

**Flight Path Options for the New Airport**

**First Runway**

Arrival for Runway 07R

TR11 (1991) or  
L1 (1994)                      This is the only option recommended and is adopted.

Departure for Runway 07R

TR2 (1991)  
or T2 (1994)                      This is adopted.

TR3 (1991) or  
T1 (1994)                      TR3 is similar to TR2. The 1994 Consultant amended this flight path to T1 so as to segregate traffic departing to the north and east from those departing to the south. This will reduce conflicts between arriving and departing traffic at the south east of the airport, thereby enhancing safety and efficiency of airspace utilisation. T1 is adopted.

TR14, TR16 (1991)                      There are hills on both sides of these flight paths, requiring steep climb gradients in order to comply with the obstacle clearance criteria prescribed by the International Civil Aviation Organization, which may not be able to be achieved by long haul aircraft carrying heavy load. They do not have a clear advantage over T1 or T2 in terms of noise impact.

TR17 (1991)                      This flight path requires steep turns and operate at close proximity to tall hills at Castle Peak. It is acceptable for light aircraft operating on visual flights but not suitable for commercial aircraft using the airport.

TR32 (1991)                      This flight path is too close to the flight paths of the Shenzhen Airport and therefore not acceptable from an air safety point of view. It also does not have a clear advantage over TR2 in terms of noise impact.

Arrival for Runway 25L

TR20 (1991) or  
L3 (1994)                      This is the only option recommended and is adopted.

Departure for Runway 25L

TR12, TR18 (1991) or T5 (1994)	These are adopted.
TR22, TR33 (1991)	These flight paths conflict with those of the Macau Airport and Shenzhen Airport and do not have a clear advantage over TR12 and TR18 in terms of noise impact.

**Second Runway**Arrival for Runway 07L

TR10 (1991) or L2 (1994)	This is the only option recommended and will be adopted.
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Departure for Runway 07L

TR6 (1991)	This will be adopted.
TR21 (1991)	This is similar to TR3 for Runway 07R and will be modified as per T1 to serve as one of the departure flight paths so as to segregate traffic departing to the north and east from those departing to the south. This will reduce conflicts between arriving and departing traffic at the south east of the airport, thereby enhancing safety and efficiency of airspace utilisation.
TR1 (1991)	There are hills on both sides of these flight paths, requiring steep climb gradients in order to comply with the obstacle clearance criteria prescribed by the International Civil Aviation Organization, which may not be able to be achieved by long haul aircraft carrying heavy load. It does not have a clear advantage over TR6 or TR21 in terms of noise impact.
TR8, TR31 (1991) or T6 (1994)	Although these flight paths have a steep climb gradient which may not be acceptable by long haul flights carrying heavy load, for efficient dual runway operation, consideration would be given to adopting this flight path for those aircraft which can achieve the required climb gradient.
TR15 (1991)	This flight path requires steep turns and operates at close proximity to tall hills at Castle Peak. It is acceptable for

light aircraft operating on visual flights but not suitable for commercial aircraft using the airport.

Arrival for Runway 25R

TR7 (1991) or  
L4 (1994)

This is the only option recommended and will be adopted.

Departure for Runway 25R

TR13, TR19 (1991)

These will be adopted as two possible flight paths.

TR23 (1994) or  
T7 (1994)

This flight path would be developed into a departure flight path.

TR34 (1991)

These flight paths conflict with those of the Macau Airport and Shenzhen Airport and will not be adopted.