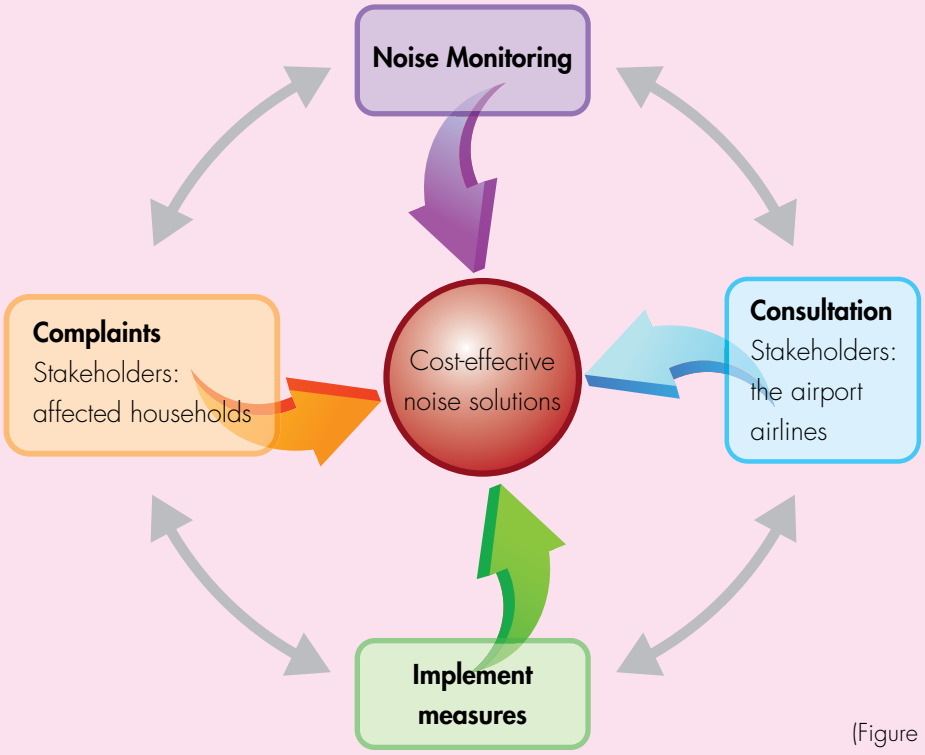
Chapter 4

Managing Aircraft Noise

Managing Aircraft Noise

We balance the needs of various stakeholders, including affected households and the aviation industry, in our work to manage the impact of aircraft noise. This aircraft noise management process is illustrated in the figure below (Figure 5).



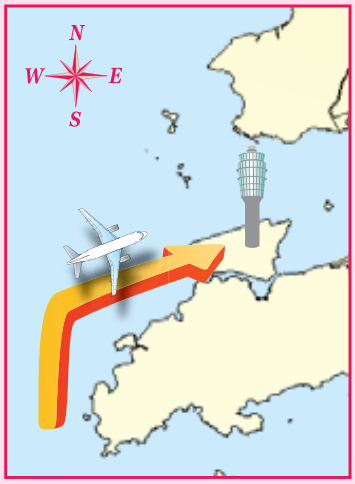
(Figure 5)

As shown in the figure, we continued to implement noise mitigating measures wherever possible and closely monitor aircraft noise and handle the complaints from affected households in 2008. We strived to achieve cost-effective solutions to the aircraft noise problem in consultation with the airport and the airlines.

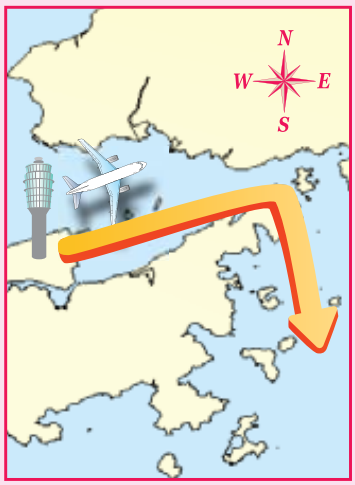
In addition, we compiled relevant noise data and watched out for aviation technology developments with a view to help enhancing measures and introducing new practices on aircraft noise reduction.

Using Flight Paths Over Water to Minimise Noise

To keep aircraft noise impacts on 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 their flight paths are over water and aircraft taking-off to the northeast to depart via the West Lamma Channel.



In 2008, we targeted for 90% of all aircraft arriving between midnight and 7:00am to approach from the southwest.

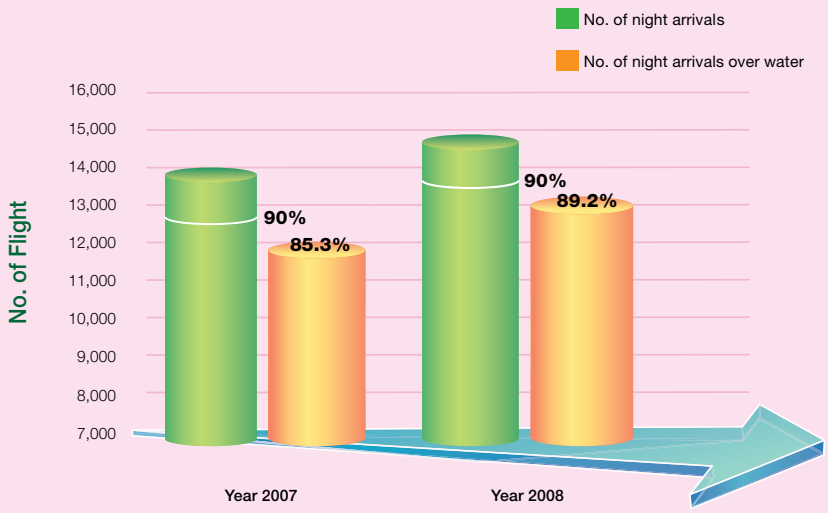


In the same period, we targeted for 95% of all aircraft taking-off to the northeast between 11:00pm and 7:00am to depart via the West Lamma Channel.

These two arrangements would help ensure that during the overnight period, populated districts 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.

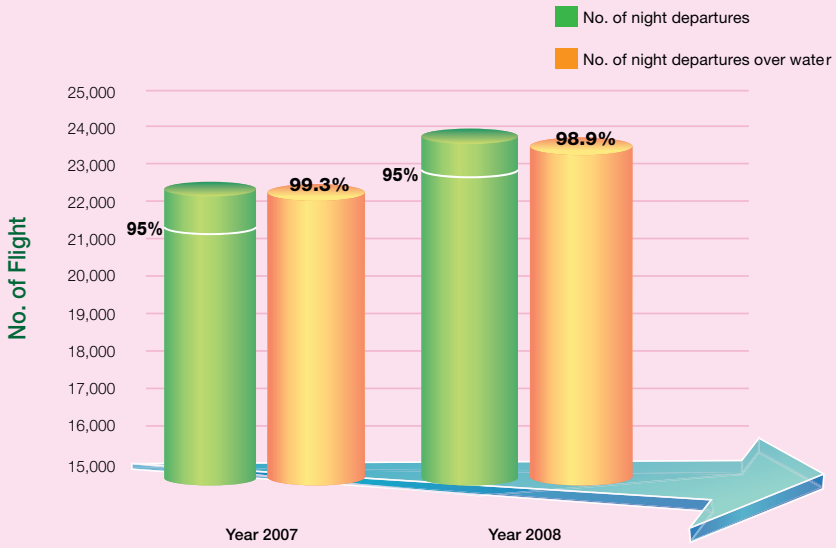
Our Performance in 2008

Statistical data shows that in 2008, 89.2% (2007, 85.3%) of all night arrivals were able to land from the southwest. (Figure 6)



(Figure 6)

In 2008, 98.9% (2007, 99.3%) of all night departures to the northeast were via the West Lamma Channel (Figure 7).



(Figure 7)

Target for 2009

In 2009, we will retain the target that 95% of all night departures to the northeast will depart via the West Lamma Channel. We will continue to require night arrivals to approach from the southwest as far as possible.

Quieter Arrivals

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

Our Performance in 2008

In 2008, 77.6% (2007, 82.8%) of aircraft approaching from the northeast between 11:00pm and 7:00am adapted CDA procedures.

Target for 2009

In 2009, we will continue to encourage the use of the CDA procedure.

Quieter Departures

To reduce the noise impact in the vicinity of the airport, all aircraft departing to the northeast are to adopt the Noise Abatement Departure Procedures (NADP) developed by the International Civil Aviation Organization (ICAO)* as long as safe flight operations permit.

Target for 2009

In 2009, we will continue to implement the Noise Abatement Departure Procedures for departures to the northeast.

Note : * The International Civil Aviation Organization (ICAO) is a specialised agency of the United Nations. ICAO was established in 1944 to promote the safe and orderly development of international civil aviation. 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"* aircraft types that create serious noise pollution have been banned from using the Hong Kong International Airport. Only newer and quieter "Chapter 3"** aircraft are allowed to land in Hong Kong.

Target for 2009

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

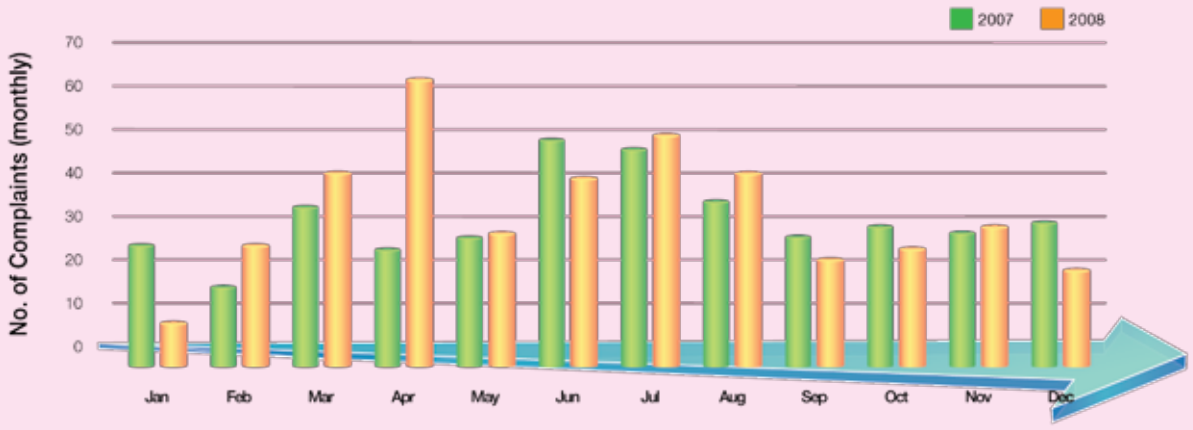
Note : * "Chapter 2" aircraft are those aircraft which only comply with the noise standard stipulated in Chapter 2 of Annex 16, Volume 1, Part II to the Convention on International Civil Aviation.

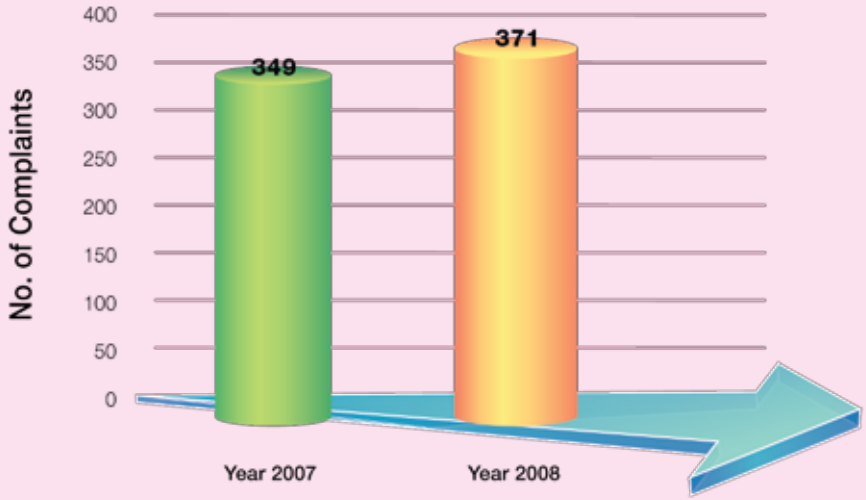
Note : ** "Chapter 3" aircraft are those aircraft which comply with the more stringent noise standard stipulated in Chapter 3 of Annex 16, Volume 1, Part II to the Convention on International Civil Aviation.

Working with the Public

Complaint Handling

In 2008, we handled 371 aircraft noise complaints (Figure 8) which represented a 6.3% increase compared with 2007.





(Figure 8)

Public and Government Liaison

In 2008, we attended a committee meeting of the Tsuen Wan District Council, two meetings with Legislative Council members and a meeting organised by a local community. During these meetings, we explained the noise mitigating measures we had implemented.

Noise Data

We regularly uploaded new noise data to our website in 2008 so that members of the public may access our aircraft noise information.

Target for 2009

In 2009, we will continue maintaining dialogue with concerned parties on the subject, and continue serving the community with the provision of noise data and our complaint hotline.

Staff was verifying noise data at a noise monitoring station.

Noise Monitoring

We continued to use the Aircraft Noise and Flight Tracking Monitoring System (ANFTMS) to closely monitor aircraft noise in the vicinity of the flight paths in 2008. 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.

(Figure 9)

Improvement Works in 2008

In 2008, we completed the replacement work of eight aged noise monitoring terminals.

Target for 2009

We will continue to closely monitor aircraft noise and flight tracks around the clock using the ANFTMS. We will also explore relocating the Tung Chung noise monitoring terminal to a residential estate closer to the flight paths.