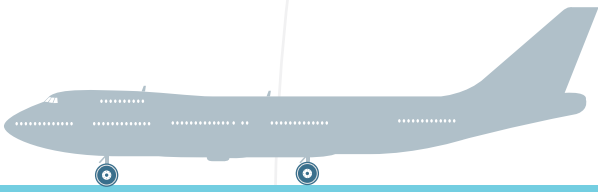


Looking Forward

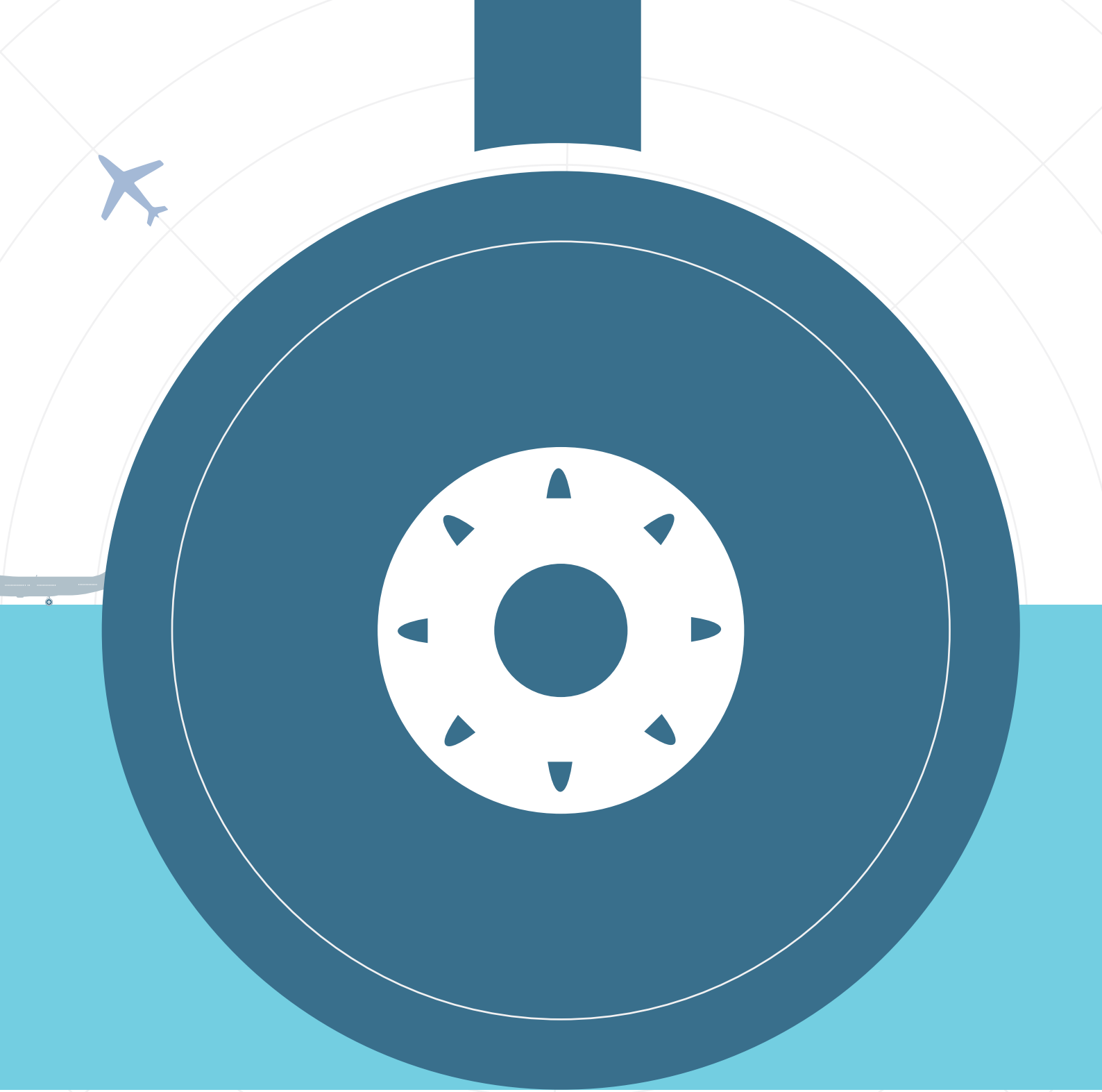
Planning to meet future demand



150 ➤

HKIA's network covers around 150 destinations worldwide—including 40 Mainland cities—that are served by 800 flights each day.





Hong Kong International Airport (HKIA) underpins Hong Kong's competitiveness and supports the four pillars of the local economy: financial services; trading and logistics; tourism; and producer and professional services.

To maintain Hong Kong's position as an international and regional aviation centre, we must have sufficient capacity to meet future demand. The global financial crisis might have negative impact on traffic growth in the short term, but the economic downturn will not last forever. We need to look beyond the immediate future and consider the situation 20 to 30 years down the line.

HKIA Master Plan 2030

In July 2008, the Airport Authority appointed Maunsell Consultants Asia Ltd (later renamed to AECOM Asia Company Ltd) as the lead consultant for *HKIA Master Plan 2030*. Working with an experienced team of environmental, aviation, transportation and urban planning professionals, the company is assessing the airport's operational requirements and constraints, and helping us attain the optimal balance between airport operations, aviation support and airport-related development.



2030

➤ *HKIA Master Plan 2030* serves as a 20-year development blueprint for HKIA that includes updated air traffic forecasts, capacity requirements, development plans and growth strategies.

Looking beyond the current economic downturn, *HKIA Master Plan 2030* will address the development of the midfield. In addition, it will examine the engineering feasibility, costs, benefits and potential environmental impacts of constructing a third runway.

As part of *HKIA Master Plan 2030*, in October 2008 we formed a users' working group that facilitates communication with our stakeholders on issues relating to airport infrastructure development. Meeting regularly, the group includes senior executives from the Airport Authority, the Board of Airline Representatives, the Airline Operators Committee, the Carrier Liaison Group, airlines, the Hong Kong Airline Service Providers Association, the Civil Aviation Department, the Hong Kong Airline Pilots' Association, passenger services handling agents, ramp handling operators, general and express cargo terminal operators,

and general aviation, maintenance and inflight catering companies.

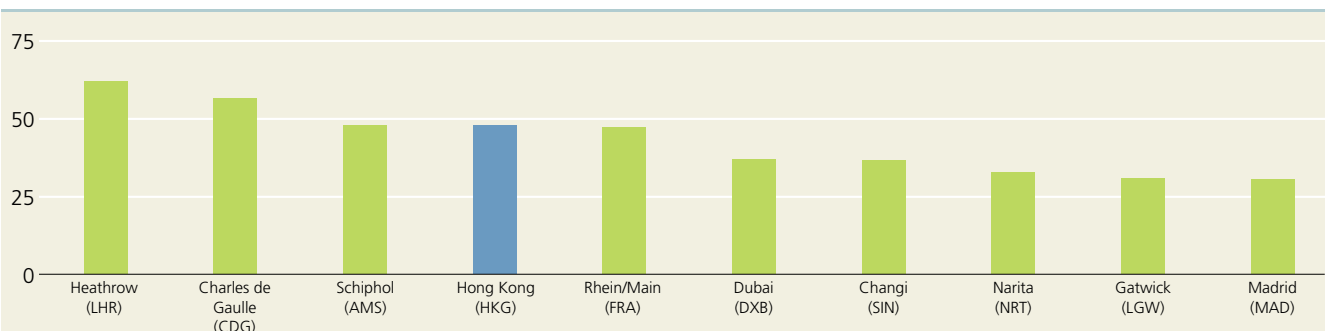
Boundary Crossing Facilities

The Hong Kong SAR Government is undertaking several initiatives such as the Hong Kong–Zhuhai–Macao Bridge which includes the Hong Kong Boundary Crossing Facilities (HKBCF), and the Tuen Mun–Chek Lap Kok Link. They will strengthen Hong Kong's infrastructure links with the Pearl River Delta.

The Airport Authority is working to align HKIA's infrastructure with these developments to further enhance the connectivity of HKIA. We are examining road link plans between HKIA and the HKBCF. A transit hall for bridge-to-air and air-to-bridge passengers at the HKBCF terminal and an automated people mover and baggage transport system between the HKBCF terminal and the airport are also being studied.

Ten Busiest Airports in 2008 – International Passenger Throughput*

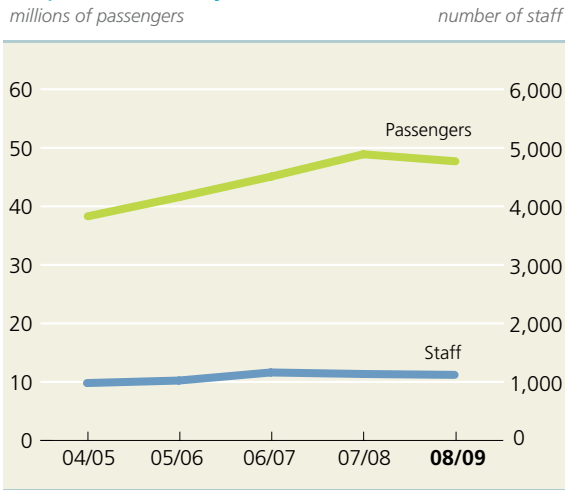
millions of passengers



* International passenger throughput includes originating, terminating and transfer (counted twice) passengers travelling between the designated airport and an airport in another country. Transit passengers are not included.

Source: Preliminary figures from Airports Council International in March 2009

Passenger Traffic and Airport Authority Staff



Airport staff participate in a variety of community activities, like this charity run at Jardine House that raised funds to support youth mental health education initiatives in Hong Kong.

In conjunction with the Shenzhen Municipal Government, the Hong Kong SAR Government is studying the feasibility of building an airport rail link (ARL) between HKIA and Shenzhen International Airport. The Airport Authority has provided support to the Hong Kong SAR Government in studying the proposal and commissioned a consultancy study on how the ARL would benefit the two airports as well as the facility, procedural and regulatory requirements essential to seamless operations.

New Carriers and Destinations

Adding carriers and destinations is an important part of our growth plans. During the year, we welcomed Jet Airways, AirAsia and Thai AirAsia, and cargo airlines Donghai Airlines, Shanghai Airlines Cargo, MK Airlines and Grandstar Cargo to HKIA. With more than 80 airlines operating at HKIA, we now serve close to 150 destinations, including over 40 cities on the Chinese Mainland.

Our People

The specialised nature of our business makes in-house training and development particularly important. To ensure we have the talent to meet future needs, during the year we realigned our on-the-job training programmes to expose employees to a wider range of disciplines and broaden their management and interpersonal skills. This includes new lunchtime sessions, where senior managers share their experience and insights with younger staff.

In 2008/09, we formed a taskforce to review our performance management system and make it simpler, easier to understand and more useful for both managers and employees. The new system places equal emphasis on performance appraisal and career development.

We also established a human resources committee. Chaired by our chief executive officer, the committee meets each month to review personnel policies, major decisions, capabilities management and succession planning.

Top 20 Airports in the Chinese Mainland in 2008 – Passenger Throughput

