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) MP2030 Forum
19	13 Aug 2011	AES-YES Discussion Forum, jointly organised by: <ul style="list-style-type: none"> • Young Engineers in Society Committee (YES) of the Association of Engineering Professionals in Society (AES) • Dashun Policy Research Centre Limited (大舜政策研究中心) • Kowloon West New Dynamic
20	15 Aug 2011	Briefing to the Hong Kong Institute of Urban Design
21	16 Aug 2011	Dinner talk on MP2030 organised by the Y Elites Association (菁英會)
22	20 Aug 2011	Briefing to Tsuen Wan Resident Group
23	20 Aug 2011	Briefing to Ma Wan Resident Group
24	20 Aug 2011	Environmental Management Association of Hong Kong (EMAHK) Public Forum on Airport Expansion, jointly organised by: <ul style="list-style-type: none"> • MSc Programme in Environmental Management, The University of Hong Kong • EMAHK
25	21 Aug 2011	Tuen Mun District Development Forum (屯門區發展委員會)
26	26 Aug 2011	Briefing to Ma Wan Village Residents

No.	Date held	Details
27	27 Aug 2011	Briefing to the Council of Hong Kong Professional Associations
28	29 Aug 2011	WWF 3rd Runway Stakeholder Engagement Forum cum Workshops
29	30 Aug 2011	Briefing to New Territories Heung Yee Kuk (新界鄉議局)
30	31 Aug 2011	2 nd Green Groups Roundtable
31	31 Aug 2011	The Federation of Hong Kong & Kowloon Labour Unions Seminar (港九勞工社團聯會)
32	1 Sept 2011	Briefing to the Canadian Chamber of Commerce in Hong Kong
33	2 Sept 2011	Aerospace Forum Asia (AFA) HKIA MP2030 Symposium

Annex E Lists of meetings of the Panel on Economic Development of the Legislative Council and organisations/individuals who submitted written comments to the Legislative Council

SSRC attended and took notes and audio recording of the following 2 meetings of the Panel on Economic Development of the Legislative Council. All concerns and views were collected and included in the qualitative analysis.

Table E.1: List of meetings of the Panel on Economic Development of the Legislative Council

No.	Date held	Details
1	10 June 2011	Meeting of the Panel on Economic Development of the Legislative Council
2	19 July 2011	Meeting of the Panel on Economic Development of the Legislative Council

A total of 105 written submissions were made by various organisations and individuals to the Legislative Council to express their views.

Among these 105 submissions, 92 were from organisations and 13 from individuals. Among these submissions, 2 were in support of Option 1 and 76 were in support of Option 2, while the others showed no clear preference.

Table E.2: List of organisations/individuals who submitted written comments to the Legislative Council

Item	Name of organisation
1	Airline Operator's Committee
2	Airport Air Freight Employees' Association
3	Airport Development Concern Network
4	Airport Development Concern Network (Further submission)
5	Airports Council International Asia-Pacific
6	Association of Engineering Professionals in Society Ltd
7	Board of Airline Representatives Hong Kong
8	Business and Professionals Federation of Hong Kong
9	Cathay Pacific Airways Limited
10	Cathay Pacific Airways Local Management Staff Consultative Committee
11	Cathay Pacific Airways Local Staff Union
12	Cathay Pacific Catering Services (HK) Ltd
13	China Aircraft Services Limited

Item	Name of organisation
14	Civic Party
15	Concern Domestic Economy Union
16	Credit Suisse (Hong Kong) Limited
17	Dah Chong Hong - Dragonair Airport GSE Service Ltd
18	Designing Hong Kong Limited
19	DHL Aviation (Hong Kong) Limited
20	Economic Synergy
21	Federation of Hong Kong Industries
22	Friends of the Earth (HK)
23	Friends of the Earth (HK) (2nd submission)
24	Gate Gourmet Hong Kong Limited
25	Green Council
26	Green Lantau Association
27	Green Lantau Association (Further submission)
28	Green Sense
29	Greeners Action
30	Greenpeace
31	Guangdong-Hong Kong Association for the Promotion of Technology Enterprise (HK) Ltd.
32	Hong Kong Air Cargo Terminals Employees Union
33	Hong Kong Air Cargo Terminals Ltd
34	Hong Kong Air Cargo Terminals Ltd (Further submission)
35	Hong Kong Air Freight Transport and Express Transport Employees Union
36	Hong Kong Aircraft Engineering Company Limited
37	Hong Kong Aircrew Officers Association
38	Hong Kong Airline Pilots Association
39	Hong Kong Airline Service Providers Association
40	Hong Kong Airport Catering Employees Union
41	Hong Kong Airport Ramp Services Employees Union
42	Hong Kong Airport Services Limited
43	Hong Kong Association of China Travel Organisers Ltd
44	Hong Kong Association of Travel Agent
45	Hong Kong Aviation Industry Employees General Union
46	Hong Kong Business Aviation Centre Ltd
47	Hong Kong Construction Association
48	Hong Kong Construction Industry Employees General Union
49	Hong Kong Dolphin Conservation Society
50	Hong Kong Dragon Airlines Flight Attendants Association
51	Hong Kong Dragon Airlines Limited
52	Hong Kong Dragon Airlines Limited (Further submission)
53	Hong Kong General Chamber of Commerce
54	Hong Kong Ideas Centre
55	Hong Kong Japanese Tour Operators Association

Item	Name of organisation
56	Hong Kong Kowloon Taxi & Lorry Owners' Association Limited
57	Hong Kong Logistics Association
58	Hong Kong Outbound Tour Operator's Association Ltd
59	Hong Kong Professionals and Senior Executives Association
60	Hong Kong Retail Management Association
61	Hong Kong Shippers' Council
62	Hong Kong Shippers' Council (Further submission)
63	Hong Kong Taiwan Tourist Operators Association
64	Hong Kong Tourism Board
65	Hongkong Association of Freight Forwarding and Logistics Ltd
66	International Air Transport Association
67	J. P. Morgan Securities (Asia Pacific) Ltd
68	Joint Hong Kong Express Airways Limited and Hong Kong Airlines Limited
69	Liberal Party Youth Committee
70	LSG Lufthansa Service Asia Ltd
71	Nuance-Watson (HK) Limited
72	Park Island Owners' Committee
73	Singapore Airlines Ltd
74	Sky Connection Limited
75	SSP Asia Pacific Ltd
76	The British Chamber of Commerce in Hong Kong
77	The Chamber of Hong Kong Logistics Industry
78	The Chartered Institute of Logistics and Transport
79	The Chinese Manufacturers' Association of Hong Kong
80	The Federation of Hong Kong Hotel Owners
81	The Hong Kong Bird Watching Society Limited
82	The Hong Kong Chinese Importers' & Exporters' Association
83	The Hong Kong Electronic Industries Association
84	The Hong Kong Institution of Engineers
85	The Hong Kong Institution of Highways and Transportation
86	The Professional Commons
87	The Staffs & Workers Union Of Hong Kong Civil Airlines
88	The Staffs & Workers Union Of Hong Kong Civil Airlines (HAECO Branches)
89	Transition South Lantau
90	Vogue Laundry Service Limited
91	WWF - Hong Kong
92	關注中國解放軍空軍控制全國空域影響航空業發展聯會香港分會

Item	Name of individual
93	Dr CAO Wen, The Chinese University of Hong Kong
94	Professor HUNG Wing-tat, Hong Kong Polytechnic University
95	Professor LEE Tien-sheng, Hang Seng Management College
96	Professor YEUNG Yue-man, The Chinese University of Hong Kong
97	Ms Angela CHOW Nga-wing
98	Mr David LAI, Wan Chai District Councillor
99	Mr KOO Tak-tsai
100	Mr Peter SHIU Ka-fai, Eastern District Councillor
101	Mr Raymond SIEW Wai-keung
102	Mr TSANG Ha-yeung
103	Ms TSUI Hin-tung
104	Mr YAU Yuk-lun, Sai Kung District Councillor
105	Mr YEUNG Wai-sing, Eastern District Councillor

Annex F List of District Council meetings

SSRC attended and took notes and audio recording of the following 18 District Council meetings. All concerns and views were collected to be included for the analysis as qualitative analysis.

Although no motion regarding MP2030 was moved at these 18 District Council meetings, at seven of these meetings, the Chairman made a summary of members' views on MP2030. In summary, seven District Councils generally supported Option 2, while the discussion in eleven District Councils reached no clear conclusion.

Table F.1: List of District Council meetings

No.	Date held	Details
1	20 June 2011	Briefing to Island District Council
2	23 June 2011	Briefing to Yuen Long District Council
3	23 June 2011	Briefing to Yau Tsim Mong District Council
4	28 June 2011	Briefing to Sham Shui Po District Council
5	5 July 2011	Briefing to Tuen Mun District Council
6	5 July 2011	Briefing to Wong Tai Sin District Council
7	5 July 2011	Briefing to Kwun Tong District Council
8	13 July 2011	Briefing to Tai Po District Council Environment, Housing and Works Committee
9	14 July 2011	Briefing to Southern District Council
10	14 July 2011	Briefing to Kowloon City District Council
11	14 July 2011	Briefing to Kwai Tsing District Council
12	19 July 2011	Briefing to Wan Chai District Council
13	21 July 2011	Briefing to Sha Tin District Council
14	26 July 2011	Briefing to Tsuen Wan District Council
15	28 July 2011	Briefing to North District Council
16	30 Aug 2011	Briefing to Sai Kung District Council

No.	Date held	Details
17	1 Sept 2011	Briefing to Central & Western District Council Food, Environment, Hygiene & Works Committee
18	2 Sept 2011	Briefing to Eastern District Council Planning, Works and Housing Committee

Annex G List of written submissions sent to AAHK or HKUSSRC

SSRC also received 296 written submissions including the associations, organisation and individuals sent to AAHK or SSRC through letters and emails.

Table G.1: List of written submissions sent to AAHK or HKUSSRC

Item	Name of organisation
1	30s Group
2	Air Hong Kong Ltd. (AHK) (香港華民航空)
3	Airline Operators Committee (AOC), HKIA (香港國際機場航空公司委員會)
4	Airport Development Concern Network (機場發展關注網絡)
5	Airport Freight Forwarding Centre Co. Ltd. (機場空運中心有限公司)
6	Asian Business Aircraft Association
7	AsiaWorld-Expo Management Limited (亞洲國際博覽館)
8	Association for Tai O Environment and Development (大澳環境及發展關注協會會)
9	Aviation Development Advisory Committee
10	Board of Airline Representatives Hong Kong
11	Business and Professionals Federation of Hong Kong (香港公商專業聯會)
12	Civic Party (公民黨)
13	Commission on Strategic Development (策略發展委員會)
14	Concern Group for a Competitive Exhibition Industry in Hong Kong (香港展覽業發展關注組)
15	Democratic Alliance for the Betterment and Progress of Hong Kong (民建聯)
16	Democratic Party (民主黨)
17	ECO Environmental Investments Limited
18	Economic Synergy (經濟動力)
19	Federation of HK Guangxi Community Organisations Ltd (香港廣西社團總會)
20	Federation of Hong Kong Industries (香港工業總會)

Item	Name of organisation
21	Fire Services Department (消防處)
22	Global Sources (環球資源)
23	Greater China Transport Logistics 8 Insights Magazine (Issue 8, 2011)
24	Green Lantau Association (綠色大嶼山協會)
25	Green Lantau Association (綠色大嶼山協會) – further submission
26	Green Power (綠色力量)
27	Green Sense (環保觸覺)
28	Green Sense (環保觸覺) – with signatures
29	Greeners Action (綠領行動)
30	Guangdong-Hong Kong Association for the Promotion of Technology Enterprise (HK) Ltd. (粵港科技產業促進會)
31	Heung Yee Kuk New Territories (新界鄉議局)
32	Hong Kong Business Aviation Centre Ltd. (香港商用航空中心有限公司)
33	Hong Kong Dragon Airlines Ltd. (港龍航空有限公司)
34	Hong Kong Exhibition & Convention Industry Association (香港展覽會議業協會)
35	Hong Kong Federation of Trade Unions Logistics and Transport Industry Committee (工聯會物流及交通行業委員會)
36	Hong Kong General Chamber of Commerce (香港總商會)
37	Hong Kong Institute of Carbon Emission Reduction and Energy Management
38	Hong Kong Institution of Highways and Transportation (香港公路學會)
39	Hong Kong Islands District Association
40	Hong Kong Logistics Association (香港物流協會)
41	Hong Kong Logistics Management Staff Association (香港物流管理人員協會)
42	Hong Kong Monetary Authority (香港金融管理局)
43	Hong Kong New Territory Commercial & Industrial General Association (香港新界工商業總會 (離島分會))
44	Hong Kong Professionals And Senior Executives Association (香港專業及資深行政人員協會)

Item	Name of organisation
45	Hong Kong Shippers' Council (香港付貨人委員會)
46	Hong Kong Small and Medium Enterprises Association (香港中小型企業聯合會)
47	InnoFoco – MaD Project Runway Youth Engagement on MP2030 (Full Report)
48	Jardine Engineering Corporation
49	Kowloon Federation of Associations (九龍社團聯會)
50	Lantau Tourism Alliance
51	Liberal Party (自由黨)
52	Living Islands Movement (島嶼活力行動)
53	Living Seas Hong Kong
54	Logistics Cargo Supervisors Association (物流理貨職工會)
55	Momentum107 (107 動力)
56	New People's Party (新民黨)
57	Ocean Park Conservation Foundation of Hong Kong (香港海洋公園保育基金)
58	Park Island Owners' Committee (珀麗灣業主委員會) (article on noise issue)
59	Park Island Owners' Committee (珀麗灣業主委員會) – with signatures
60	Park Island Owners' Committee (珀麗灣業主委員會) (survey results)
61	Powersoft Consultancy – “Unconventional” Youth Engagement Activities for the Hong Kong International Airport (Youth Engagement Report)
62	Professional Property Services Limited
63	Sun Fook Kong Construction Ltd. (新福港營造有限公司)
64	Textile Council of Hong Kong Ltd. (香港紡織業聯會)
65	The British Chamber of Commerce in Hong Kong (香港英國商會)
66	The Chartered Institute of Logistics and Transport in Hong Kong (香港運輸物流學會)
67	The Chinese General Chamber of Commerce (香港中華總商會)
68	The Environmental Management Association of Hong Kong

Item	Name of organisation
69	The Federation of Hong Kong & Kowloon Labour Unions (港九勞工社團聯合會)
70	The Hong Kong Electronic Industries Association (香港電子業商會)
71	The Hong Kong Institute of Architects (香港建築師學會)
72	The Hong Kong Institution of Engineers (香港工程師學會)
73	The Incorporated Owners of Caste Peak Villas (青山別墅業主立案法團)
74	The Incorporated Owners of Hongkong Garden (豪景花園業主立案法團)
75	The Owners' Committee of Aqua Blue (浪濤灣業主委員會)
76	The Professional Commons (公共專業聯盟)
77	The Staff and Workers' Union of Hong Kong Civil Airlines and its 7 members unions (民航八會)
78	Transport and Logistics Services
79	Travel Industry Council of Hong Kong (香港旅遊業議會)
80	WWF - Hong Kong
81	WWF - Hong Kong (Petition Letter 2011)
82	Yat Tung Community Network (逸東社區網絡協會)
83	Y-Link (青連)
84	中國國家行政學院香港高級工商專業人士同學會工商專業委員

Item	Name of individual
85	A L NANIK
86	Albert CHAN Wai-yip, Legislative Councillor
87	Alpha
88	Angus HO Hon-wai ([email address redacted])
89	Anna MAK ([email address redacted])
90	Anna WONG ([email address redacted])
91	Arthur K H LEE

Item	Name of individual
92	Babel Bat Limited ([email address redacted])
93	Carrie WONG ([email address redacted])
94	Cat WONG ([email address redacted])
95	Celia FUNG ([email address redacted])
96	Celia FUNG ([email address redacted]) – further submission
97	CHAN Ka-yee
98	CHAN Man-yee
99	CHAN Sai-kwong
100	CHAN Siu-fei, departing passenger
101	CHAN Wan-shum
102	CHAN Yung
103	CHEN Yu Chui ([email address redacted])
104	CHEUNG Sze Ling ([email address redacted])
105	CHEUNG Lee-lee, departing passenger
106	CHEUNG Wah-keung
107	CHEUNG Wing Sum, Allen ([email address redacted])
108	CHEUNG Yu Wai ([email address redacted])
109	Chloe MOK ([email address redacted])
110	CHOI Pak-hei
111	CHOW Wai-yee
112	Christina CHAN ([email address redacted])
113	CHUNG Chi-man
114	CHUNG Wing Tung ([email address redacted])
115	CHUNG Wing Yi ([email address redacted])
116	Connie KAN, departing passenger
117	Cyndi HUNG ([email address redacted])

Item	Name of individual
118	Daniel CHENG
119	Daswani Praveen Mohan
120	David CHUNG ([email address redacted])
121	David COX ([email address redacted])
122	David COX – further submission
123	David LAN, Member of the National Committee of CPPCC
124	David
125	Dawn LAM Shun Yee ([email address redacted])
126	Dennis LI Yeung-nung
127	Derek TSE ([email address redacted])
128	Director-General of Civil Aviation Mr Norman LO (民航處處長羅崇文)
129	Dr C W TSO, School of Energy and Environment, City University of Hong Kong (曹志華博士, 城市大學能源及環境學院)
130	Dr John CHAN Chun-tung (陳振東博士, 全國政協委員)
131	Dr LAW Cheung-kwok, Aviation Policy and Research Centre of the Chinese University of Hong Kong (羅祥國博士, 香港中文大學航空政策研究中心)
132	Dr Peter K S PUN
133	Dr Peter WONG Chi-chung, Hong Kong Polytechnic University Department of Logistics and Maritime Studies (黃治中博士, 香港理工大學物流及航運學系)
134	Edmond HON
135	Eduardo Freyre ROACH ([email address redacted])
136	Emmy TSANG ([email address redacted])
137	[email address redacted]
138	FUNG Ka Keung ([email address redacted])
139	FUNG Shun Kwan ([email address redacted])
140	FUNG Shun-tsui
141	Georgiana CHAN ([email address redacted])

Item	Name of individual
142	Gloria LO ([email address redacted])
143	Harry WU ([email address redacted])
144	[email address redacted]
145	Heidi ADICK ([email address redacted])
146	Helen WONG ([email address redacted])
147	Herbet ([email address redacted])
148	Herman SO
149	Hillman ([email address redacted])
150	Him Him ([email address redacted])
151	[email address redacted]
152	[email address redacted]
153	Ivy WU ([email address redacted])
154	Jackson WONG Fan-foung
155	Jacqueline MIU ([email address redacted])
156	Jamie CHENG ([email address redacted])
157	Jan BOCHENSKI ([email address redacted])
158	Jan LAI ([email address redacted])
159	Jason CHENG
160	Joanne CHOI ([email address redacted])
161	Joe CHAN ([email address redacted])
162	Justin TSENG ([email address redacted])
163	K K KWOK ([email address redacted])
164	Karen BARRETTO ([email address redacted])
165	Karin WONG ([email address redacted])
166	Kayee LEUNG ([email address redacted])
167	Kelvin LIAO ([email address redacted])

Item	Name of individual
168	Kenneth TSE
169	Kenneth YUNG ([email address redacted])
170	Kevin Cheng ([email address redacted])
171	King KWOK ([email address redacted])
172	Kinkei TAI ([email address redacted])
173	Kui CHEUNG ([email address redacted])
174	KWOK Long Yin ([email address redacted])
175	LAI Kam-wa
176	LAM Lai-yan
177	LAM Pak-yan
178	LAM Pui Kwan ([email address redacted])
179	LAM Wai-leung
180	LAM Wai-leung – further submission
181	LAU Han-shing
182	Lau ([email address redacted])
183	Laurence LAU ([email address redacted])
184	LEE Qun Ui ([email address redacted])
185	LEUNG Chi Wan ([email address redacted])
186	LEUNG Ka-tsun
187	LI Shiu-bong
188	Linda CHOI Kwok-por
189	LING Ka Yan ([email address redacted])
190	Lok Man CHU ([email address redacted])
191	Magdalena WONG Man-kun
192	Mandi ([email address redacted])
193	Margaret DYER ([email address redacted])

Item	Name of individual
194	Martin NG ([email address redacted])
195	Maurice K CHANG ([email address redacted])
196	May SIU
197	Mayling CHAN ([email address redacted])
198	Mega LAU ([email address redacted])
199	Michael FONG Ka-ta
200	Michael MO ([email address redacted])
201	Michelle ([email address redacted])
202	Michelle AU ([email address redacted])
203	Michelle AU
204	Middle Class Dude
205	Miss CHEUNG
206	Mo Pang ([email address redacted])
207	MOK Sui-hung, departing passenger
208	Mr CHAN
209	Mr NG
210	Mr NG
211	Mr POON
212	Mrs K KWAN ([email address redacted])
213	Ms CHAN
214	Ned LIU ([email address redacted])
215	NG Pat Yu
216	NG Wing Chi ([email address redacted])
217	NGAI Kwai-yung
218	Nicole YU
219	NY

Item	Name of individual
220	Orry YUNG
221	P C CHAN
222	P C CHAN – further submission
223	PANG Hoi Yan ([email address redacted])
224	Paul ZIMMERMAN, Designing Hong Kong Limited
225	Paul ZIMMERMAN, Designing Hong Kong Limited – further submission
226	Paulo (左保祿) ([email address redacted])
227	PEKY
228	Peter LAI Pei Tat ([email address redacted])
229	Philip LEONG
230	POON Ho Wan ([email address redacted])
231	Portia CHEUNG
232	Priscilla CHAU ([email address redacted])
233	Professor Michael FUNG Ka-yiu, Aviation Policy and Research Centre of the Chinese University of Hong Kong (香港中文大學航空政策研究中心)
234	Professor Victor SIT, Director of Advanced Institute for Contemporary China Studies, Hong Kong Baptist University (薛鳳旋教授, 香港浸會大學當代中國研究所所長-兼地理系講座教授, 前機場諮詢委員會委員)
235	Purple Rain
236	Raghbi Syed Jamil
237	Raymond HO Man-kit, Sai Kung District Councillor
238	Roni WONG ([email address redacted])
239	Ruby AUYEUNG Pui Yi ([email address redacted])
240	Ruy BARRETTO SC
241	Sam CHOW Tung-shan
242	Samuel Hung ([email address redacted])
243	Scott WARNER, departing passenger

Item	Name of individual
244	SHKNE
245	SHU Lok-shing (舒樂成先生)
246	SIU Pui Yu ([email address redacted])
247	Smart James
248	SO Man-kit
249	SO Wing On ([email address redacted])
250	Society of Hong Kong Nature Explorers ([email address redacted])
251	Stanely HUI ([email address redacted])
252	Stanley CHUNG ([email address redacted])
253	Stella KAT
254	Sylvia CHOI ([email address redacted])
255	TANG Wing-sze
256	Terence CHU ([email address redacted])
257	Thomas CHOI ([email address redacted])
258	Thomas YEUNG (楊雨霑)
259	Tim LO ([email address redacted])
260	Timothy CHENG ([email address redacted])
261	Tom PANG Kin-chung
262	Trevor YANG
263	TSANG Sau Ying ([email address redacted])
264	TSE Wing-Sze ([email address redacted])
265	TSOI Yuet King ([email address redacted])
266	TUNG Pui-yeung
267	Vincent HO ([email address redacted])
268	Vivian WONG ([email address redacted])
269	Wendy LEUNG ([email address redacted])

Item	Name of individual
270	Wilson LAU ([email address redacted])
271	WONG Chi-yuen
272	WONG Kim-man
273	WONG Man-ho
274	WONG Pui Chi ([email address redacted])
275	WONG Yat Hang ([email address redacted])
276	xpqdvxz ([email address redacted])
277	Y M FAN
278	YEUNG Shu-wing
279	YEUNG Tak Chiu ([email address redacted])
280	YEUNG Tsz Kit ([email address redacted])
281	Yim TSANG ([email address redacted])
282	YOUNG Fuk-ki, Tsuen Wan District Council Member
283	YU Hon Kwan, Islands District Council Member
284	YU Mei-ling
285	YUEN Kwok-ki
286	Zoe FAN ([email address redacted])
287	朱治龍 (香港市場學會)
288	周健強
289	張女士
290	張艾彪
291	李浩揚
292	甄先生
293	陳先生
294	陳先生
295	陳女士

Item	Name of individual
296	韓維延

Annex H List of printed media and broadcasting

A total of 16 radio programmes, 5 online programmes and 6 TV programmes were included in the qualitative analysis.

Table H.1: List of broadcasting programmes

Item	Date	Source	Broadcasting Programme
1	2 June 2011	Now 財經台	大鳴大放
2	3 June 2011	CR2	在晴朗的一天出發
3	3 June 2011	Metro Radio	香樹輝 King King 傾
4	3 June 2011	RTHK1	千禧年代
5	3 June 2011	RTHK1	自由風
6	4 June 2011	CR1	政經星期六
7	4 June 2011	RTHK1	星期六問責
8	5 June 2011	RTHK1	城市論壇
9	7 June 2011	Metro Radio	香樹輝 King King 傾
10	8 June 2011	Metro Radio	香樹輝 King King 傾
11	8 June 2011	RTHK3	Backchat
12	8 June 2011	Now 財經台	大鳴大放
13	11 June 2011	RTHK1	香港家書
14	24 June 2011	TVB Pearl	Money Magazine
15	7 July 2011	Online Radio	(HK Reporter) 三十人云 第 41 集
16	14 July 2011	Online Radio	(HK Reporter) 三十人云 第 42 集
17	21 July 2011	Online Radio	(HK Reporter) 三十人云 第 43 集
18	23 July 2011	RTHK1	香港家書
19	24 July 2011	TVB	財經透視
20	4 Aug 2011	Online Radio	(HK Reporter) 三十人云 第 45 集

Item	Date	Source	Broadcasting Programme
21	6 Aug 2011	RTHK2	政壇新秀訓練班
22	9 Aug 2011	RTHK1	千禧年代
23	10 Aug 2011	RTHK1	千禧年代
24	10 Aug 2011	CR2	在晴朗的一天出發
25	12 Aug 2011	TVB	東張西望
26	19 Aug 2011	Online Radio	人民力量 (第二十四集) - 嘉賓 - WWF 余遠騁博士, 李美華小姐
27	30 Aug 2011	RTHK	Teen Power 人文廣場

A total of 852 articles (including 25 editorials, 235 column articles and 592 news articles) from 18 newspapers and a total of 6 articles from 3 magazines were included as printed media in the qualitative analysis.

Table H.2: List of printed newspaper

Item	Newspapers and magazines	No. of news articles	No. of column articles	No. of editorials
1	Am 730	5	5	0
2	Apple Daily	43	8	1
3	China Daily Hong Kong Edition	5	10	0
4	Headline Daily	23	0	2
5	Hong Kong Commercial Daily	25	19	4
6	Hong Kong Daily News	36	6	2
7	Hong Kong Economic Journal	26	35	1
8	Hong Kong Economic Times	43	9	1
9	Metropolis Daily	7	1	0
10	Ming Pao Daily News	56	12	2
11	Oriental Daily News	27	14	2
12	Sing Pao Daily News	29	8	1
13	Sing Tao Daily	67	33	2
14	South China Morning Post	33	39	1
15	Ta Kung Pao	58	19	2
16	The Standard	24	2	0
17	The Sun	32	3	2
18	Wen Wei Po	53	12	2

Table H.3: List of magazines

Item	Newspapers and magazines	No. of articles
1	Bauhinia Magazine	1
2	Next Magazine	4
3	PC Market	1

In Table H.2, one news article grouped under the *Hong Kong Economic Journal* was published in *iMoney*, a separate magazine published by this newspaper. This particular article could have been grouped in Table H.3, under an Item 4 - *iMoney*.

Annex I List of Internet and Social Media

A total of 644 comments from 99 webpages were included in the qualitative analysis.

Table I.1: List of Internet and Social Media

Item	Website	Webpage	Title	No. of comment
1	141hongkong.com	討論區 »會員交流»時事交流	我強烈要求政府快 d 起機場第三條跑道	10
2	blogspot	dragonlordgarden	Dragonlordgarden	2
3	blogspot	robustorlo	條機場跑道之名正言順_倒錢落海	2
4	blogspot	robustorlo	第三條機場跑道之想起請先炸咗大帽山	6
5	blogspot	Greenairport	環保團體看第三條機場跑道	9
6	discuss.com.hk	香港討論區 »興趣交流»航空	「機場管理局公布機場發展方案 展開為期三個月的公眾諮詢	93
7	discuss.com.hk	香港討論區 »興趣交流»航空	「不建新跑道 難增航班升降」 民航處長：如隧道出現樽頸	4
8	discuss.com.hk	香港討論區 »興趣交流»航空	「興建第二個機場較第三跑道方案佳 (P.3 已加 map)	2
9	discuss.com.hk	香港討論區 »興趣交流»航空	「機場第三跑道環評至少 1 億	1
10	discuss.com.hk	香港討論區 »各行各業»物流界 Logistics	第三條跑道對物流界有無幫助	4
11	discuss.com.hk	香港討論區 »金融財經»地產討論	又來 1 千 3 百多億的基建	4
12	discuss.com.hk	香港討論區 »金融財經»地產討論	最好乜都唔好起...環保觸覺指增跑道增污染	5
13	discuss.com.hk	香港討論區 »金融財經»地產討論	(命都短幾年) 公眾壓力下第三條跑道顧問報告公開 東涌污染即使進行緩解措施仍會超標	1
14	discuss.com.hk	香港討論區 »時事新聞»時政文化討論	要求高鐵立即停工和反對興建第三條跑道	1
15	discuss.com.hk	香港討論區 »時事新聞»時政文化討論	第三條跑道工程 我們的付出會換來什麼呢	3
16	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	團體斥興建第三跑道 漠視逾 70 萬人健康	8

Item	Website	Webpage	Title	No. of comment
17	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	造價 1362 億 史上最貴 融資方法「用者自付」(June 3)	35
18	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	環保觸覺反對增加機場跑道指增污染 (June 5)	2
19	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	團體指建第 3 條跑道 會影響中華白海豚數量 (June 7)	2
20	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	機管局：建短跑道只慳 30 億 (June 11)	1
21	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	飛機噪音擾珀麗灣居民 (July 18)	1
22	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	建第三跑道 污染物升一倍 機管局顧問報告曝光 (August 5)	7
23	discuss.com.hk	香港討論區 »時事新聞»香港及世界新聞討論	外國經濟專家擔憂：新跑道變大白象 政府諮詢被指不盡不實難服眾 (Aug 29)	6
24	Facebook		環保觸覺 Green Sense	1
25	Facebook		反對興建機場第三條跑道 No 3rd Runway	21
26	Facebook		反對香港「被規劃」行動組——關注「珠三角灣區跨境行動計劃」	1
27	Facebook		曾蔭權	1
28	Facebook		有機媒體	3
29	Facebook		有線寬頻 i-cable.com	3
30	Facebook		Dragonair 港龍航空	7
31	Facebook		反對「反對興建機場第三條跑道」 Say NO to No 3rd Runway	14
32	Facebook		周顯	2
33	Facebook		支持香港機場興建第三條跑道！	12
34	Facebook		Vote for You 香港全民公投	1
35	Facebook		Care For Dolphins.net	1
36	Facebook		新跑道將永久減少了 650 公頃的海洋生境	5

Item	Website	Webpage	Title	No. of comment
37	Facebook		WWF Hong Kong	3
38	Facebook		粉紅救兵 Pink Dolphin Saver	1
39	Facebook		Economic Synergy 經濟動力	7
40	Facebook		為保護環境，我們反對第三條機場跑道	4
41	Facebook		印象·飛翔	63
42	Facebook		田北辰	1
43	hkgolden.com	香港高登討論區 » 時事台	機場需1362億建第三跑道	101
44	hkgolden.com	香港高登討論區 » 時事台	第三條機場跑道之名正言順_倒錢落海 (June 5)	55
45	hkgolden.com	香港高登討論區 » 時事台	第三條跑道之想起請先炸大帽山	7
46	hkgolden.com	香港高登討論區 » 時事台	我有預感機場第三條跑道會成爲高鐵事件翻版	4
47	hkgolden.com	香港高登討論區 » 時事台	薛鳳旋：興建第二個機場較第三跑道方案佳	5
48	MySinaBlog		閒聊新跑道	1
49	MySinaBlog		保護中華白海豚	1
50	uwants	時事 » 時事新聞 報導討論	納稅人錢建千億跑道濕濕碎,仲話買飛機都唔止	1
51	uwants	時事 » 時事新聞 報導討論	給中華白海豚一條生路	3
52	uwants	時事 » 時事新聞 報導討論	擴建香港國際機場	2
53	uwants	時事 » 時事論壇	機場倡建新跑道	14
54	Yahoo Blog		赤臘角基建	1
55	Yahoo Blog		下一條戰線 - 興建第三條跑道	1
56	Yahoo Blog		給中華白海豚一條生路	1
57	Yahoo Blog		政黨普遍支持擴建機場	1
58	Yahoo Blog		擴建第三條跑道無助機場流量	1
59	Yahoo Blog		機場新跑道帶來的思考	2
60	Yahoo Blog		機場加建跑道事不宜遲-----蘇偉文	4
61	Yahoo Blog		赤立角第三條跑道..是否應該建	1

Item	Website	Webpage	Title	No. of comment
			設	
62	Yahoo Blog		興建第三條跑道	1
63	Yahoo Blog		勿讓機場擴建變替補機制	1
64	Yahoo Blog		第三條跑道簽署請願信	2
65	Yahoo Blog		第三條跑道簽署請願信	1
66	明報 BLOG		興建機場第三條跑道	1
67	明報 BLOG		第三條跑道維持香港航運中心地位	3
68	明報 BLOG		鄭汝樺稱建第三條機場跑道可增十萬職位	1
69	信報		建第三條跑道諮詢涉資 1362 億元 填海 650 公頃	3
70	信報		信報社評_權衡發展與環保 機場擴建需理性討論	6
71	信報		雷鼎鳴：有沒有高估第三條跑道的效益？	7
72	信報		鄭經翰：先解決空管 再談第三條跑道	1
73	信報		飛機場...	2
74	信報		香港廣州爭奪亞洲航空樞紐地位	1
75	信報		熊永達：十問《香港國際機場 2030 規劃大綱》	3
76	信報		第三跑道諮詢今結束 新民黨撐興建	6
77	香港獨立媒體		機場新跑道，諮詢有誠意嗎	1
78	香港獨立媒體		航空業營運模式持續改變，香港機場需求必然上升	1
79	香港獨立媒體		千三億機場第三跑道，刻不容緩	3
80	香港獨立媒體		這不只是環保問題	1
81	香港獨立媒體		編輯室周記：第三跑道與香港之死	1
82	香港獨立媒體		再議香港機場發展的空域問題——回應民航處處長羅崇文先生在《經濟日報》的專訪	1
83	香港獨立媒體		機場第三跑道，是需要還是迷思？	1

Item	Website	Webpage	Title	No. of comment
84	香港獨立媒體		機管局回應質疑，熊永達：未釋公眾疑慮	1
85	香港獨立媒體		機場 2030 解毒 - 倫敦希斯路航點數目「敗於」法蘭克福之謎	1
86	香港獨立媒體		機場 2030 解毒－說好了的噪音等量線呢	1
87	香港獨立媒體		機場發展關注網絡：回應民航處長羅崇文先生鴻文	1
88	香港獨立媒體		機場 2030 解毒－3 跑道方案的設計缺憾	1
89	香港獨立媒體		機場 2030 解毒－新跑道得物無所用之真相	1
90	香港獨立媒體		機場管理局行政總裁許漢忠，涉嫌觸犯香港法例第 382 章《立法會（權力及特權）條例》第 18 條	1
91	經濟日報		新跑道只談效益 瞞公眾健康威脅	1
92	經濟日報		建新跑道 用健康換 GDP	1
93	Other Forum	inv168.com »興趣討論 »茶餘飯後	新機場第三條跑道工程 1300 億,98 年完工機場都係 700 億!!	2
94	Other Forum	MO's notebook 3 to 4	黃世澤 - 第三條跑道：大家在面對什麼問題	6
95	Other Forum	香港人網 線上討論區 »風也蕭蕭	《香港國際機場 2030 規劃大綱》公眾諮詢	6
96	Other Forum	香港人網 線上討論區 »港事論壇	政府諮詢不盡不實 新跑道變大白象	1
97	Other Forum	香港人網 線上討論區 »港事論壇	香港國際機場 2030 規劃大綱公眾諮詢,至 9 月 2 日	4
98	Other Forum	alexanther.xanga.com	興建第三條跑道	1
99	Other Forum	yuuji.wordpress.com	逐點擊破 - 機管局聲稱的客量增長	1

Annex J Feedback Questionnaire

意見問卷

FEEDBACK QUESTIONNAIRE

機場管理局(機管局)現正諮詢公眾對《香港國際機場2030規劃大綱》的意見。這份規劃大綱概述了香港國際機場未來發展的策略方向，其中一個方案是維持現有雙跑道系統，另一個方案是擴建成為三跑道系統。機管局委託了香港大學社會科學研究中心(研究中心)，獨立進行公眾意見的收集及整理工作。您的意見對這次諮詢非常重要和寶貴，希望您能花數分鐘時間完成這份問卷，一切收集所得資料絕對保密，僅作綜合分析用途。如您對這項調查有任何疑問，請於星期一至五上午9時至下午6時致電3921 2600與研究中心聯絡。*

Airport Authority Hong Kong (AAHK) is consulting the public on the Hong Kong International Airport (HKIA) Master Plan 2030 (MP2030), which outlines the strategic direction of the future development of HKIA, that is, maintaining the existing two-runway system or expanding into a three-runway system, and has commissioned the Social Sciences Research Centre (SSRC) of the University of Hong Kong to independently collect and compile public views. Your opinion is very important and valuable for this consultation. It will only take a few minutes to complete this questionnaire and all information collected will be kept strictly confidential and for collective analysis only. If you have any queries on this survey, you can contact the SSRC at 3921 2600 between 9 am and 6 pm from Monday to Friday.*

1 機場的貢獻 Contribution of the airport

以下是有關香港國際機場貢獻的多項描述，請表示您的同意程度：

To what extent do you agree with the following descriptions about the contribution of HKIA:

	非常同意 Strongly agree	同意 Agree	中立 Neutral	不同意 Disagree	非常不同意 Strongly disagree
	5	4	3	2	1
提供優質的機場服務及設施 Providing quality airport services and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
機場連接香港至世界各地，使香港成為國際航空樞紐 Connecting Hong Kong with the world and enabling the city to be an international aviation hub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
促進香港的經濟增長 Promoting Hong Kong's economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
創造就業機會 Creating employment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
加強香港的整體競爭力 Strengthening the overall competitiveness of Hong Kong	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
讓您和家人外遊時更方便 Making it more convenient for you and your family to travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2 機場的未來發展 The future development of HKIA

《香港國際機場2030規劃大綱》預計，在大珠江三角洲(大珠三角)，包括香港在內，航空市場會大幅增長。為了應付未來的航空交通需求量，您是否同意香港國際機場應該繼續擴建？

According to the MP2030, substantial growth is forecast in the aviation market of the Greater Pearl River Delta (GPRD) including that in Hong Kong. Do you agree that HKIA should continue to be expanded to cope with the future air traffic demand?

非常同意 Strongly agree	同意 Agree	中立 Neutral	不同意 Disagree	非常不同意 Strongly disagree
5	4	3	2	1
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 如欲了解更多有關參與研究人士的權益，請致電2241 5267，聯絡香港大學非臨床研究操守委員會。

* If you want to know more about your rights as a participant in this research, please contact the Human Research Ethics Committee for Non-Clinical Faculties of the University of Hong Kong at 2241 5267.

3 提升機場容量的投資考慮因素及您所選取的發展方案 Considerations for investment in expanding HKIA's capacity and your preference between the two proposed development options

在《香港國際機場2030規劃大綱》中，機管局提出了兩個發展方案，其一是維持現有雙跑道系統，其二是擴建成為三跑道系統。我們想了解您對這兩個方案的想法，希望知道您認為這兩個方案可如何促進香港的整體利益及長遠發展。請告訴我們以下因素對這項投資的重要程度，並按照您的看法比較及評估兩個方案：

In the MP2030, AAHK presents two development options, that is, to maintain the airport's two-runway system or to expand into a three-runway system. We would like to seek your views on how each of the two options could best serve Hong Kong's overall interest and long-term development. Please tell us how important the following considerations are for such an investment, and compare and evaluate the two options accordingly:

考慮因素 Consideration	您是否同意這是重要的考慮因素？ Do you agree that this is an important consideration?						您認為較可取的方案 Your preference between		
	非常同意 Strongly agree	同意 Agree	中立 Neutral	不同意 Disagree	非常不同意 Strongly disagree		方案1：維持現有雙跑道系統 Option 1: Maintaining the Existing Two-Runway System	中立 Neutral	方案2：擴建成為三跑道系統 Option 2: Expanding into a Three-Runway System
	5	4	3	2	1		方案1較可取 Prefer Option 1		方案2較可取 Prefer Option 2
提升機場服務及設施的質素 Benefit to the quality of airport services and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
加強香港與全球的航空聯繫 Benefit to Hong Kong's air connectivity with the rest of the world	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
促進香港的經濟增長 Benefit to Hong Kong's economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
為香港創造更多就業機會 Creating more job opportunities for Hong Kong's workforce	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
提高香港的競爭力 Benefit to Hong Kong's competitiveness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
讓您和家人外遊時更方便 Making it more convenient for you and your family to travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
環境影響 Environmental impact	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
建築成本 Construction cost	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	⇒	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

整體而言，您認為哪個方案較為可取？ Overall, which option do you prefer?

- 方案1較可取：維持現有雙跑道系統
Prefer Option 1:
Maintaining the Existing Two-Runway System
 中立
Neutral
 方案2較可取：擴建成為三跑道系統
Prefer Option 2:
Expanding into a Three-Runway System

這兩個方案都需要長時間進行更深入的研究，並須取得監管當局批准才能展開工程。如果香港國際機場要擴建成為三跑道系統，更需要約十年時間籌建。您是否同意機管局現在必須決定如何進一步發展機場？

Both options require considerable time to conduct further studies and obtain regulatory approvals before works can commence. If HKIA is to expand into a 3-runway system, in particular, it will require a construction lead-time of about 10 years. Do you agree that it is urgent that AAHK should make a decision **NOW** on how our airport should be further developed?

非常同意 Strongly agree	同意 Agree	中立 Neutral	不同意 Disagree	非常不同意 Strongly disagree
5	4	3	2	1
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4 個人資料 Demographics

為方便我們進行分析，請提供您的個人資料，一切收集所得資料絕對保密。

Please tell us some of your personal particulars in order to facilitate our analysis – all information collected would be treated in strict confidence.

性別 Gender:

男 Male 女 Female

年齡 Age:

13歲以下 Below 13 13 – 17歲

18 – 30歲 31 – 40歲 41 – 50歲

51 – 60歲 61歲或以上 61 or above

教育程度 Education:

小學 Primary 中學 Secondary

專上教育程度或以上 Tertiary or above

居住地區 Living district:

港島中西區 Central and Western Hong Kong Island

港島東區 Eastern Hong Kong Island

港島南區 Southern Hong Kong Island

灣仔 Wan Chai

九龍城 Kowloon City

觀塘 Kwun Tong

深水埗 Sham Shui Po

黃大仙 Wong Tai Sin

油尖旺 Yau Tsim Mong

離島 Islands

葵青 Kwai Tsing

新界北區 North New Territories

西貢 Sai Kung

沙田 Sha Tin

大埔 Tai Po

荃灣 Tsuen Wan

屯門 Tuen Mun

元朗 Yuen Long

5 其他意見 Additional comments

歡迎您就機場擴建計劃提出其他意見，除了在下方填寫，您也可以到 <http://www.hkairport2030.com> 網頁，提出您的寶貴意見。

You are most welcome to provide further feedback on the airport expansion plans. Other than providing comments below, you can also visit the website at <http://www.hkairport2030.com> to give your comments.

為方便我們進行分析，請於填寫意見前寫上主題號碼。您可就以下一個或多個主題發表意見。

Please mark one or more of the following topic numbers at the beginning of your comments in order to facilitate our analysis.

1. 香港與全球的航空連繫
Air connectivity between Hong Kong and the rest of the world
2. 機場為本地經濟帶來的好處
Benefits generated by the airport for the local economy
3. 建築成本
Construction cost
4. 環境影響
Environmental impact
5. 其他方面
Other issues

主題號碼 Topic No(s).

Annex K Public View Analytical Framework

01 Air Traffic Demand Forecast

01 Accuracy of Air Traffic Demand Forecast in Master Plan

01 Over-Estimated the Demand

02 Appropriately Estimated the Demand

03 Under-Estimated the Demand

02 Respondents' Own Air Traffic Demand Forecast

01 The air traffic demand is increasing

02 The air traffic demand is decreasing

03 Accuracy of GDP Growth Forecast in Master Plan

01 Over-Estimated the Growth

02 Appropriately Estimated the Growth

03 Under-Estimated the Growth

04 Respondents' Own GDP Growth Forecast

01 The GDP will rise gradually

02 The GDP will fall gradually

05 Adjustment Factors

01 Impact of Global Economics

01 Reasons for Stimulating Demand and Growth

02 Growth in trade with new markets will increase air traffic demand

02 Reasons for Suppressing in Demand and Growth

01 The global financial crisis decreases the air traffic demand

02 Impact of Mainland China Economics

01 Reasons for Stimulating Demand and Growth

01 The growth of China economy will stimulate extra demand in aviation service

01 Domestic flights will increase as many mid-sized mainland cities are developing into large cities

02 There will be more transit passengers from Mainland China travelling to other cities in the world via Hong Kong airport

02 Reasons for Suppressing Demand and Growth

01 Alongside the economic development of mid-sized cities in the Mainland, there will be more point-to-point budget airlines, less passengers will transit via HKIA

03 Impact of GPRD Market

01 Reasons for Stimulating Demand and Growth

01 The expansion of GPRD market will increase air traffic demand

02 Reasons for Suppressing Demand and Growth

- 01 The relocation of manufacturing plants in GPRD will decrease the air traffic demand
- 04 Impact of Development of Nearby Airports
 - 01 Reasons for Stimulating Demand and Growth
 - 02 Reasons for Suppressing Demand and Growth
 - 01 The development of other major airports in GPRD will decrease the demand from mainland in using HK airport
 - 01 The development of the major airports in GPRD will decrease the passenger demand
 - 02 The development of the major airports in GPRD will decrease the cargo demand
 - 02 The development of ShenZhen airport will decrease the reliance of Hong Kong people on HK airport
 - 03 The development of other major airports in Asia other than Mainland China will decrease the air traffic demand for HK airport
- 05 Impact of High-Speed Rail
 - 01 Reasons for Stimulating Demand and Growth
 - 01 High Speed Rail will increase air traffic demand
 - 01 High Speed Rail networks can expand the airport's catchment areas
 - 02 The long-distance domestic flights will not be affected by High-Speed Rail
 - 03 Air transportation is more effective in handling point-to-point cargo service
 - 02 Reasons for Suppressing Demand and Growth
 - 01 High Speed Rail will decrease air traffic demand
 - 01 More people will use HSR for short-distance domestic travel
 - 02 More people will take HSR to GuangZhou for international flights
- 06 Impact of Oil Price
 - 01 Reasons for Stimulating Demand and Growth
 - 02 Reasons for Suppressing Demand and Growth
 - 01 Oil Price will keep rising to reduce air traffic demand
- 07 Impact of Terrorist Activities
 - 01 Reasons for Stimulating Demand and Growth
 - 02 Reasons for Suppressing Demand and Growth
 - 01 Terrorist activities affect the air traffic demand
- 08 Impact of Direct Flight Arrangement between Taiwan and the Mainland China
 - 01 Reasons for Stimulating Demand and Growth
 - 02 Reasons for Suppressing Demand and Growth
 - 01 Passengers will flight directly between the Mainland and Taiwan under the direct flight arrangement
- 09 Impact of use of wide-bodied aircraft

- 01 Reasons for Stimulating Demand and Growth
- 02 Reasons for Suppressing Demand and Growth
 - 01 The increase in use of wide-bodied aircrafts will decrease number of flight movement
- 10 Impact of expansion of logistics industry into Mainland market
 - 01 Reasons for Stimulating Demand and Growth
 - 02 Reasons for Suppressing Demand and Growth
 - 01 Expansion of logistics companies into China market will decrease Cargo demand
- 06 Forecasting Methods
 - 01 Positive Comments
 - 02 Negative Comments
 - 01 Unreliable forecasting model for economy growth
 - 02 Unreliable forecasting model for air traffic demand
- 02 Capacity of Current Airport and Different Options
 - 01 Accuracy of Maximum Capacity of Current Airport as stated in Master Plan
 - 01 Over-Estimated the Capacity
 - 02 Appropriately Estimated the Capacity
 - 03 Under-Estimated the Capacity
 - 02 Respondents' Own Comment on Maximum Capacity of Current Airport
 - 01 The capacity of current airport is reaching its limit
 - 02 The capacity of current airport is not fully utilized yet
 - 03 Accuracy of Capacity provided by Specific Options as stated in Master Plan
 - 01 Over-Estimated the Capacity
 - 02 Appropriately Estimated the Capacity
 - 03 Under-Estimated the Capacity
 - 04 Respondents' Own Comment on Capacity provided by Specific Options
 - 01 CAN meet long-term demand
 - 02 CANNOT meet long-term demand
- 03 Cooperation with Airports in GPRD to cope with increasing air traffic demand
 - 01 FEASIBLE to expand HKIA's capacity through other airports in GPRD
 - 01 Feasible to cooperate with Macau International Airport
 - 01 Macau International Airport is often dormant
 - 02 The cost of using Macau airport is lower
 - 03 Macau is well connected to Hong Kong
 - 02 Feasible to cooperate with Shenzhen Airport
 - 01 Shenzhen is well connected to Hong Kong
 - 02 Hong Kong and ShenZhen airports can be further linked up by rail to shorten travel time
 - 03 The cost of using Shenzhen Airport is lower
 - 04 Shenzhen Airport is better positioned to grow

- 03 Feasible to cooperate with Zhuhai Airport
 - 01 Zhuhai Airport still have surplus capacities
- 04 Feasible to cooperate with Guangzhou Airport
- 05 Feasible to cooperate with all other unspecified GPRD airport(s)
- 02 INFEASIBLE to expand HKIA's capacity through other airports in GPRD
 - 01 It is harmful to HK's Economic Benefits
 - 01 Cooperation with GPRD airport will lead to loss of Passenger Traffic
 - 02 Cooperation with GPRD airport will lead to loss of Cargo Traffic
 - 02 It is inconvenient to passengers
 - 01 It is inconvenient for passengers to transfer from airport to airport
 - 02 The regulations of Hong Kong and other GPRD cities are different
 - 03 The GPRD Airports do not have intention to cooperate with HKIA
 - 01 The fact that cities in GPRD are expanding their airports shows their unwillingness to cooperate with Hong Kong
 - 02 The GPRD's airport is also facing the problem of insufficient capacity
 - 03 There are more incentives for airports in GPRD to cooperate with each other to produce synergy effect rather than cooperating with Hong Kong
 - 04 GPRD airports consider Hong Kong Airport as a competitor
 - 04 It is costly
 - 01 The cost of building links to connect the GPRD airports is higher than building the Third Runway
 - 05 Against Freedoms of the air
 - 01 Airlines may not have the rights to enter the airspaces of the GPRD cities and land in their airports
- 04 Air Connectivity
 - 01 Comments supporting Air Connectivity is important
 - 01 For Development of HKIA
 - 01 Positive Impacts of Enhanced Air Connectivity
 - 01 Maintain the Status as Aviation Hub
 - 02 Maintain Competitive Edge over other airports
 - 03 Maintain Passenger Traffic Growth
 - 04 Maintain Cargo Traffic Growth
 - 05 Higher Feasibility for New Airlines and Flight Routes
 - 06 More Competition leading to Lower Price
 - 07 Aviation Network Can Continue to Grow
 - 08 Less Flight Delay
 - 09 Flexibility to Cater for Contingency
 - 10 Improve the service of aviation services
 - 11 Encourage the development of high value added

aviation services

02 Negative Impacts of Constrained Air Connectivity

01 Loss of Status as Aviation Hub

02 Loss of Competitive Edge over other airports

03 Loss of Passenger Traffic

04 Loss of Cargo Traffic

05 Difficulty in opening New Airlines and Flight Routes

06 Less Competition leading to Higher Price

07 Aviation Network will Gradually Shrink

08 More Flight Delay

09 Less Room of Redundancy to Cater for Contingency

10 No incentives to improve the service of aviation services

11 Limit the development of high value added aviation services

02 For the Hong Kong Society

01 Positive Impact of Enhanced Air Connectivity

01 Consolidate Local Economy Growth

02 Improve Overall Competitiveness of Hong Kong

03 Ensure Connection of Hong Kong to the rest of the world

04 Encourage more investments

05 Maintain the role as a gate-way for into and out of China

06 Maintain Hong Kong's status as a financial center

07 Ensure sufficient supply of the livelihood necessities

02 Negative Impacts of Constrained Air Connectivity

01 Limit Local Economy Growth

02 Affect Overall Competitiveness of Hong Kong

03 Limit Connections of Hong Kong to the rest of the world

04 Reduce investment

05 Loss of the role as a gate-way for into and out of China

06 Loss of the Hong Kong's status as a financial center

07 Affect the supply of livelihood necessities

03 For China Development

01 Positive Impact of Enhanced Air Connectivity

01 Contribute to Regional Economic Development

02 Strengthen the co-operation between Hong Kong and Guangdong in terms of airport development

02 Negative Impacts of Constrained Air Connectivity

02 Comments NOT supporting Air Connectivity is important

01 Passenger and Cargo Air Traffic to Mainland China can be replaced

by High Speed Rail

02 For Better Life and Social Quality

01 Money should be spent on other social issues

02 Hong Kong people's quality of life is more important than the development of airport

03 Should investigate how to reasonably distribute the wealth generated from development instead of pursuing development blind

04 Traditional Hong Kong culture will be harmed by foreign connection

03 For Balanced Economic Development

01 Hong Kong should focus on developing high value-added supporting aviation services instead of competing with other airports on prices

02 Should distribute resources on different industries rather than just focusing on aviation industry only

04 Should not put Hong Kong into competition with other cities in GPRD for economic benefit

05 Hong Kong Airport has lost its competitive edge to the mainland airports

06 Air traffic is not the only means of facilitating the flows of goods and people

05 Economic Benefits

01 Beneficial to Development of Specific Industries

02 Beneficial to Development of Specific Local Areas

03 Job Opportunities

01 Under Specific Preference

01 Increase

02 Decrease

02 NOT under Specific Preference

01 Increase

02 Decrease

03 Job opportunities for low-skilled workers under Specific Preference

01 Increase

02 Decrease

04 Higher priority on hiring local workers during construction period and after project finished

04 Cost-Effectiveness of Specific Preference

01 Higher

02 Lower

05 Economic Benefit Forecast

01 Accuracy

01 Too-optimistic

02 Too-conservative

03 Reasonable

- 02 Forecasting Methods and Other Considerations
 - 01 Should Apply Economic Internal Rate of Return to assess the economic benefits among options
 - 02 Should consider External Cost when estimating the Economic Net Present Value (ENPV)
 - 03 Should consider the Opportunity Cost when comparing options
 - 04 Should also count the induced economic benefits (e.g. education, technology or employment, etc.) instead of direct economic benefits only
- 06 Long-Term Economic Benefits of Specific Option
 - 01 More
 - 02 Less
- 07 Effect on wage under Specific Preference
 - 01 Rise
 - 02 Drop
- 08 Other related opinions
- 06 Construction Cost
 - 01 Comments on Construction Cost of Specific Option
 - 01 Too High
 - 02 Appropriate
 - 03 Too Low
 - 02 Comments on costs of particular part of the construction in Specific Option
 - 01 The cost of reclamation is too high
 - 03 Cost Control
 - 01 Should calculate the construction cost carefully
 - 02 Should lower the overall cost
 - 01 Should lower construction cost by reducing construction of unnecessary facilities
 - 02 Should lower construction cost by coordinating with the construction of HMZB
 - 03 Should lower construction cost by reducing unnecessary administration cost
 - 04 Should lower construction cost by using cheaper raw materials
 - 03 Should closely monitor and control the construction cost
 - 04 Other related opinions
 - 01 Later the construction begins, higher the construction cost
 - 02 Longer time of construction, higher the construction cost
 - 03 An independent consultant should be employed to estimate the construction cost
- 07 Environmental Issues
 - 01 General Comments on Environmental Issues
 - 01 The environmental issues should be addressed
 - 01 To avoid delay

- 02 To keep the impact as low as possible
- 03 To gain social support
- 02 Should maintain communication with the green groups and related stakeholders
 - 01 Should recruit green groups to assist planning
- 02 Environmental Impact
 - 01 Degree of Impact on Environment [Overall OR Specific Option OR Specific Issue]
 - 01 Excessive
 - 02 Relatively Low
 - 02 Type of Impact on Environment being Concerned
 - 01 Air
 - 01 Carbon Emission
 - 02 Nitrogen Oxides
 - 03 Suspended particulates
 - 02 Marine
 - 01 Chinese White Dolphins
 - 02 Marine habitats in Chek Lap Kok Marine Exclusion Zone
 - 03 All Other Marine Species
 - 04 Water Quality
 - 05 Coastal line
 - 06 Horseshoe Crabs
 - 03 Noise
 - 04 Fuel Resources
 - 01 Fossil Fuel Resources
 - 02 Biofuel
 - 05 Other eco-systems
 - 01 River and Estuary Ecology
 - 02 Butterfly habitat in Lantau Island
 - 03 Causes of Increased Pollutions
 - 01 Increased Land Traffic around the Airport
 - 02 Increased Number of Landing and Departure of Airplanes
 - 03 Large-Scale Reclamation
 - 04 Engineering Boats
 - 05 Older Chapter Aircraft
 - 04 Further Consequences
 - 01 Result in climate change
 - 02 The Carbon Intensity Reduction Target by the Government cannot be met by 2020 and 2030
 - 05 Other related opinions
 - 01 More studies should be done on the environmental impact
- 03 Mitigation Measures and Technological Advancement for Environmental

Protection

- 01 Effectiveness of Specific Measure and Technology
 - 01 Effective
 - 02 Ineffective
 - 03 Unknown
- 02 Suggested by AAHK
 - 01 Advancement in Aircraft and Engine Technology
 - 01 Development of Cleaner Aviation Fuel to lower noise and air pollution
 - 02 Use of new generation aircraft to lower noise and air pollution
 - 02 Reclamation Method and Size
 - 01 Should use New Reclamation Techniques
 - 03 Landing and Departure Arrangement
 - 01 Decrease the Use of the South Runway for landing or departure
 - 02 Depart in a westerly direction
 - 04 Other measures
 - 01 Aviation environmental protection policies by ICAO
 - 02 Bubble Curtains
 - 03 Dolphin Exclusion Zone
 - 04 Silt Curtains
 - 05 Dolphin Monitoring
 - 06 Marine Park
- 03 Suggested by Public or Respondents
 - 01 To reduce noise pollution
 - 01 Adjust flight paths to reduce noise nuisance
 - 02 More effective measures to reduce noise nuisance
 - 03 Set up a restricted flying area for Ma Wan
 - 04 Decrease the Use of the South Runway for landing or departure
 - 05 Charge Airways additional for night flights
 - 06 Reduce flight landing and departure at night to reduce noises
 - 02 To reduce air pollution
 - 01 Encourage the use of Euro V standard vehicles in the airport area
 - 02 Charge passengers for carbon emission tax
 - 03 Set up low emission areas in the areas around the airport (e.g. restrict the access of non Euro IV standard's vehicles drive into Tung Chung)
 - 04 Should set an upper limit of Carbon Emission level for aviation industry
 - 05 Charge airlines for carbon emission tax
 - 06 Install solar energy plants in airport to reduce carbon

footprint

07 Releasing more air space can help to reduce carbon emission due to air congestion

03 To reduce the impact of both noise and air pollution

01 Implement effective measure to increase the ratio of less polluted aircrafts (e.g. Chapter 4)

04 To reduce impact on Chinese White Dolphins

01 Set up a dolphin protection area

02 Government should have proactive management plan on the conservation of Chinese White Dolphins

05 To reduce the impact from reclamation

01 Larger proportion of the reclamation falls upon an area of Contaminated Mud Pits (CMPs)

02 Construct a II shaped concrete wall on the seabed of the reclamation area before reclamation

03 Use the landfill waste for reclamation

04 No more reclamation should be allowed in order to protect the environment

06 To reduce unspecified or more than one environmental impacts

01 Keep some endangered marine species in other places

02 Charge Airways for using environmentally-unfriendly aircraft

03 Build shallows around the airport area for balancing the marine ecology and attract the marine species to live

04 Increase green zone

05 Use more environmental friendly power

06 Set up or strengthen the penalties to those airlines which violates the regulations over noise nuisance

07 Damages to environment can be compensated by subsidizing corresponding environmental protection project outside Hong Kong

08 Use of new navigation system (e.g. GPS, RNP) will reduce noise and air pollution

09 Build aircraft bio-fuel production facilities

04 Other related opinions

01 Should spend more in environmental impact alleviation

02 Should use the latest environmental friendly design and standard in expansion project

03 Hong Kong has a clear advantage over other GPRD cities to expand its airport in a environmentally friendly manner

04 Some mitigation measures can be implemented earlier

05 Installing indoor air filter is not sufficient to lessen the health impacts of outdoors air pollution

06 Government should invite independent agencies to monitor the environmental impact of the third runway

07 More conservation work should be done to enlarge the nature's holding capacity instead of taking mitigation measures

- only to compensate the damage
- 08 The project should not start unless there are effective conservation plans or mitigation measures
- 09 We should consider what can and what cannot be mitigated and then decide on whether damage to the environment is acceptable
- 04 Environmental Protection vs Economic Growth
 - 01 Environmental Protection should come first
 - 02 The needs for Environmental Protection and Economic Growth should be in balance
 - 03 Should not give up development because of environmental issues
- 05 Regulations, EIA and Other Analysis
 - 01 Statutory Environmental Impact Analysis
 - 01 EIA should be properly done
 - 01 To avoid delay in construction
 - 02 To minimize the effects to the nearby environment
 - 03 To minimize the effects to the nearby residents
 - 04 To ease public concerns and avoid future debates
 - 02 Suggested Considerations in the EIA
 - 01 The new tightened Air Quality Standards
 - 02 Macau-Zhuhai Bridge
 - 03 Biodiversity
 - 04 Social impact for increased pollution in nearby communities
 - 05 Impacts on Fisheries
 - 06 Marine Pollution
 - 07 Ship Water Channel
 - 08 Areas around the airport
 - 09 Noise
 - 10 Chinese White Dolphin
 - 11 Air Quality
 - 12 Other reclamation projects near the airport
 - 03 Disadvantages of statutory EIA
 - 01 Not all environmental impacts can have mitigation measures
 - 01 The decline in Chinese White Dolphin population suggests that impact on them may not be mitigated
 - 02 Not all environmental impacts would be assessed in EIA
 - 01 Assessment does not include impacts on Sustainable Development of Fisheries
 - 02 Assessment does not include impacts on Climate Change
 - 02 Other Analysis suggested

- 01 Any Other Social Costs should also be evaluated
- 02 Assessment of cumulative impacts on survival of Chinese White Dolphins
- 03 Assessment of reclamation's impact on marine ecosystem
- 04 Assessment of reclamation's impact on development of sustainable fisheries
- 05 Projections of the increase in greenhouse gases associated with Specific Options in airport development
- 06 Should announce the noise and air pollutant data to the public regularly after the building of the 3rd runway
- 07 Strategic Environmental Assessment (SEA) should be done before making any decision
- 08 Individual EIA should be made for each option
- 09 Life Cycle Analysis (LCA) should be taken to assess the environmental impacts by the expansion
- 10 Commission the Council for Sustainable Development to undertake the necessary due diligence when the consultation report is completed
- 11 Should use the N70 contour map to show noise information
- 12 Assessment on public health impact
- 13 Should urge the government to set up regional integrated EIA
- 14 Assessment on climate change
- 15 Use the current data to project the noise level between the Three-Runway and the Two-Runway Option
- 16 Cost on environmental impact should be quantified
- 17 Use up-to-date data to project NEF 25 contour
- 18 Assessment on carbon emission of the airport (e.g. construction stage or operational stage)
- 03 Timing of EIA
 - 01 Should conduct EIA as early as possible
 - 02 Should conduct EIA parallel with the strategic planning of HKIA
- 04 Target of engagement
 - 01 All Stakeholders
- 06 Opinions that expansion of airport can reduce environmental impacts
 - 01 Building the third runway can help to reduce carbon emission due to air congestion
 - 02 Building the third runway can help to reduce noise pollution by easing the air congestion
- 07 Other related opinions
 - 01 If the existing environmental problems were not solved, the Specific Option will be opposed
 - 02 The environment surrounding HKIA has already been damaged and cannot be corrected completely
- 08 Other Social Costs
 - 01 Public Health
 - 01 Harmful to Human Health

- 02 Local Economics
 - 01 Specific Industries will be affected
 - 02 Non-substantial Economic Development
 - 03 High cost of pollution
 - 04 Property prices will drop
- 03 Local Transportation
 - 01 Increased Possibility of Traffic Jam
 - 02 Affect Sea Traffic Safety
- 09 Funding
 - 01 Funding Sources Preferred
 - 01 Tax Payers' Money from Government
 - 02 User Pays
 - 01 Payment from Passenger
 - 02 Payment from Aviation and Logistics Industries
 - 03 Borrowing
 - 01 Borrowing from the Public Sector
 - 02 Borrowing from the Private Sector
 - 04 Partial Sale of HKIA
 - 01 To the Public
 - 02 To a selected group of investors
 - 02 Funding Sources NOT Preferred
 - 01 Tax Payers' Money from Government
 - 02 User Pays
 - 01 Payment from Passenger
 - 02 Payment from Aviation and Logistics Industries
 - 03 Borrowing
 - 01 Borrowing from the Public Sector
 - 02 Borrowing from the Private Sector
 - 04 Partial Sale of HKIA
 - 01 To the Public
 - 02 To a selected group of investors
 - 03 Other related opinions
 - 01 HKIA must have transparency in how the funds are managed
 - 02 Should investigate how to impose extra fee on airport users for expansion project while maintaining the competitiveness of HKIA
 - 03 Funding considerations should be carefully reviewed
 - 04 The cost should be paid by China's foreign exchange reserve
- 10 Constraints to Handle More Air Traffic Movement
 - 01 Independent parallel approaches operation
 - 01 A New Runway is needed to enhance capacity
 - 02 The existing two runways can handle independent parallel approach operation

02 Airspaces issues

- 01 Hong Kong's Airspace is limited by the Mainland regulations
 - 01 HK Gov't should negotiate with the mainland about releasing more airspaces
 - 02 The negotiation of releasing more airspace is not easy
 - 03 The capacity of current two-runway system can be enhanced if more airspaces are released
 - 04 Hong Kong's flights always delay because they need to go round before landing
 - 05 The capacity of current two-runway system cannot be enhanced if more airspaces are released
 - 06 The proposed flight tracks cannot be executed with the current airspace restriction
- 02 Safety issue may arise due to an jammed airspace
- 03 Building more runways can help to relieve airspace congestion
- 04 Airspace Issues of specific option
 - 01 More
 - 02 Less
- 05 Airspace congestion problem may result in more serious air pollution
- 06 Majority of flights using Hong Kong Airport are international flights, the impact of airspace control is limited

03 Human Resources

- 01 Shortage of Qualified Air Traffic Controller
 - 01 Recruit more air traffic control professionals
 - 02 Enhance air traffic controller training
- 02 Shortage of General Workers
- 03 The number of immigration staff should be increased to shorten the time to get through the immigration

04 Air Traffic Control System

- 01 New technology (e.g. RNP) should be used to enhance the Air Traffic Control System capacity
- 02 To continue invest or to enhance the air traffic control system to increase the efficiency of the existing runways
- 03 The third runway should be built even the new air traffic control technology (e.g. RNP) is used

05 Geographical Constraints

- 01 Geographical Constraints Limits Hourly Air Traffic Movement
 - 01 The Geographical Constraints to ATM cannot be solved
 - 02 Airspace should be rearranged to open more arrival and departure corridor in order to cope with the geographical constraints
- 02 The proposed flight tracks in the technical report cannot make it if using current system
- 03 Geographical Constraints and safety
 - 01 The Geographical Constraints cause safety problem to air traffic

- 02 Since the location of the third runway is stepped back more westward and the safety of this runway will not be affected by the geographical constraints
 - 06 Freedoms of the air constraints
 - 01 Should fight for more freedoms of the air
- 11 Other Comments on Construction
 - 01 Required Construction Time of Specific Option
 - 01 Proposed Construction Time is Too Long
 - 02 Proposed Construction Time is Appropriate
 - 02 Reclamation
 - 01 Should reduce area of reclamation
 - 02 The scale of reclamation should be as small as possible
 - 03 Should reclaim more land for cargo handling capacity
 - 04 Should reserve space to build the 4th runway
 - 05 Should consider using reclamation method similar to build Macao International Airport
 - 06 Reclamation is the only way to acquire land for expansion of the airport
 - 07 Should pay attention to problem of settlement of reclamation land
 - 08 Should use the reserved land as mentioned in the previous development plan for the development of HKIA
 - 09 Silt problem should be solved during the construction, it will increase the difficulties of the expansion project
 - 03 Workforce
 - 01 Should employ Hong Kong construction workers
 - 02 The supply of labour will be tight as there are projects in progress simultaneously
 - 03 Should evaluate all the workforce that will be needed during construction, including professional, technical and general workforce
 - 04 Airport Design
 - 01 Terminal and Concourse Design
 - 01 Modification of Current Terminals
 - 01 Expanding Terminal 1
 - 02 Terminal 1 and Terminal 2 should be combined
 - 03 Expanding Both Terminal 1 and Terminal 2
 - 04 Should Modify Terminal 2
 - 02 Modification of Current Concourse
 - 01 Improvements should be done in the North Satellite Concourse
 - 03 New Terminals
 - 01 Build a new terminal with check-in facilities and immigration
 - 02 Instead of reconfiguring T2
 - 04 New Concourse
 - 01 The new midfield concourse design should be similar

- to T1
- 02 Do not build Third Runway Passenger Concourse
- 03 Build an additional I-shaped concourse
- 04 Should build I-shaped concourse instead of Y-shaped concourse
- 05 Should build a larger mid-field concourse
- 05 Connections between terminals and concourses
 - 01 Better connections between terminals and concourses should be carefully planned
 - 02 Add car road to connect different terminals
 - 03 Light rail network should be extended to the midfield of the new expansion
 - 04 Connecting new expansion only with APM may cause bottle neck
 - 05 The APM system should directly links up T1 and the Third Runway Passenger Concourse
 - 06 The APM system should be developed into a round trip dual rail system
- 02 Aprons
 - 01 Building extra apron facilities
- 03 Runway Design
 - 01 Should consider non-parallel runway design
 - 02 Build the Third Runway Closer to the Existing Runways
 - 03 Build the new runway well above sea level in consideration of rising sea level
 - 04 Build new runway on some of the unoccupied land in the current airport
 - 06 Should consider pointing the runway to different angle
 - 07 The start and the end of the third runway should be in line with the existing runways
 - 08 Build the additional runways on a artificial island in the middle of HK, Macau and Shenzhen
 - 09 Build the third runway more westward
 - 10 Extend the existing northern runway
 - 11 The stated location of the new runway will cause flight safety issues
 - 12 Build the Third Runway between Sha Lo Wan and Sham Wat Wan
 - 13 Should consider building a longer third runway to fulfill the needs of wide-bodied aircrafts
 - 14 Build the Third Runway between Lau Fau Shan and Lung Kwu Tan
- 04 Supporting Facilities
 - 01 Remove Government Guest House in the airport
 - 02 Carpark should be built closer to new terminal
 - 03 More commercial facilities should be built

- 04 Build more tourist attractions in the airport
- 05 Improve the current or build a second air traffic control tower
- 06 Rescue facilities
- 05 Other Suggestions
 - 01 Increase the number of check-in counters
 - 02 More innovative design should be used
 - 03 Should have designated facilities for low-budget airlines
 - 04 The design should be user-friendly
 - 05 Develop a air freight and high value added logistics centre
 - 06 The design should be environmentally friendly
 - 07 Improve baggage or cargo transfer system
- 05 Priority in Scheduling
 - 01 Should prioritize the expansion work of the existing terminals
 - 02 Build other facilities first and build the third runway later
 - 03 Should prioritize the expansion work of the new concourse
- 06 External Transportation Links
 - 01 Better External Transportation Links
 - 01 Better Linkage to GPRD
 - 01 The rail link between Shenzhen and Hong Kong airports should be built
 - 02 Better Linkage to Macao
 - 03 Better Linkage to Hong Kong Urban Areas
 - 01 The MTR Tung Chung Line should be extended to the Airport
 - 02 Expand the road network between airport and urban areas
 - 04 Better Linkage to High Speed Rail system
- 07 Unsorted Opinions
 - 01 Building additional aprons and terminals cannot satisfy the increasing air traffic demand.
 - 02 Build multi-storey storage to park aircraft instead of more reclamation
 - 03 Use underground space to expand facilities
 - 04 Should consider the impacts on the airport service during the construction time or set up measures to reduce the impacts on the airport services
 - 05 Should pay attention to the continuously increasing maintenance cost
 - 06 Should extract sands from mountains and use them for reclamation
 - 07 The design of the option plans is customized to favour particular construction companies in the future bidding process
 - 08 Should learn the lesson from the opening the current airport and ensure that the smooth operation of the new facilities
 - 09 Provide a logistic or inventory Centre
 - 10 Should increase the transparency of the construction process
 - 11 Re-divide aprons

12 Strategic Planning of HKIA

- 01 Decision should be made NOW on further development
 - 01 Construction should begin ASAP
 - 02 Should avoid HKIA turning into another Heathrow
 - 03 Learn the lessons of ocean freight industry
- 02 Should also consider other Specific Option Plan
- 03 Should also consider other long-term airport development plans beyond 2030
 - 01 Should also plan the 4th runway now
 - 01 To keep the environmental impact as low as possible
 - 02 The capacity of airport may reach its limit in future
 - 02 Should expand the airport to its maximum potential capacity
 - 03 Should also consider the feasibility of building second airport
 - 04 Should rearrange flight schedules to reduce the urgency of airport expansion
- 04 Should provide opportunities to all citizens instead of just the big corporations
- 05 Should attract Airline companies to use HKIA as their base
- 06 Should be concentrated in expanding the international flight lines as long-term goal
- 07 Should postpone the 2030 airport development
- 08 The strategic planning of HKIA should focus on improving its service quality instead of increasing number of movement
- 09 Airport development should be consistent with sustainable development principles
- 10 Should have a contingency plan to manager airport capacity constraints before additional infrastructure is ready
- 11 Need corresponding commitments from the Government in a multi-discipline fashion
- 12 HKIA should lower fees of using the airport in long-term in order to improve Hong Kong's competitiveness
- 13 Provide technical training to help the development of the airport
- 14 The HK Gov't should have supporting plans to boost the economy with the help of airport expansion
- 15 Hong Kong should also develop supporting service to the related industries when expanding the airport
- 16 Should enhance cooperation with professionals
- 17 Should consider Hong Kong being a destination and not just a hub when planning the future of the airport
- 18 Discussion should be made on the possibility on privatization of the airport
- 19 The airport development should align with the development policy of the China aviation industry
- 20 Expand the market of private jets
- 21 Lure more budget airlines flying to Hong Kong
- 22 HKIA should make reference to other international airports when planning
 - 01 Mode of business operation

23 Government should be responsible the strategic planning of HKIA instead of AAHK

24 All the assessments should be conducted by independent bodies which are free of influence from the AAHK or the government

25 HKAA should discuss with related industry about improving the facilities and lowering fees in long-term in order to improve Hong Kong's competitiveness

26 Hong Kong should coordinate with PRD in region airport development

27 The airport planning and the development of North Lantau Island should be coordinated

28 Should cooperate with HSR to enlarge the traffic network

29 Hong Kong should focus on developing high value-added supporting aviation services

30 The strategic planning of HKIA should focus on balance different factors (e.g. construction cost, environmental issue) instead of maximize air traffic movements

13 Public Consultation

01 Questionnaire Design

01 Did not have a question to ask whether the respondents are important stakeholders

02 The questionnaire contains leading questions

03 Insufficient questions concerning environmental impacts

04 No options for not supporting expansion

05 The questionnaire contains too many questions related to economic benefits

02 Materials and Information prepared by AAHK for consultation

01 Insufficient information are given by AAHK for the public to make decision

01 On Demand Forecast

01 Insufficient information on recent economic development in Hong Kong

02 Insufficient information on the effect of High Speed Rail on air traffic demand

03 Insufficient information on the competition between HKIA and the GPRD airports

04 Insufficient information on the future demand of using narrow or wide-bodied aircraft

05 Insufficient information on the competition between HKIA and other airports (non GPRD)

02 On Capacity Forecast

01 Insufficient information on maximum capacity on aircraft movements

03 On Economic Benefits

01 Cost Effectiveness

02 Beneficial to development of different Industries

03 AAHK should provide a quantified figure in lost growth opportunities

- 04 On Construction Cost
- 05 On Environmental Issues
 - 01 Insufficient information on environmental impact
 - 01 Carbon Emissions
 - 02 Chinese White Dolphins
 - 03 Other air pollutants
 - 04 Noise
 - 05 Marine environment
 - 06 Cumulative environmental effects of major infrastructure projects in the area
 - 07 Light pollution
 - 08 Climate Change
 - 02 Insufficient information on how to develop airport in an eco-friendly approach
 - 03 Insufficient information on environmental mitigation measures
 - 04 Insufficient information on waste minimization and recycling
- 06 On Other Social Cost
 - 01 Insufficient information on impacts to the nearby residents
 - 02 Insufficient information on impacts to the public health
- 07 On Airport Design and Other Construction Issues
 - 01 Insufficient information on necessity of reclamation
 - 02 Insufficient information on airport construction
 - 03 Insufficient information on safety issues
 - 01 Insufficient information on the safety issues of aircraft movements
 - 02 Insufficient information on the safety issues of flight paths
 - 04 Insufficient information on the criteria of choosing the existing two expansion options out of the submitted options
- 08 On Funding arrangement
- 09 On Development Constraints
 - 01 Insufficient information on limitations of airspace
- 10 On Airport Development Strategy
 - 01 Insufficient information on urban planning
 - 02 Insufficient information on how to coordinate with the development of the transportation network in China
 - 01 Insufficient information on how to coordinate the development of other GPRD airports
 - 02 Insufficient information on how to coordinate with the Mainland HSR

- development
 - 03 Insufficient information on how to coordinate with direct flight arrangement between Taiwan and the Mainland China
- 11 Other Related Issues
 - 01 Insufficient information on benefit to Hong Kong people
 - 02 Insufficient information on employment of workforce
- 02 The consultation paper is misleading the public
 - 01 On Demand Forecast
 - 01 The number of runway does not have direct relationship with the number tourists
 - 02 On Capacity Forecast
 - 01 AAHK deliberately under-estimate the maximum capacity of the current airport
 - 03 On Economic Benefits
 - 01 Over-Estimated the Economic Net Present Value (ENPV)
 - 02 Exaggerate the cost-effectiveness
 - 04 On Construction Cost
 - 05 On Environmental Issues
 - 01 AAHK deliberately avoid a detailed discussion on some negative impacts of airport expansion
 - 02 Under-estimated the environmental impact
 - 03 AAHK misleads the public that the future reclamation site was rarely used by Chinese White Dolphins
 - 04 AAHK failed to mention the proximity of the reclamation site to the adjacent marine park
 - 05 AAHK failed to mention that the contaminated mud pits overlapped with the reclamation site was caused by the airport construction in 1990s
 - 06 On Other Social Cost
 - 07 On Airport Design and other Construction Issues
 - 01 The Appendix 3 analysis of the westward extension is questionable
 - 08 On Funding Arrangement
 - 09 On Development Constraints
 - 10 On Airport Development Strategy
 - 01 AAHK deliberately ignore other airport development possibilities, e.g. building new airport, cooperation with other airports
 - 11 On Consultation Itself
 - 01 The consultation paper is biased in favor of the building of the third runway
- 03 Other documents and information should be disclosed
 - 01 All consultancy reports and relevant technical documents

- 02 All documents for the Joint Meeting of the Five Major Airports in the PRD
- 03 Public consultation timetable
- 03 Objectives of Consultation
 - 01 AAHK should try to make the public to reach consensus through public consultation
- 04 Scope of Consultation
 - 01 There should be more development plans available for public review
 - 02 Should include Consultation on other building airport facilities
 - 03 Should include Consultation on building of other main infrastructure
 - 01 Should include Consultation on Hong Kong-Shenzhen Western Corridor
 - 02 Should include Consultation on High-speed rail
 - 03 Should include Consultation on Hong Kong-Macau-Zhuhai Bridge
 - 04 Should include Consultation on Hong Kong-Shenzhen airport express
 - 05 Should include Consultation on Tuen Mun-Chek Lap Kok Link
- 05 Host of Consultation
 - 01 Government should be responsible the consultation instead of AAHK
 - 01 The consultation conducted by AAHK results in an obvious conflict of interest
 - 02 AAHK does not hold statutory authorization to coordinate different bureaux of Government
- 06 Suggested Channels for Consultation
 - 01 Online Forum
 - 02 Facebook Page
 - 03 Public seminars
 - 04 Professional debate
 - 05 Seminars for designated topics
 - 06 Exhibition
- 07 People to be Consulted
 - 01 Suggested Interested Parties
 - 01 All stakeholders
 - 02 Local residents
 - 03 Green groups
 - 04 Experts in related fields
 - 05 Business sector
 - 02 Opinions from ordinary Hong Kong citizens should be treated in the equal manner as those from big corporations
 - 03 AAHK chose the target of consultation selectively
- 08 Analysis and Reporting of the Consultation Results
 - 01 The result of the public consultation should be publicized honestly
- 09 Timing and duration of Consultation

- 01 Should conduct consultation after full EIA
- 02 It is the appropriate time to consult the public about future development of HKIA
- 03 Should stop public consultation immediately
- 04 Should extend public consultation
- 05 Should shorten public consultation
- 10 Further Consultation
 - 01 Should conduct second public consultation
 - 01 One more public consultation should be conducted when more comprehensive planning is available
 - 02 Further consultation should be carried out by the Government before EIA
 - 03 Should conduct a 2nd round consultation after finishing EIA
 - 04 Should conduct a second round consultation in parallel with EIA
 - 05 Should conduct a 2nd consultation during and after the EIA or SEA
- 11 Other Negative Critics
 - 01 The amount of money spent in increasing publicity of the consultation is too high
 - 02 AAHK did not properly respond to the queries and suggestions made by the public
 - 03 The consultation reports were available to the public only in the last stage of the consultation period
 - 04 The consultation paper just focuses on the economic benefits
 - 05 Insufficient publicity of the consultation
 - 06 Insufficient involvement of related Government department in the consultation
- 12 Other Related Opinions
 - 01 AAHK should stress more on the contribution from the aviation industry to the local economy
 - 02 Discussion should be based on arguments rather only expressing Support or Against
 - 03 Consultation progress should not be impeded by political issues
 - 04 AAHK should disclose or response the concerns from the general public
 - 05 Should make reference to the consultation work of the expansion of the Frankfurt am Main Airport
 - 06 A comprehensive review by the public is important
- 14 Related to HKIA Development but out of the scope of MP2030
 - 01 Should establish or increase the number of flight of some specific flight routes
 - 02 Compensation
 - 01 Target
 - 01 Residents affected by pollution [in specific area or not]
 - 02 Fishermen

- 02 Should have comprehensive compensation plan now
- 03 Project Bidding
 - 01 The bidding process of construction work should be fair
- 04 Improvement in Immigration and Custom Arrangement
 - 01 HK Gov't should consult with the mainland about the co-location of immigration arrangement
 - 02 Should review the current Import and Export Ordinance
 - 03 Provide a centralized screening facility for freight and logistics services provider
- 05 Improvement in Working Conditions and Environment of Staff
 - 01 Should Improve salary or working benefits of airport workers
 - 02 Should provide a better or safer working environment for airport workers
- 06 Improve current supporting facilities and services
 - 01 Extend opening hours of shops in the airport
 - 02 Increase the number of boarding gate readers