

華翠園（沙田）業主立案法團的信頭

本會列席一九九八年八月十八日立法會之新聞稿

符合經濟效益的消滅航機噪音之建議

致各立法會議員及新聞界：

一九九八年八月十八日

我們是沙田華翠園之居民，自新機場啟用後，我們一直受航機噪音滋擾，引致部份居民飽受失眠之苦，影響正常生活及健康，同時據 91—92 年機場環境評估報告、將來約有 12% 的航機會在清晨時間昇降，當第二條航道在年尾啟用時，噪音滋擾問題會更加惡化。

作為一個負責任的政府，在編定航道時，必須考慮及平衡各方面的利益、包括經濟效益、航運安全及居民之生活及環境質素。由眾多的噪音投訴個案，顯而易見，政府忽視及奪取居民原有的寧靜的生活。

本業主委員會、與有關的專業人仕商討後、建議政府改良現在的航道運作模式如下：跟據民航處於七月十六日向各民航機司所發出之指引（NOTAM，見附件一）

“an operational evaluation will be conducted for 3 months, during which Runway 25 will be declared in use in preference to Runway 07, subject to a maximum tailwind of 10 kt on dry runway or 5 kt on wet runway.” 即在機場乾跑道情況下、航機背風（tailwind）十海哩或在濕跑道時、背風五海哩情況下、應儘量使用 25 跑道（航機降落時經沙田、荃灣及青衣，並令各區居民飽受滋擾）

我們建議政府應考慮在同等的準則下、儘量安排航機使用西面的 07 跑道降落，大大減少航機降落時對各區居民的噪音滋擾。

跟據 91—92 年機場環境評估報告第 16—10 頁（見附件二）

“從新機場過往十年所錄得的風向分析、主要吹東風，依風向而選空航機昇降航道，七成的時間機航使用 07 航道、三成時間使用 25 航道……在背風五海哩的準則下，25 航道及 07 航道的使用率分別為 45% 及 55%”

因此我們估計、依照本建議的航道選定模式，超過八成多的機會航機可使用較少滋擾居民的西面 07 航道降落。對新航道選定模式的總結如下：（見附草圖）

| | |
|--------|--------------------|
| 所需投資金額 | 0（只重新安排航道選定模式） |
| 影響安全程度 | 0（民航處所編定之安全航道） |
| 對居民之滋擾 | 機會從 45% 減少至 15% 以下 |

實際外國亦有不少機場因噪音問題百作出類似的航道選定安排（見附件三），例如美國之 Centennial Airport，等

民航處多次強調難以減低航機所發出之噪音，實際上在互聯網上很容易便找到外國多間機場所設立之網址，承諾如何消滅航機噪音之方法，例如較寧靜的飛行技巧及航機升降程序及航道選定安排，以儘量減低由於機場運作而對鄰近社區產生之不良影響。

依據美國之聯邦法例航空法第 14 章 150 部份（見附件四），當機場對隣近居民造成滋擾時，該機場管理者必須制定適當的消滅航機噪音措施，並鼓勵受噪音影響之人仕參與及監察該等消滅航機噪音措施之成效。我們建議政府制定類似之法例、以保障居民之權益。

最後、我們亦建議政府參考外國之經驗，將監管航機噪音之職權、從民航處（噪音之製造者）轉移到獨立及專責的環境保護處。

| NOTAM DAILY SUMMARY | HONG-KONG AERONAUTICAL INFORMATION SERVICE |
|---|--|
| <p><u>Add</u> : Air Traffic Management Division Civil Aviation Department Hong Kong International airport <u>Tel</u> : 27698310 <u>AFTN</u> : VHHHYNXX <u>COMM</u> : AIRCIVIL HONG KONG</p> | |

SUMMARY OF NOTAM IN FORCE

The following NOTAM were still in force at **98/07/16 01:00** UTC.
NOTAM not included have either been cancelled, or superseded by
AIP supplement or incorporated in AIP-HONG KONG

AERODROMES**YHHH: HONG KONG INTL****A0262/97: RDO FREQ INTERFERENCE**

97/12/18 07:22 UTC PERM

ACFT OPR MAY CTC HONG KONG APP/HONG KONG CTL ON VHF 123.95 124.05
125.8 132.15 IN THE PRESENCE OF RDO FREQ INTERFERENCE ON NML ATC
FREQ.

A0001/98: REF AIP SUPP A04/98. HONG KONG NEW AIRPORT RWY 07R

98/07/06 00:00 UTC PERM

REF AIP SUPP A04/98. HONG KONG NEW AIRPORT RWY 07R ILS PROC
WAYPOINT LIMES ESTABLISHED NLG RDL 157/DME 28NM (220626N
1134634E)

A0002/98: REF AD2-VHHH-52 PARA 28.2.1, HONG KONG NEW AIRPORT

98/07/06 00:00 UTC PERM

REF AD2-VHHH-52 PARA 28.2.1, HONG KONG NEW AIRPORT RWY 25L ILS
PROC FAF LOTUS LOC SHOULD READ IFL DME 15NM (222321N 1141055E)

A0111/98: RFI REP

98/04/29 07:17 UTC PERM

FOR COLLECTION OF MORE DATA ON ATC VHF RDO FREQ INTERFERENCE
(RFI), PILOTS ARE REQ TO SUBMIT IN WRITING TO AIR TRAFFIC GENERAL
MANAGER A RFI REP WHICH CONSISTS OF FREQ, TIME AND DUR, BRG AND
DIST FM CH, ALT AND NATURE OF RFI (I.E. STATIC INTERFERENCE,
CARRIER WAVE. VOICE TRANS)

A0117/98: SPEED CTL

98/05/08 08:27 UTC PERM

ALL PILOTS ARE REMINDED TO COMPLY WITH THE SPEED CTL PROC
PUBLISHED IN HK AIP PAGE ENR 1.5-3 PARA 2.4 UNLESS OTHERWISE ADZ
BY ATC. SUCH

SPEED PROFILES ARE ESSENTIAL FOR MAINTAINING THE APPROPRIATE INTER-ARR SPACING FOR EFFICIENT RWY UTILIZATION. PILOTS UNABLE TO COMPLY WITH SUCH SPEED PROFILES SHOULD INFORM ATC AS SOON AS PRACTICABLE.

A0159/98: OPERATIONAL EVALUTION

98/07/05 22:30 UTC98/10/05 22:30 UTC EST

ON OPENING OF THE NEW INTERNATIONAL AIRPORT OF HONG KONG (THE EXACT OPENING TIME WILL BE CONFIRMED BY NOTAM), AN OPERATIONAL EVALUATION WILL BE CONDUCTED FOR THREE MONTHS (TIL OCT 052230 EST), DURING WHICH RUNWAY 25 WILL BE DECLARED IN USE IN PREFERENCE TO RUNWAY 07. SUBJECT TO A MAXIMUM TAIL WIND OF 10 KT ON DRY RUNWAY OR 8 KT ON WET RUNWAY. TO ENSURE SYSTEM SAFETY AND EFFICIENCY, PILOTS ARE REMINDED TO ADHERE TO PUBLISHED SPEED REQUIREMENTS ON FINAL APPROACH AS STIPULATED IN PARAGRAPH 2.4 ON PAGE ENR 1.5-3 OF PART II OF THE AIP-HONG KONG. PILOTS AND OPERATORS ARE INVITED TO FORWARD COMMENTS TO THE AIR TRAFFIC GENERAL MANAGER ON THE PREFERENTIAL USE OF RUNWAY 25 DURING THE TRIAL PERIOD BY MAIL TO THE AIC, ROOM 3N05-01, PASSENGER TERMINAL, HONG KONG INTERNATIONAL AIRPORT, LANTAU, HONG KONG, OR BY FAX TO (852)23824534.

A0161/98: NAVIGATIONAL AID MAINTENANCE SCHEDULE

98/07/05 22:30 UTCPERM

NAVIGATIONAL AID MAINTENANCE SCHEDULE WILL BE:
WEEKLY MAINTENANCE PERIODS

| DAY | HOURS | EQUIPMENT |
|--|------------------------|--------------|
| MONDAY | | |
| (EXC 1ST MON OF THE MONTH) | 0115-0145 | 07L LLZ |
| (EXC 1ST MON OF THE MONTH) | 0215-0245 | 07L GP/DME |
| (EXC 4TH MON OF THE MONTH) | 0001-0015 0115-0130 | MP RSR |
| TUESDAY | | |
| (EXC 2ND TUE OF THE MONTH) | 0115-0145 | 07R LLZ |
| (EXC 2ND TUE OF THE MONTH) | 0215-0245 | 07R GP/DME |
| (EXC 4TH TUE OF THE MONTH) | 0100-0115 | LKC DVOR/DME |
| (EXC 3RD TUE OF THE MONTH AND 4TH TUE OF MAY AND NOV) | 0001-0010 0120-0130 | BH ASR |
| WEDNESDAY | | |
| (EXC 1ST WED OF THE MONTH) | 0100-0115 | TH VOR/DME |
| (EXC 2ND WED OF THE MONTH) | 0115-0130 | TD DVOR/DME |
| (EXC 3RD WED OF THE MONTH) | 0130-0145 | SMT DVOR/DME |
| (EXC 2ND WED OF THE MONTH) | 0001-0010 0120-0130 | BH ASSR |
| THURSDAY | | |
| (EXC 1ST THU OF THE MONTH) | 0115-0145 | 25L LLZ |
| (EXC 1ST THU OF THE MONTH) | 0215-0245 | 25L GP/DME |
| (EXC 4TH THU OF THE MONTH AND 3RD THU OF APR AND OCT) | 0001-0005 0125-0130 | MP RSSR |
| FRIDAY | | |
| (EXC 2ND FRI OF THE MONTH) | 0100-0130 | SMR |
| (EXC 4TH FRI OF THE MONTH) | 0100-0115 | CH DVOR/DME |
| (EXC 4TH FRI OF THE MONTH) | 0115-0145 | 25R LLZ |
| (EXC 4TH FRI OF THE MONTH) | 0215-0245 | 25R GP/DME |
| (3RD FRI OF APR AND OCT) | 0001-0005 0125-0130 | MP RSSR |
| (4TH FRI OF MAY AND NOV) | 0001-0010 0120-0130 | BH ASR |
| (EXC 1ST FRI OF THE MONTH) | 0001-0010 0120-0130 | SC ASR |

16.1.3 Runway and Flight Track Utilisation Data

Once the activity is broken down by aircraft type it becomes necessary to distribute these operations to the various destinations. The aircraft destination is necessary to determine stage lengths which are used in the noise model. Stage length information forms the basis for assigning aircraft different departure profiles (operating characteristics) based on gross takeoff weight. For the development of noise contours, stage lengths were assigned by taking the non-stop city-pair aircraft destinations and determining the Nautical Air Miles (NM) to each of the markets. Stage lengths and a breakdown of activity by category to each of the markets was derived using the aircraft mix from Table 16.5 and the market distribution, and are presented in Table 16.7.

For the noise model to accurately portray the noise impacts created by aircraft as they proceed to their destinations it is necessary to determine the runway and flight track utilisation rates which these operations will use. Based on an analysis of wind data collected at Chek Lap Kok over the last 10 year period, it has been determined that winds are predominantly from the east. As a result, the Runway 7 ends would be favored approximately 70 percent of the time and the Runway 25 ends would accommodate the remaining 30 percent. However, it was also determined that a relatively high percent of the time wind speed is 5 knots or less. If adequate runway length exists, large aircraft can safely depart with a slight tailwind component. Operationally, departures to the west of Chek Lap Kok over open water provide an additional safety margin in case of an emergency on takeoff, and places little, if any, restriction on an aircraft with a low climb gradient capability. With the known obstructions associated with the terrain to the north, east, and south of Chek Lap Kok, departures to the east offer little in flexibility for contingency procedures, may deny independent operations (subject to further review), and may impact some operator's declared takeoff distances. In particular, a pilot of an aircraft taking off under maximum takeoff weight conditions may wish to use Runway 25L/R during tailwind conditions. Air Traffic Control (ATC) coordination and approval would be required of this ad hoc procedure.

For this modelling effort it has been assumed that operations from Runway 25L/R at Chek Lap Kok can be safely accomplished with up to a 5 knot tailwind. There is no intent to impose an operational restriction on the new airport, but to establish for the derivation of noise contours, a representative proportion of departures using Runways 25L/R and 7L/R. By assuming a slight tailwind component as indicative of the limit at which pilots would opt to use Runway 25L/R the proportion of operations which would use Runway 25L/R and Runway 7L/R are 45 and 55 percent respectively. The noise contours presented within this report are based on this runway utilisation split.

The final input needed to generate noise contours for Chek Lap Kok is the assignment of aircraft to flight tracks based on the runway utilisation. According to ICAO manual *Procedures for Air Navigation Services, Aircraft Operations (PANSOPS)*, Volume I, an arriving aircraft should be aligned with the localizer signal generally set on the extended runway centerline during the intermediate and precision segments of an instrument approach. The optimum length of each of these segments is 5 NM. Therefore, considering that arriving aircraft will be aligned with the extended runway centerline for approximately 10 NM, which is well beyond the extent of the noise contours, it was assumed that all arrival tracks will be straight-in.

Centennial Airport Preferential Runway Procedure

In 1992 Centennial Airport instituted a voluntary preferential runway program where pilots would land and takeoff in a manner to minimize overflights over the extremely populated area just north of the airport. The procedure states:

Between 10:00p.m. (2200L) and 6:00a.m. (0600L) aircraft are requested to use Runway 35 for arrivals and Runway 17 for departures, but only if the following conditions apply:

- Tailwind component is less than 6 kts.
- Crosswind component is less than 20 kts.



If you require more information on any of these programs, contact us by E-mail, or call (303)790-0598.



acpaa@centennial-airport.com

Public Involvement



FAR Part 150 Noise Exposure and Land Use Compatibility Study

11/7/97

The **Public Involvement Plan** to support the FAR Part 150 Noise Exposure and Land Use Compatibility Study is a two-pronged communications program aimed at both study participants and those audiences which may not attend many, if any, events. The plan includes a number of public information outreach activities to seek the input from the diverse constituency groups with an interest in Sea-Tac Airport.

This **Public Involvement Plan** is a working document intended to be updated as the project progresses.

Primary objectives of the communications program are to:

- Provide for quality, balanced public input to the Part 150 Update;
- Assure that the public has good information on which to base their input;
- Assure that the program is credible and defensible;
- Ensure development of a cost effective and balanced Noise Compatibility Plan.

The challenge of this Part 150 study is to build on the extensive existing noise mitigation program in creative and constructive ways, while remaining cognizant of physical, environmental, regulatory and fiscal constraints. Maintaining the credibility of this process within this complex environment is a particular challenge which can be met, in part, by providing opportunities for in-depth participation by a full range of Seattle area constituents. Our goal will be to make the process as "transparent" and productive as possible through outreach, dialogue, and good, clear information.

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