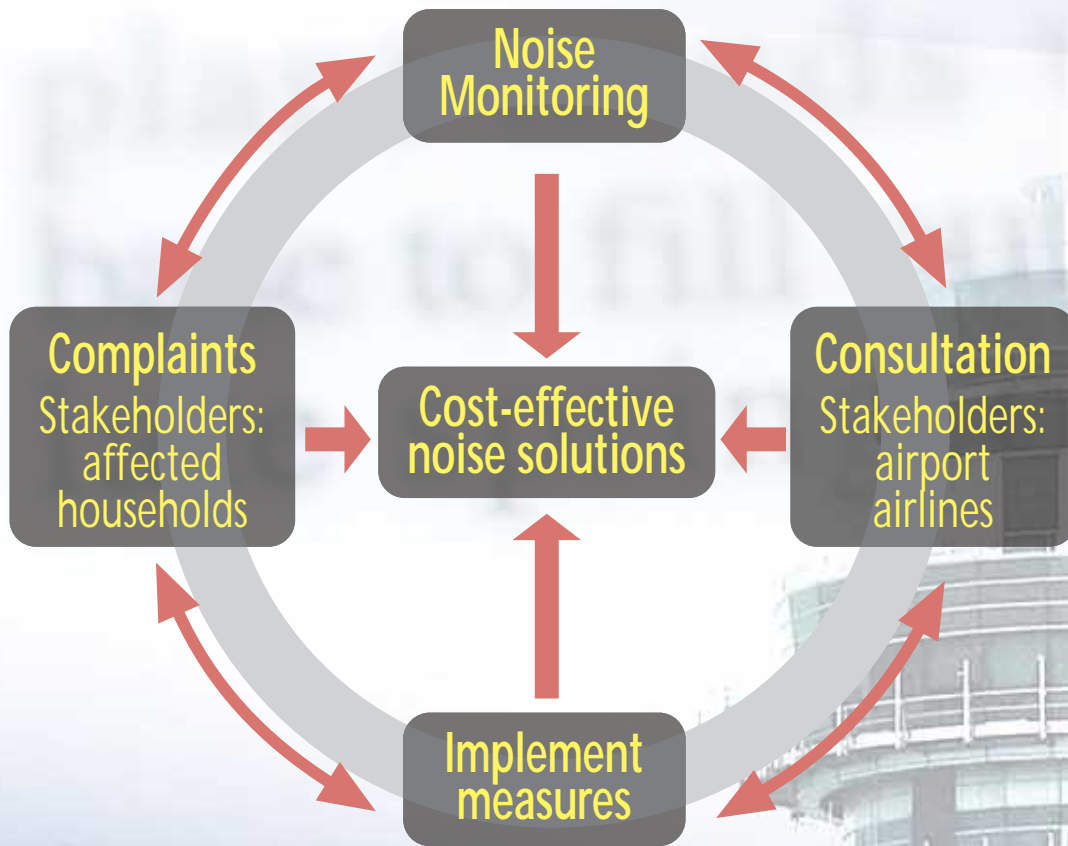Minimising noise impacts requires balancing the needs of various stakeholders, including affected households and the aviation industry. This process of liaison is pictured in the diagram below(Figure 5).

Noise
Monitoring

Complaints
Stakeholders:
affected
households

Cost-effective
noise solutions

Consultation
Stakeholders:
airport
airlines

Implement
measures

(Figure 5)

As the diagram shows, we also continuously monitor aircraft noise and implement noise-mitigating measures wherever possible, and always strive to achieve cost-effective solutions. In addition, we disseminate relevant noise data and closely monitor the aviation technology developments with a view to introducing new technology on aircraft noise reduction.

Using Flight Paths Over Water to Minimise Noise - Night Arrivals

To keep aircraft noise impacts to populated areas to an absolute minimum in the night-time hours, so long as weather and flight conditions allow, we require arriving aircraft to approach the airport from the southwest, so that they approach over water, and depart via the West Lamma Channel.

In 2006, we targeted for 90% of all aircraft arriving between midnight and 7:00am to use this approach path.
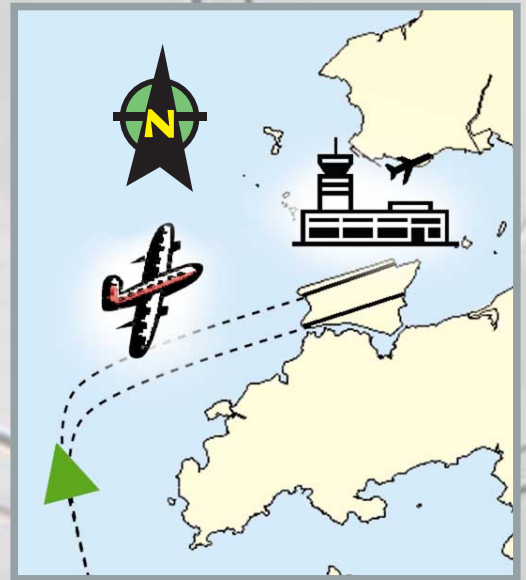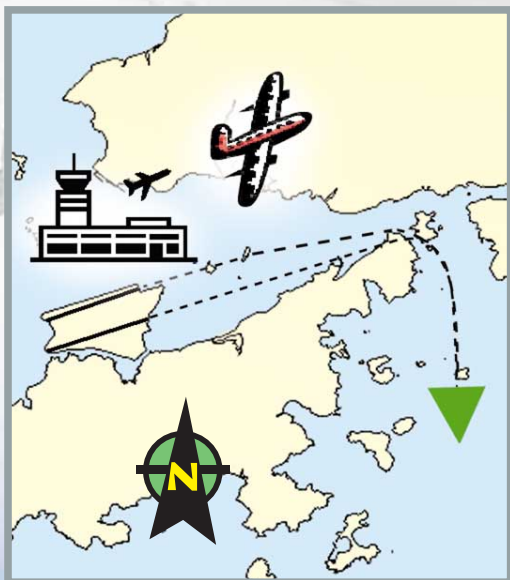
In the same period, we targeted for 95% of all aircraft taking-off between 11:00pm and 7:00am to depart via the West Lamma Channel.

These two arrangements ensure that during the overnight period, populated areas such as Sha Tin, Tsuen Wan, Kwai Chung, Tsing Yi, Sham Tseng and Tsing Lung Tau are not affected by noise from arriving aircraft, while districts like Kowloon, North Point, Shau Kei Wan and Chai Wan are not affected by noise from departing aircraft.
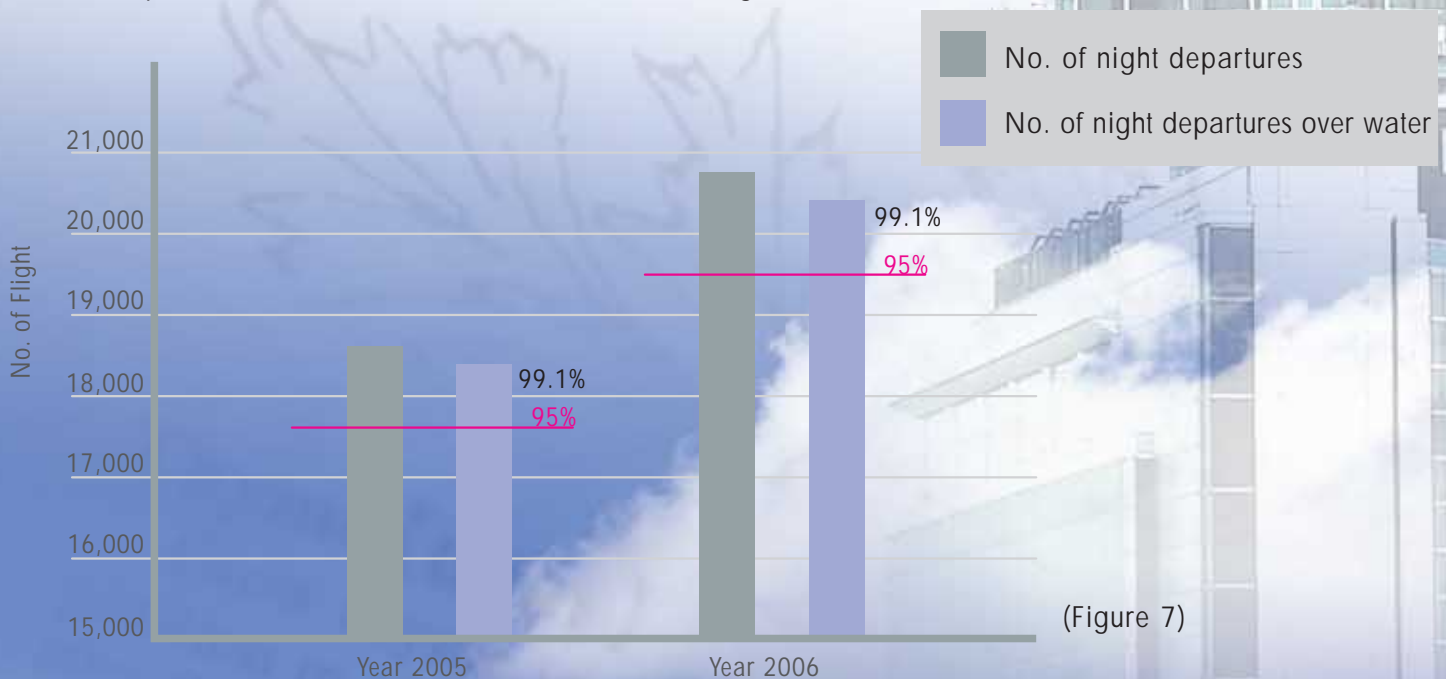
Our Performance in 2006

Statistical data show that in 2006, only 88.1% of all night arrivals were able to land from the southwest. This figure was higher than the 86.9% of 2005 but still fell short of the 90% target (Figure 6).
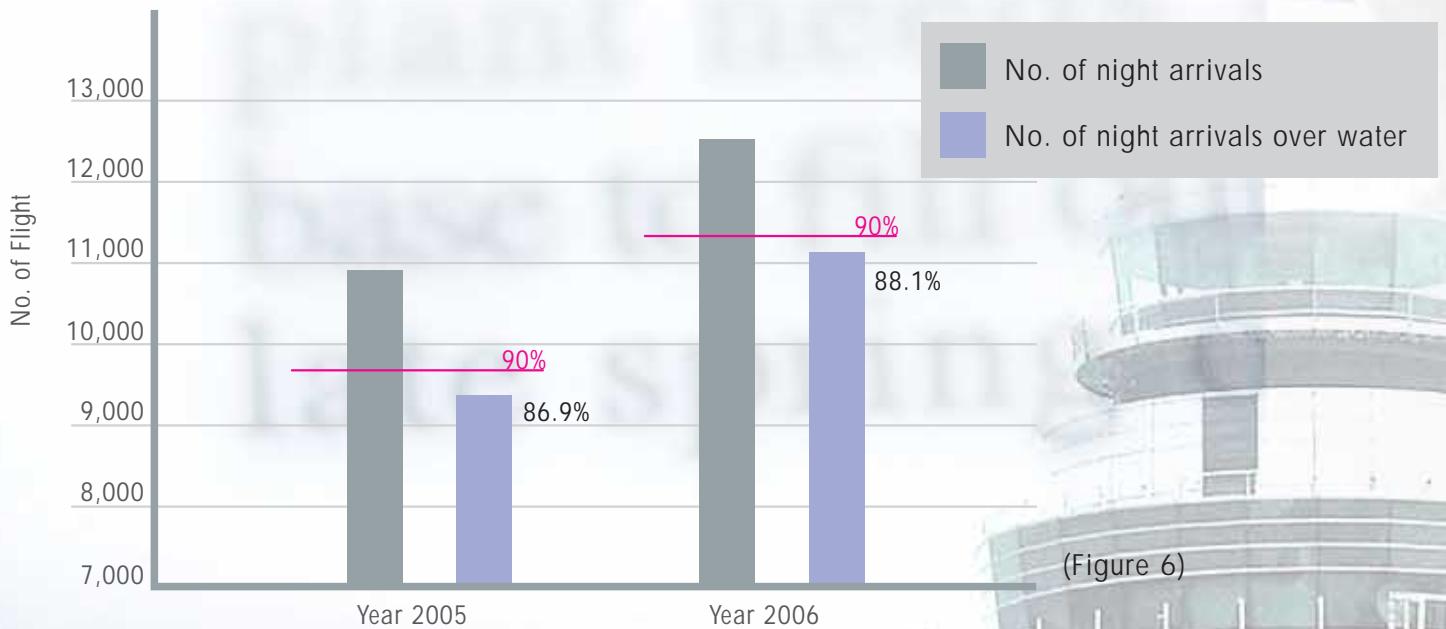
(Figure 6)

We achieved more success with night departures. In 2006, 99.1% (2005, also 99.1%) of all night departures were via the West Lamma Channel (Figure 7).

(Figure 7)

Target for 2007

In 2007, we will retain the aforementioned 90% and 95% targets respectively for night arrivals and departures over water.

Quieter Arrivals

Even when weather and flight conditions require night arrivals to approach from the northeast, we encourage aircraft to adopt the Continuous Descent Approach (CDA) between the hours of 11:00pm to 7:00am. By this procedure, aircraft would fly higher, and adopt a lower power and drag configuration as they begin their approach, thus minimising night-time aircraft noise impacts in areas such as Sai Kung, Tseung Kwan O and Ma On Shan.

Our Performance in 2006

In 2006, 81.3 % of aircraft approaching from the northeast between 11:00pm and 7:00am attained CDA procedures.

Target for 2007

In 2007, we will continue to encourage the use of the CDA procedure.

Quieter Departures

Whenever it is deemed necessary for aircraft to depart to the northeast, they are required to use Noise Abatement Departure Procedures (NADP) so long as safe flight operations permit.

Prescribed by the International Civil Aviation Organization (ICAO)*, these procedures require aircraft to commence engine power reduction in the initial phase of take-off at heights as low as 800 feet. This reduces the noise impact on affected households in the vicinity of the airport when aircraft are required to depart to the northeast.

Target for 2007

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

* Note : The International Civil Aviation Organization (ICAO) is a specialised agency of the United Nations. ICAO was created in 1944 to promote the safety and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The Organization serves as the forum for cooperation in all fields of civil aviation among its 190 Contracting States.

Keeping Noisy Aircraft Out of Hong Kong

Since 1 July 2002, old and noisy "Chapter 2" (#1) aircraft types that create serious noise pollution have been banned from using Hong Kong International Airport.

Only newer and quieter "Chapter 3" (#2) aircraft are allowed to land in Hong Kong.

Target for 2007

To protect residents from unnecessary aircraft noise, the ban on Chapter 2 aircraft will remain in place.

1 Note : "Chapter 2" aircraft are those aircraft which only comply with the noise standard stipulated in Chapter 2 of Annex 16, Volume 1, Part II to the Convention on International Civil Aviation.

2 Note : "Chapter 3" aircraft are those aircraft which comply with the more stringent noise standard stipulated in Chapter 3 of Annex 16, Volume 1, Part II to the Convention on International Civil Aviation.

Working with the Public

Complaint Hotline

In 2006, we received 442 complaints regarding aircraft noise (Figure 8), a 6.5% increase on 2005.

Figure 8
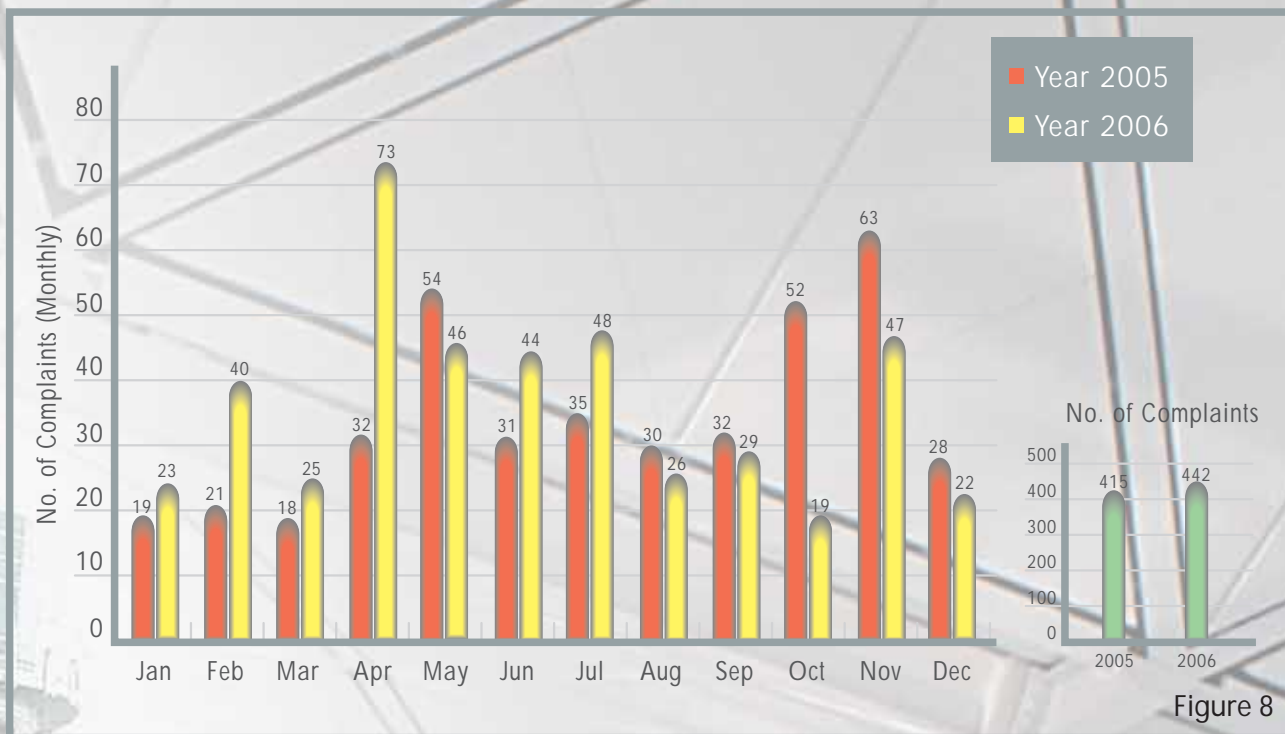
Public and Government Liaison

In 2006, we attended a total of six committee meetings of the Tsuen Wan District Council, the Kwai Tsing District Council, Islands District Council and the Eastern District Council and 2 meetings with local communities. During these meetings, we explained the noise-mitigating measures we had implemented to minimise aircraft noise impacts.
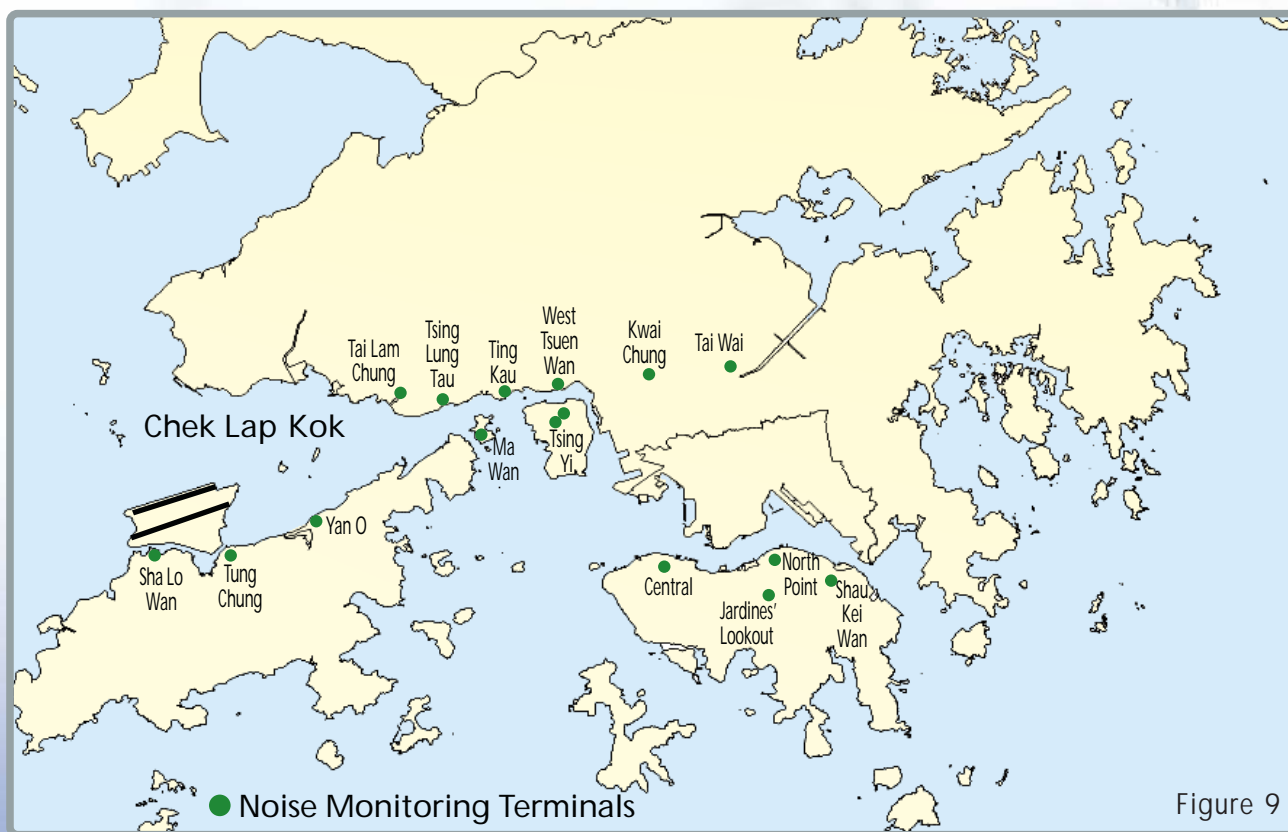
Noise Data

We regularly uploaded new noise data to our website in 2006, enabling all members of the public to access our aircraft noise information.

Target for 2007

In 2007, we will continue serving the community with noise data, and our camplaint hotline.

Noise Monitoring

We continued to use a sophisticated computer-based Aircraft Noise and Flight Tracking Monitoring System (ANFTMS) to closely monitor aircraft noise in the vicinity of the flight paths in 2006. This system comprised 16 fixed noise monitors(Figure 9) which continually collect noise data on a real-time basis. All noise data were automatically correlated with the radar information on flight tracks, enabling us to compile accurate statistics on aircraft noise and more effectively investigate any noise complaints.

Chek Lap Kok

Tai Lam Chung
Tsing Lung Tau
Ting Kau
West Tsuen Wan
Kwai Chung
Tai Wai
Ma Wan
Tsing Yi
Yan O
Sha Lo Wan
Tung Chung
Central
North Point
Shau Kei Wan
Jardines' Lookout

● Noise Monitoring Terminals

Figure 9

Improvement Works in 2006

In 2006, we installed surge protection devices for all the 16 noise monitoring terminals to upgrade the lightning protection of our terminals. We also procured 7 monitor equipment units for replacing the aged monitors.

Target for 2007

In 2007, we will replace some aged noise monitoring terminals with units of new model. We will also continue to closely monitor aircraft noise and flight tracks around the clock using the ANFTMS.