飛機噪音
Aircraft Noise

就2000年定立的目標所作出的努力及成果

- **與航空公司及航空交通管制組人員共同努力去達致：**

(1) 90%在午夜12時至早上7時到港的飛機從機場西南面經海上降落。

(2) 95%在晚上11時至早上7時使用07號跑道的離港飛機採用經西博寮海峽的向南航道。

我們環境監理組的同事一直密切監察飛機噪音消減措施的施行情況。在2000年，我們錄得平均超過90%在午夜至早上7時到港的飛機能夠從機場西南面經海上降落及超過95%在晚上11時至早上7時向機場東北面離港之飛機能夠採用向南經西博寮海峽的航道起飛。有少數飛機不能依照以上的要求。這些情況均是由於當時的風速及風向、導航系統的維修保養、航空交通條件及飛行安全等等因素所致。

圖一：午夜至早上7時抵港的飛機須從西南方進場的噪音消減措施的執行情況

Performance against targets

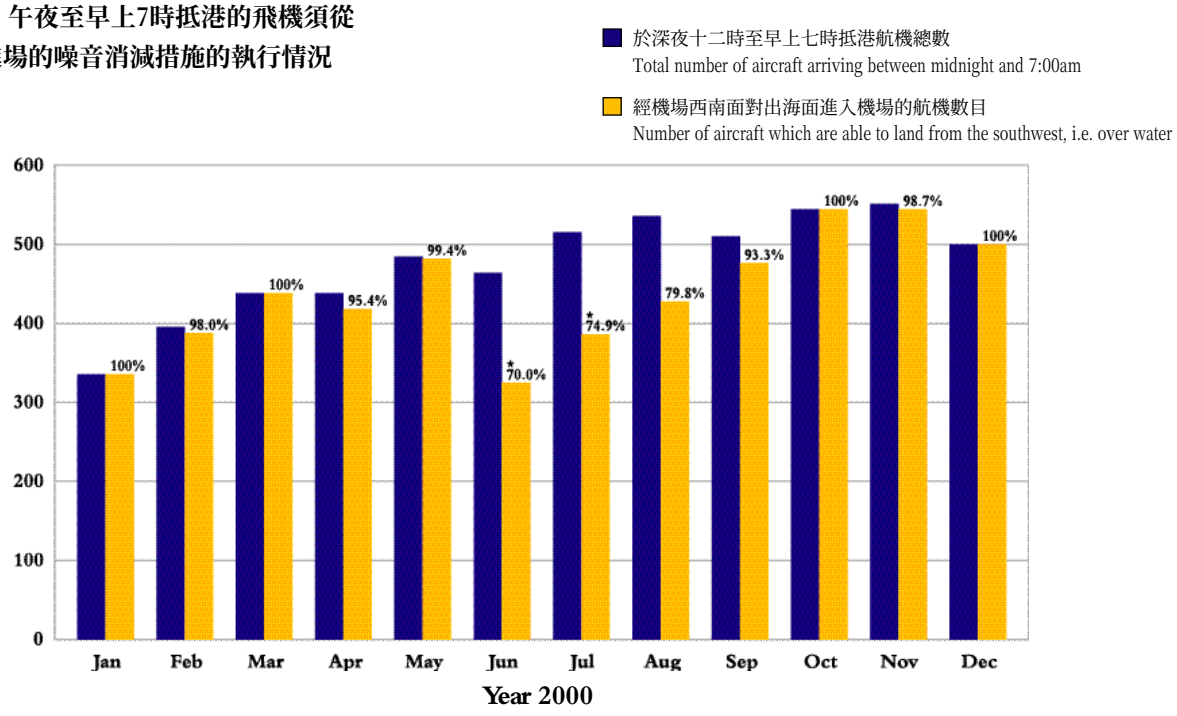
- **Work with airlines and Air Traffic Control personnel to achieve:**

(1) 90% of arriving aircraft landing from the southwest (i.e. over water) between midnight and 07:00 am.

(2) 95% of departing aircraft using the southbound route via West Lamma Channel when Runway 07 is in use between 11:00 pm and 07:00 am.

Measures to control the impact of aircraft noise have been closely monitored by our environmental management team. In 2000, we recorded that on average over 90% of arriving aircraft were able to land from the southwest (over water) between midnight and 07:00 am; and over 95% of aircraft departing to the northeast of the airport were able to take the southbound route over the West Lamma Channel between 11:00 pm and 07:00 am. The small percentage of non compliant flights were caused by factors such as prevailing wind conditions, maintenance of ground navigation aids, air traffic congestion, safety considerations etc.

Diagram 1: Achievement record for aircraft arriving between midnight and 07:00 am to land from the southwest.

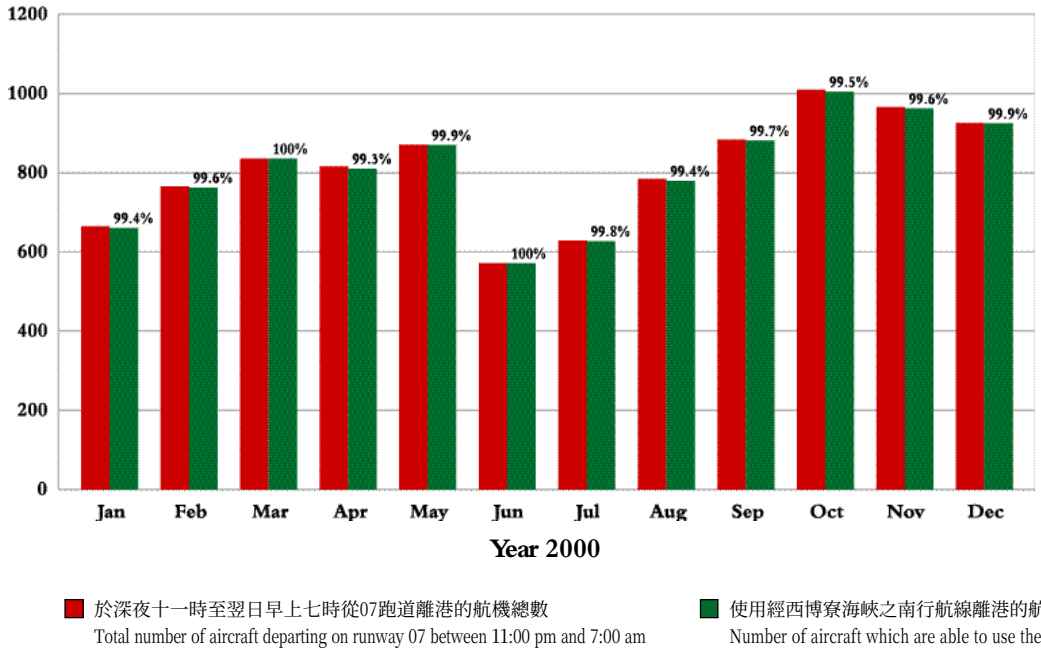


* 註：在6月及7月份，分別有11及9個深夜時段，由於當時風速／風向情況，飛機須要從東北方向降落機場，令致6月及7月份的整體執行百分比分別降至70.0%及74.9%。

* Note: There were 11 and 9 overnight periods in June and July respectively during which the wind condition prevailing at the time was unfavourable for aircraft to land from the southwest. This explains why the overall performance rates for June and July were only 70.0% and 74.9% respectively.

圖二：於晚上11時至早上7時內從07跑道離港的班機須使用經西博寮海峽的南行航線的噪音消減措施的執行情況

Diagram 2 - Achievement record for aircraft departing on Runway 07 between 11:00 pm and 07:00 am to use the southbound route via the West Lamma Channel.



- **就從機場向東北面起飛的飛機，航空公司繼續採用國際民航組織的噪音消減起飛程序**

此飛機噪音消減措施從1999年8月起開始實施。該程序要求飛機在較短距離內爬升至較高的飛行高度，從而減低飛機噪音對機場附近地區的影響。

- **制定時間表，逐步淘汰較舊及較嘈吵類型的飛機在香港國際機場升降**

根據國際民航組織大會的決議，較舊型及嘈吵的第二類別飛機★將會逐漸被新一代較寧靜的第三類別飛機★所替代。我們在香港推行淘汰高噪音飛機的工作將會配合國際做法。作為這計劃的一部份，我們成功地在1999 年10 月起實施了一禁制措施，禁止航空公司編排高噪音的商用噴射機種(即是未能符合國際民用航空公約附件16第一卷第二部分第三章所載的噪音標準的飛機)在晚上11時至早上7時升降。

- **Airlines continue to adopt the International Civil Aviation Organisation (ICAO) noise abatement take-off procedures for aircraft departing to the northeast of the airport**

This noise mitigating measure has been in place since August 1999. Under these procedures, aircraft are required to maintain a pre-determined speed and power setting during the initial phase of the take-off so as to attain a higher altitude within a short distance. This aims to reduce the noise impact on areas located in the vicinity of the airport.

- **Establish a programme to gradually phase out the operation of older and noisier aircraft at Hong Kong International Airport**

Under an ICAO Assembly Resolution, the older, noisier aircraft (known as Chapter 2 aircraft★) would be gradually replaced with newer, quieter aircraft (known as Chapter 3 aircraft★). Our programme of phasing out noisier aircraft in Hong Kong will be in line with international practices. As part of our phasing out programme, a ban on the scheduled operation of Chapter 2 aircraft between 11:00 pm and 07:00 am has been successfully introduced since October 1999.

★ 註：第二類別或第三類別飛機是分別指那些符合國際民用航空公約附件16第一卷第二部分，第二章或第三章所載的噪音標準的飛機。

★ Note: "Chapter 2" or "Chapter 3" aircraft refer to those aircraft which meet the standards of noise specified in Volume I, Part II, Chapter 2 or Chapter 3 respectively of Annex 16 to the Convention on International Civil Aviation.

- **與國泰航空公司一同研究於晚上時份在香港國際機場採用持續降落模式的可行性**

在成功地於國泰航空有限公司及其他航空公司的飛機上試行持續降落模式後，我們正式宣佈由2000年8月10日開始，在晚上十一時至早上七時的時段內，從東北方向進場的航機在飛經西貢、馬鞍山及沙田上空時要盡量使用持續降落模式。由於採用此降落程序的航機由較高的高度開始下降，並且在開始進場時通常會使用較低動力飛行，故地面上聽到的噪音會較低。

- **在航道附近區域加裝新的飛機噪音監察站以進一步增強本處的飛機噪音監察能力**

我們在2000 年內分別於渣甸山及葵涌增設了兩個飛機噪音監察站以加強飛機噪音及航跡監察系統的監察功能。到目前為止，該系統共有15個監察站。除了上述兩個新增的監察站外，其餘的分別位於沙螺灣、東涌、陰澳、青衣、大圍、中半山、北角、筲箕灣、西茎灣、汀九、青龍頭、大欖涌及馬灣。

- **Undertake a study with Cathay Pacific Airways to examine the feasibility of adopting Continuous Descent Approach (CDA) procedure at HKIA during night period**

Following successful trials on CDA involving aircraft from Cathay Pacific Airways Limited initially and all other airlines in the final phase, it was announced on 10 August 2000 that all aircraft on approach to the HKIA from the northeast between 11:00 pm and 07:00 am, which typically fly over Sai Kung, Ma On Shan and Shatin, should adopt a new descent profile, CDA, whenever practicable. As aircraft on CDA will fly higher and normally in a low power/low drag configuration during the commencement of the approach, noise experienced on the ground is expected to be lowered.

- **Install additional noise monitors under or in the vicinity of flight paths to enhance the monitoring capability**

Two additional noise monitors at Jardine's Lookout and Kwai Chung respectively were installed during the year to enhance the monitoring capability of the aircraft noise and flight track monitoring system. At present, the system has a total of fifteen fixed noise monitors. Apart from the two newly installed ones, the others are located at Sha Lo Wan, Tung Chung, Yam O, Tsing Yi, Tai Wai, Mid-levels in Central, North Point, Shaukeiwan, West Tsuen Wan, Ting Kau, Tsing Lung Tau, Tai Lam Chung and Ma Wan.

圖三：飛機噪音監察站位置圖

Diagram 3: Noise Monitoring Terminals Location Map

- **維持與有關區議會、傳媒及有關團體作定期的接觸**

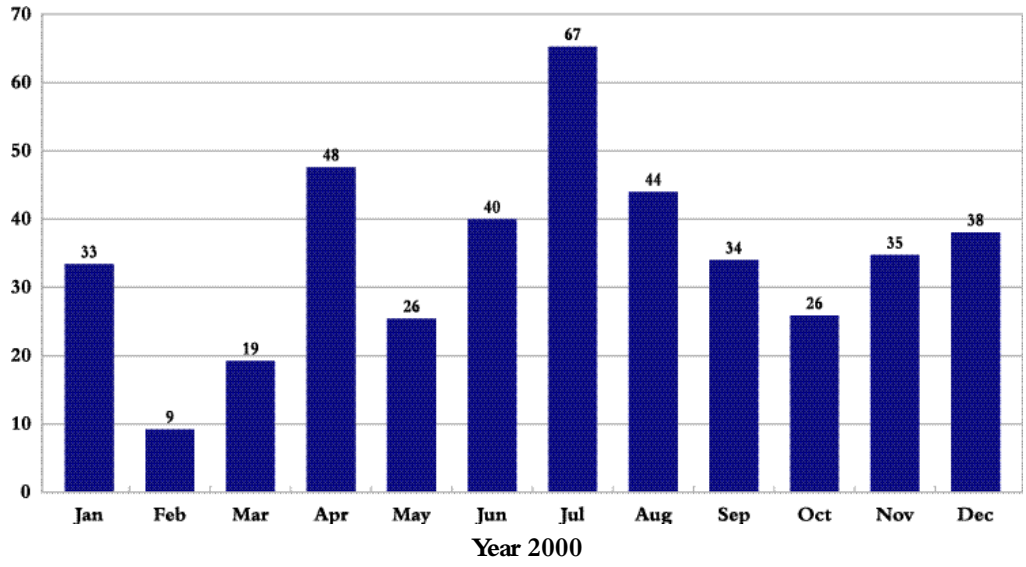
在2000 年，我們得到傳媒及有關的區議會，包括南區、荃灣、沙田及大埔區區議會的邀請，講解飛機進入及離開機場的運作情況及其對於居住在航道附近的居民所造成的噪音影響。在2001年，我們會繼續在有需要時向有關區議會及其飛機噪音工作小組　報我們的工作，以鞏固雙方的關係。我們在2000年總共收到419宗飛機噪音投訴。我們會以專業及持平的態度去調查所有的投訴，盡力回應社會的需要。我們亦會繼續在民航處網頁內發放按月及按年的飛機噪音資料，與及　報噪音消減措施的執行情況。

- **Maintain regular contact with concerned districts, the media and other concerned parties**

During the year, we were invited by the media and concerned district councils including Southern, Tsuen Wan, Shatin and Tai Po to explain the flight operation to and from the airport and its noise impact on areas under or in the vicinity of flight paths. This year, we will continue to strengthen our links with the concerned district councils and its aircraft noise working groups through briefings to them as and when required.

In 2000, we received a total of 419 complaints on aircraft noise. We will endeavour to respond to community needs by investigating all complaints in a professional and impartial manner. We will also continue to produce monthly and yearly noise data and performance records of noise abatement measures in our website.

圖四：飛機噪音投訴數目　　Diagram 4: Number of Aircraft Noise Complaints



- **對噪音預測等量線25進行檢討工作**

我們將會聯同機場管理局於2003 年前對噪音預測等量線25進行檢討工作。

- **Conduct review of Noise Exposure Forecast (NEF) 25 contours**

In conjunction with the Airport Authority, an update review of the noise contour will be conducted by 2003.

2001 年的新目標

- **於東涌第二期發展區域內增設一個飛機噪音監察站以監察該地區的飛機噪音環境。**

New target in 2001

- **Identify site for installation of an additional noise monitor in the second phase development area of Tung Chung to monitor the aircraft noise environment.**