

Chapter 4

Review of Performance on Noise Policy

Introduction

CAD adopts a balanced approach on resolving the conflicts of interests among stakeholders (Figure 5), such that the society may address noise problems in a cost effective manner.

Our other efforts on noise include monitoring aviation technology development with a view to introducing new technology on aircraft noise reduction and disseminating relevant noise data.

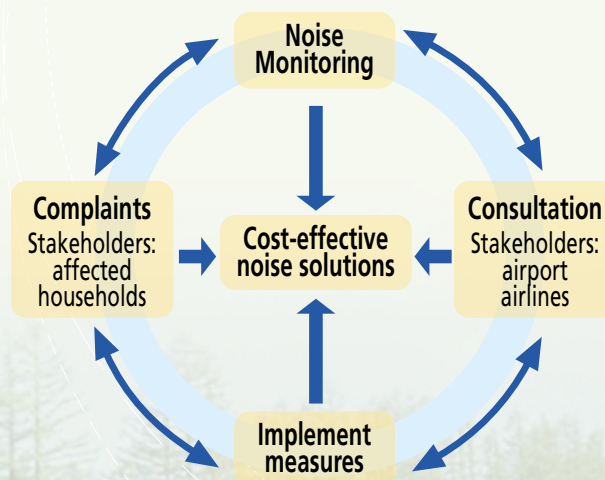


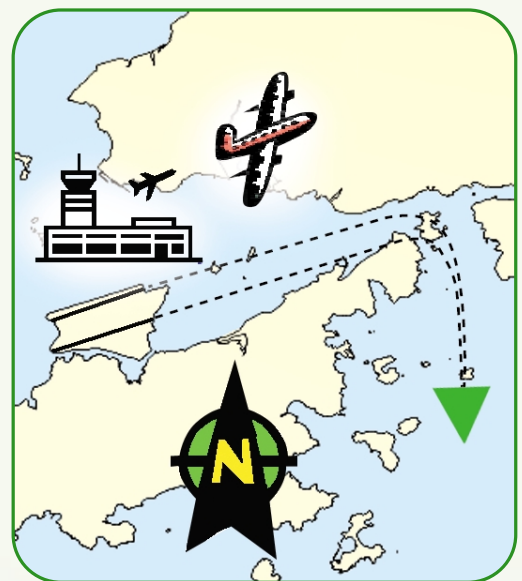
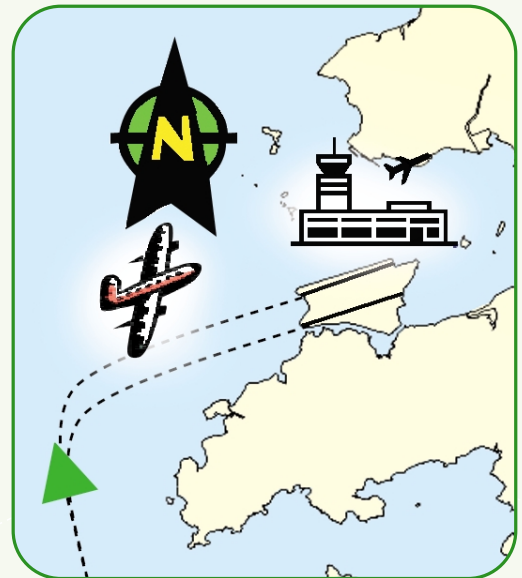
Figure 5

Noise Mitigating Measures

Night Arrival from the Southwest over Water and Night Departure via West Lamma Channel

Given favourable weather and safe flight conditions, aircraft could arrive the Hong Kong International Airport over water from the Southwest and depart over water via the West Lamma Channel during the overnight period.

Our targets were to have 90% of aircraft arriving between midnight and 7:00 a.m. to land from Southwest over water and 95% of aircraft taking off between 11:00 p.m. and 7:00 a.m. to depart via West Lamma Channel. Such arrangement ensured that populated areas like Sha Tin, Tsuen Wan, Kwai Chung, Sham Tseng and Tsing Lung Tau would not be affected by noise from arriving aircraft and districts like Hung Hom, North Point, Shau Kei Wan and Chai Wan would not be affected by the noise from departing aircraft.





Targets for 2002 and 2003

In 2002, we have successfully completed those targets. Our records indicates that 94.7% of night arrivals and 99.6% of night departures were conducted over water (Figures 6 & 7). Such performance has exceeded our targets. In 2003, we would retain this target.

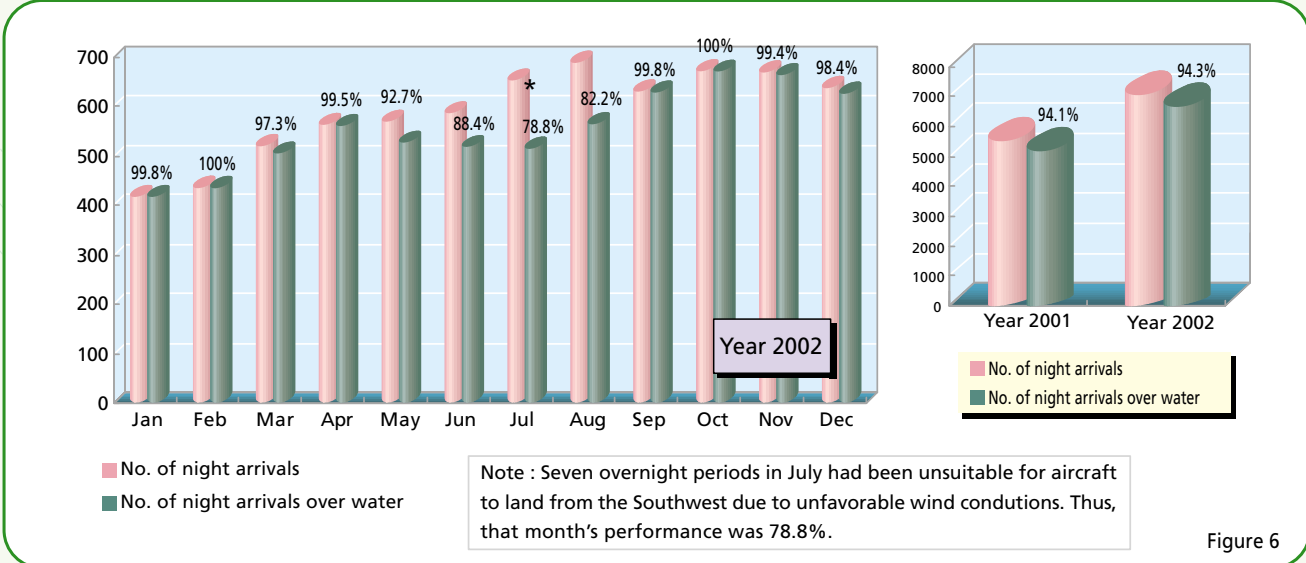


Figure 6

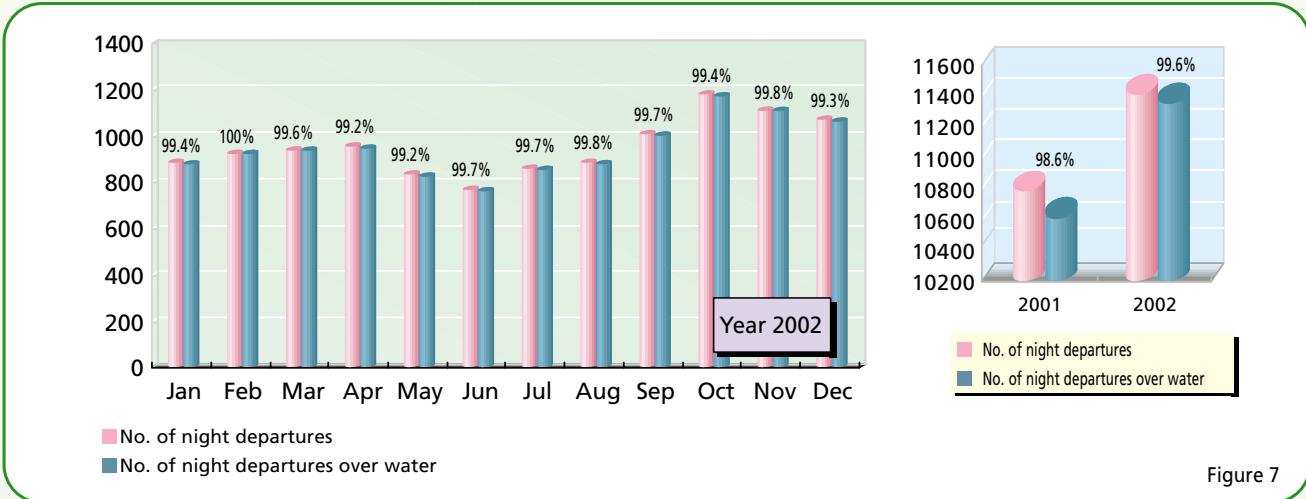


Figure 7

Quieter Arrival

Given favourable weather and flight conditions, from 11:00pm to 7:00am, aircraft approaching from the Northeast could adopt the Continuous Descent Approach (CDA) procedure. The aircraft would fly higher and in a lower power and drag configuration during the commencement of the approach. As a result, those aircraft should be quieter to areas such as Sai Kung, Tseung Kwan O and Ma On Shan.

Targets for 2002 and 2003

In 2002, 72% of aircraft on approach to the Hong Kong International Airport from the Northeast from 11:00pm to 7:00am were able to adopt such procedure. In 2003, we would continue to facilitate airlines to conduct CDA procedure.

Quieter Departure

Aircraft departing to the Northeast should adopt the noise abatement departure procedures (NADP) prescribed by the International Civil Aviation Organization¹ (ICAO) if safe flight operations permit.



Our efforts began in August 1999 when we first implemented ICAO's older version of NADP. In 2001, the ICAO revised those NADP such that aircraft could commence engine power reduction as low as 800 ft during the initial phase of take off, which was lower than the start point in the former procedures. Thus, aircraft conducting new procedures should be quieter.

Review of 2002 Target

We have set our target to implement the new NADP in 2002 and we have achieved this target in March of 2002.

1 ICAO was an United Nation organization established under the Chicago Convention on International Civil Aviation in November of 1944 for developing the principles and techniques of international air navigation and for fostering the planning and development of international air transport. As of 20 June 2002, there were 188 Contracting States to the convention.

Ban Noisy Aircraft from Operating in Hong Kong

To comply with an ICAO requirement, we have banned noisy "Chapter 2" aircraft² from using the Hong Kong International Airport.

We first introduced this measure in October 1999. To comply with an ICAO Assembly Resolution which was to gradually replace older and noisier "Chapter 2" aircraft with newer and quieter "Chapter 3" aircraft³, we have introduced a phase out programme to put a ban on scheduled operations of "Chapter 2" aircraft from 11:00pm to 7:00am. At present, all these aircraft are forbidden from using our airport. Because of such measure, the overall aircraft noise in the vicinity of airport should be reduced.

Review of 2002 Target

We planned to implement this measure in 2002 and we managed to achieve our target on 1 July 2002.



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

Information to the Public

Maintain Complaint Hotline

In 2002, we have handled 325 complaints (Figure 8), which is 11.9% less than the 369 complaints in 2001.

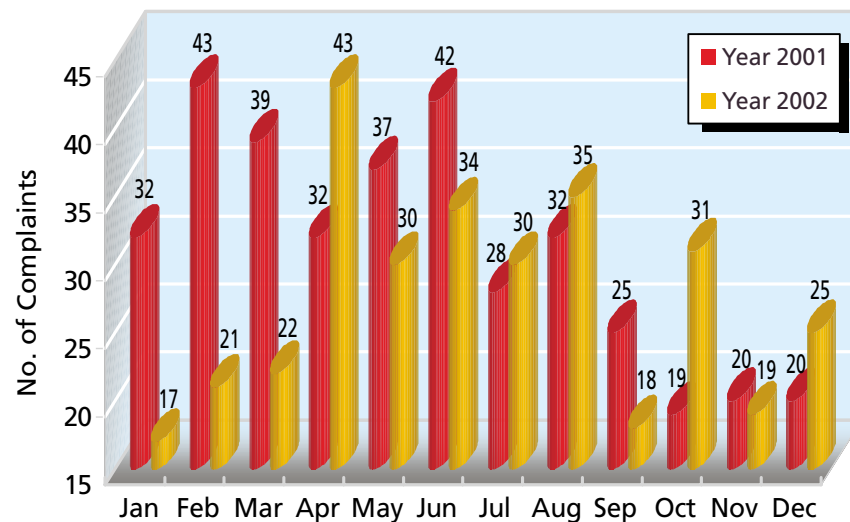
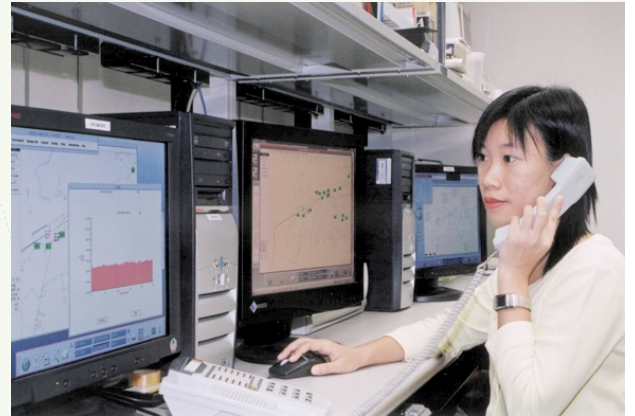


Figure 8

Information to Legislative Council and District Council

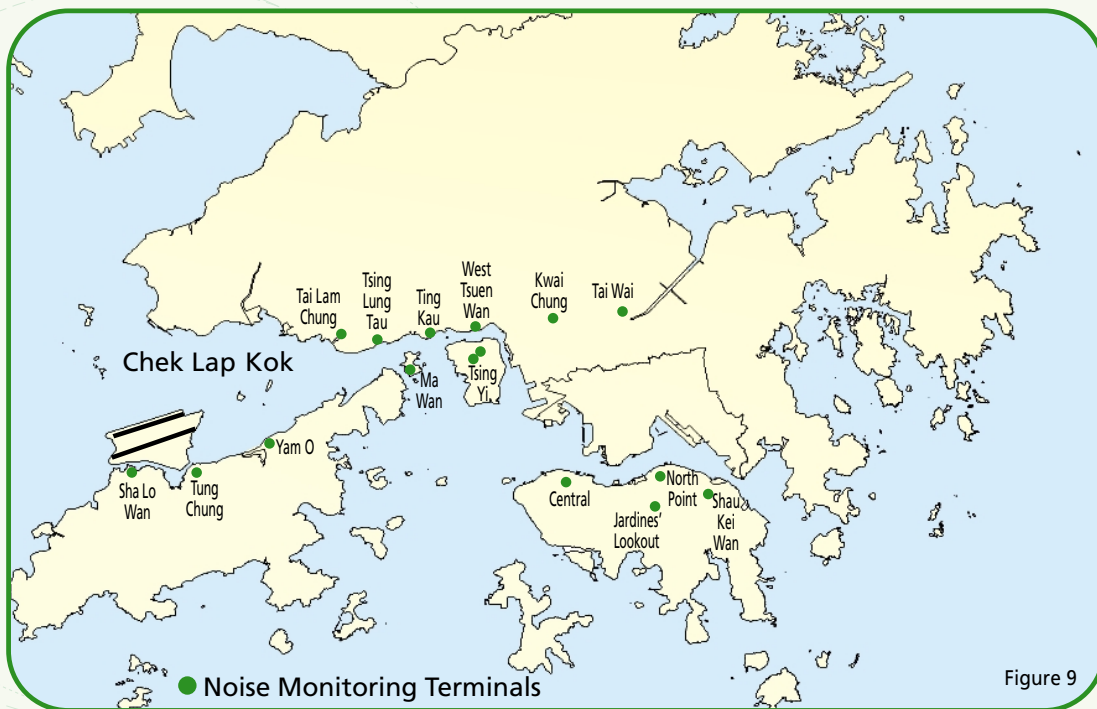
During 2002, we held two meetings with several members of the Legislative Council and the Tsuen Wan District Council about aircraft noise issues. During which, we have explained noise impacts and our implementation of mitigating measures.

Publish Noise Data in CAD Website

To facilitate the public to assess aircraft noise information, we regularly upload noise data on our website.

Targets for 2002 and 2003

In 2003, we would continue to carry those 2002 targets onboard to provide the community with noise information.



Noise Monitoring

CAD has been monitoring noise in the vicinity of the flight paths with the aid of a computer based aircraft noise and flight track monitoring system (ANFTMS). At present, we have installed 16 fixed noise monitors (Figure 9) to collect noise data in real time.

Our ANFTMS would correlate radar information on flight tracks with noise data from noise monitors. That has allowed us to compile statistics on aircraft noise and investigate into aircraft noise complaints.

Targets for 2002 and 2003

We have planned to install one noise monitor each in Tsing Yi, Sheung Wan and Tung Chung East in 2002 to enhance our noise monitoring capabilities. In February of 2002, we managed to install a noise monitor in Tsing Yi.

However, for Sheung Wan and Tung Chung East, due to the Government's drive for reducing recurrent expenditure and the slow occupation rate of new residential buildings in Tung Chung East, we have decided not to install any noise monitor in these areas. We would revisit this target when the need arises.