

# 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.

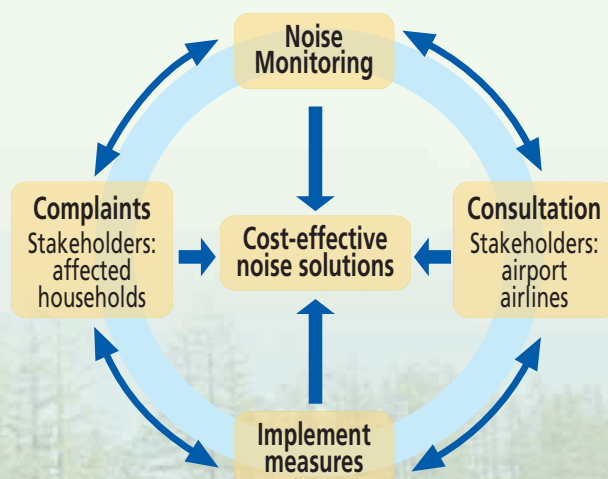


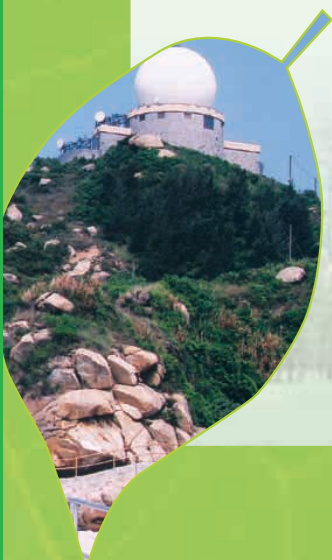
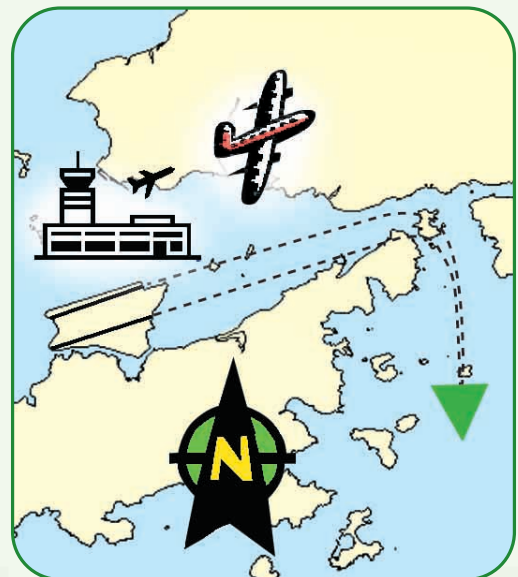
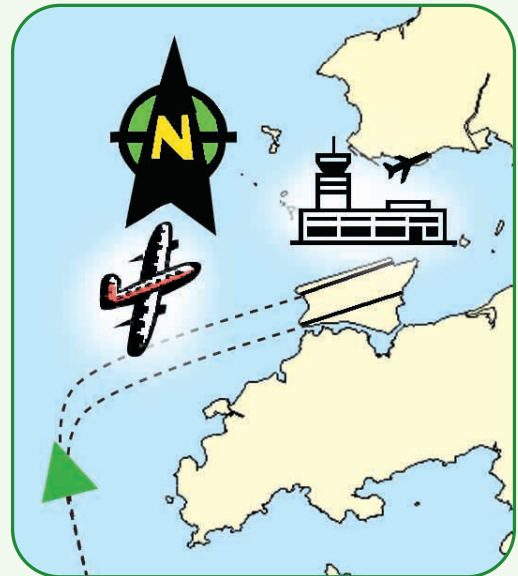
Figure 5

## 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, West Kowloon, North Point, Shau Kei Wan and Chai Wan would not be affected by the noise from departing aircraft.



### Targets for 2003 and 2004

In 2003, we have successfully completed those targets. Our records indicate that 93.7% of night arrivals and 99.6% of night departures were conducted over water (Figures 6 & 7). Such performance has exceeded our targets. In 2004, we would retain this target.

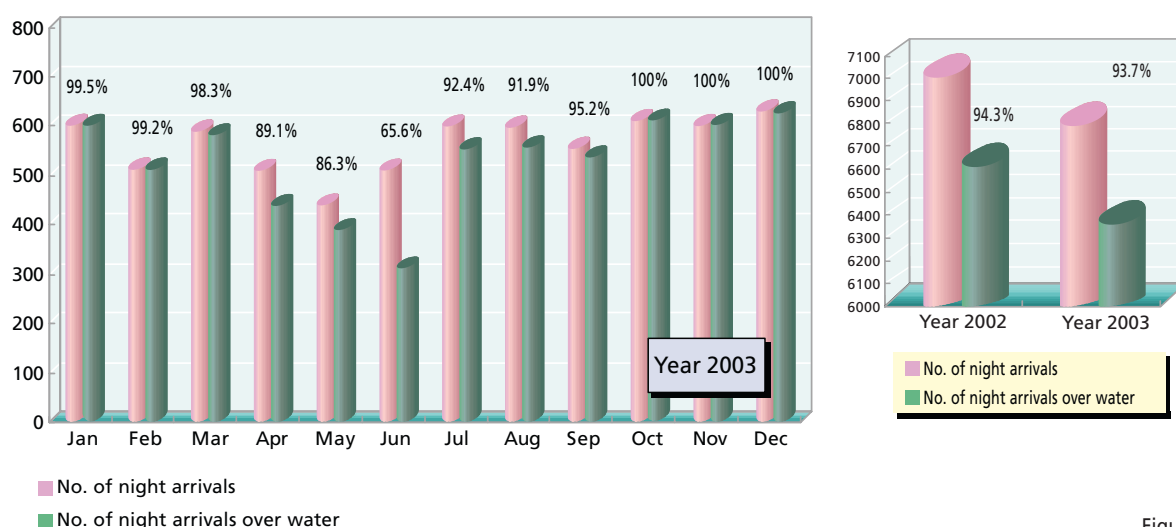


Figure 6

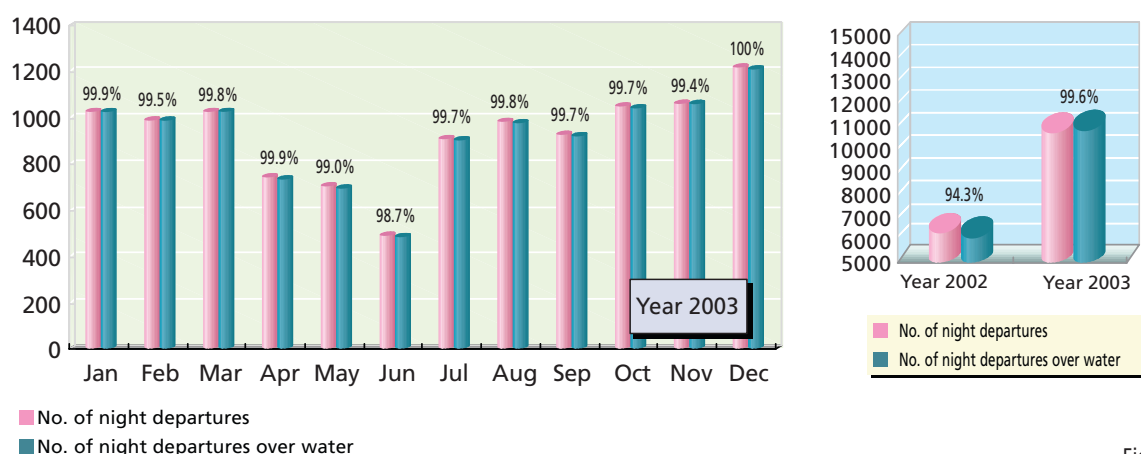


Figure 7

### 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 2003 and 2004

In 2003, 69% 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 2004, 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 Organization<sup>1</sup> (ICAO) if safe flight operations permit.

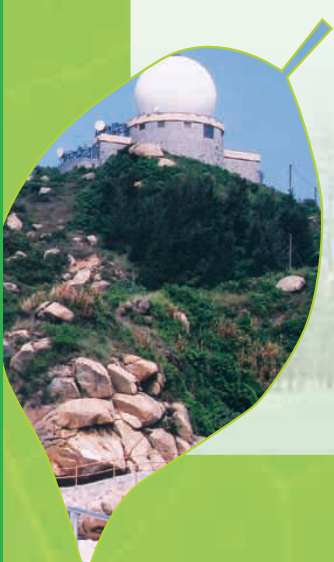


Our efforts began in August 1999 when we first implemented ICAO's older version of NADP. In 2001, the ICAO revised those NADP such that aircraft could commence engine power reduction as low as 800 ft during the initial phase of take off, which was lower than the start point in the former procedures. In March 2002, we implemented these new procedures by which aircraft departing to the northeast should be quieter.

### Target for 2004

Airlines are to continue to adopt the NADP for departures to the northeast of the airport.

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 9 August 2004, 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" aircraft<sup>2</sup> from using the Hong Kong International Airport.

To comply with an ICAO Assembly Resolution which was to gradually replace older and noisier "Chapter 2" aircraft with newer and quieter "Chapter 3" aircraft<sup>3</sup>, 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.

### Target for 2004

We will keep on prohibiting "Chapter 2" aircraft from using the Hong Kong International Airport.



- 
- 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 2003, we have handled 310 aircraft noise complaints (Figure 8), which is 4.6% less than the 325 complaints in 2002. The reduction in air traffic in 2003 as a result of the outbreak of SARS (Severe Acute Respiratory Syndrome) may be a reason for the drop in the number of aircraft noise complaints.

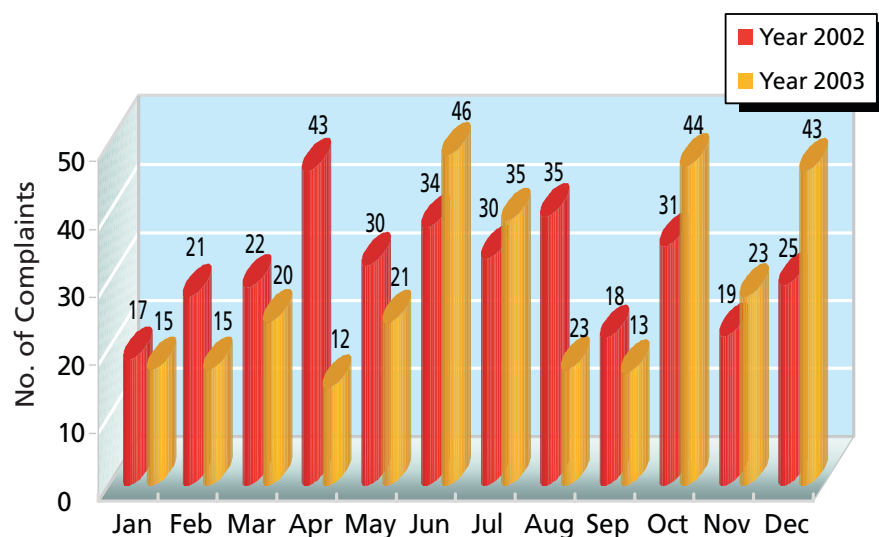


Figure 8

### Information to Legislative Council and District Council

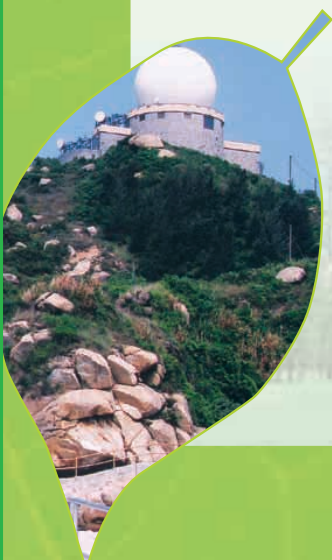
During 2003, we held two meetings with several members of the Legislative Council and the Tsuen Wan District Council about aircraft noise issues. During which, we have explained noise impacts and our implementation of mitigating measures.

### 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 2003 and 2004

In 2004, we would continue to carry those 2003 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.

Apart from monitoring the noise of jet aircraft, CAD has also been monitoring the helicopter noise impact in the vicinity of the Shun Tak Heliport and the West Kowloon Heliport by using portable noise monitors.

### Targets for 2003 and 2004

We kept on reviewing the need for installing new noise monitors or relocating existing ones to enhance our noise monitoring capabilities in 2003. The targets for 2004 are to relocate the noise monitor at Ma Wan to the nearby residential estate and to examine the need for one at Tung Chung East. In addition, we planned to upgrade one portable monitor to enhance its noise data recording and analysis capability in 2004.