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10 January 2012

Mr Derek Lo  
Clerk to Subcommittee  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong

Dear Mr Lo,

**Subcommittee on Hong Kong Air Navigation (Fees) (Amendment)  
Regulation 2011 and Civil Aviation (Aircraft Noise) (Certification)  
(Amendment) Regulation 2011**

**Follow-up to the meeting on 20 December 2011**

I refer to your letter of 21 December 2011 and would like to set out the requested information in the ensuing paragraphs.

(a) – (c)

The emission of noise from aircraft landing or taking off in Hong Kong is regulated under Civil Aviation (Aircraft Noise) Ordinance, Cap 312. The Ordinance prescribes that all sub-sonic jet aircraft should comply with Chapter 3 of Volume I, Part II of Annex 16 to the Convention on International Civil Aviation. Hong Kong has prohibited the operation of jet aircraft whose noise standards do not meet the stipulated standards. Aircraft operator who fails without reasonable excuse to comply with the requirements in the Ordinance commits an offence and is liable on conviction to a fine of \$50,000.

There were 18 cases of deviation of designated flight path during 2009 to 2011 and most of them were weather-related. CAD had requested the airlines concerned to provide explanations for the deviations and reminded the airlines to follow the correct procedures. In case of recurrence and when the airline concerned cannot provide reasonable explanation for deviation, CAD will issue a letter to the airline concerned, requiring it to take appropriate action. During the period, there was one case which warranted the issuance of letter to the airline concerned. The airline had subsequently duly followed up and taken corrective actions. There was no recurrence from the airline concerned.

The levels of noise generated by sub-sonic jet aircraft are calibrated in accordance with the certification process laid down in Volume I, Part II of Annex 16 to the Convention on International Civil Aviation. The certified levels of noise of individual aircraft depend on factors such as the design of the aircraft and the types of engines installed, therefore it is difficult to provide the levels of individual aircraft of each airline. Generally speaking, newer models of aircraft and newer engines are quieter. Among the aircraft listed in LC Paper No. CB(1)644/11-12(02), the newer models of A380, B777 and A330 are comparatively quieter.

(d)

Noise Exposure Forecast (NEF) contour is a standard in landuse planning, i.e. based on the maximum design capacity of the airport in forecasting the impact of aircraft noise on the areas in the vicinity of the airport. It is not for measuring or monitoring the day-to-day aircraft noise level.

For supporting and coping with the long-term aviation development of Hong Kong, the Airport Authority (AA) plans for the future development of Hong Kong International Airport (HKIA) through the review and update of its 20-year airport development blueprint once every five years. The review and NEF contour update is dependent on the design capacity of the airport. The NEF 25 contour published in 1998 was based on the maximum design capacity of the airport in forecasting the impact of aircraft noise on the areas in the vicinity of the airport. As HKIA has yet to reach the design capacity, no review of such capacity has been conducted. Under such circumstance, AA does not have sufficient data to provide the basis to update the NEF 25 contour.

In the release of HKIA Master Plan 2030 (MP2030) in mid-2011, AA put forward two development options for public consultation. Option 1 is to maintain the existing two-runway system and Option 2 is to expand HKIA into a three-runway system. For the preliminary assessment of aircraft noise impact for the three-runway system, AA commissioned an independent consultant to conduct a preliminary assessment based on the latest information (including the flight path design for the three-runway system, aircraft operational forecast, runway utilization plan and the practical assumptions of night-time noise mitigation measures etc) resulting in a preliminary NEF 25 contour under the design capacity of the three-runway system which has been included in the MP2030. AA submitted a recommendation on the future development of HKIA to the Government in end 2011. Pending the decision of the Government on the recommendation, AA will proceed to the next stage of work and will, in accordance with the statutory process and on the basis of more comprehensive and detailed assumptions and data available at the time, conduct an EIA on the third runway development option, including the updating of NEF 25 contour.

Yours sincerely,



(Miss Monica Chen)

for Secretary for Transport and Housing

c.c. Director-General of Civil Aviation (Attn: Mr YK Leung)  
(Attn: Mr YP Tsang)  
(Attn: Mr Matthew Ip)