Hong Kong International Airport

IATA/ICAO CODE:	HKG/VHHH
CITY:	Hong Kong
COUNTRY:	Hong Kong

AIRPORT CONTACT

Information updated by the airport 4/2011

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Airport Web Site: http://www.cad.gov.hk/english/ac_noise.html - Aircraft Noise Management.

ELEVATION: 19 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07L/25R	3800	07L/173 25R - 174	3	60
07R/25L	3800	07R - 160 25L/0	3	60

NOISE ABATEMENT PROCEDURES

1. ICAO Noise Abatement Departure Procedure RWY 07L/RWY 07R

1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Department Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.

1.2 NADP1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.

1.3 All operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs on RWY 07L or RWY 07R. Operators are not required to inform CAD of the adopted procedure.

1.4 Full details of NADP 1 and NADP 2 are contained dures for Air Navigation Services -

Aircraft Operations, Volume 1 - Flight Procedures, (PANS-OPS, Doc 8168, Volume 1).

2. Noise Mitigating Measures

2.1 GENERAL

2.1.1 The following procedures are implemented daily to reduce aircraft noise levels when operating conditions permit. These measures include :

a) Continuous Descent Approach (CDA) Procedure for RWY 25L/25R;
b) Preferential use of RWY 07L/07R;
c) Noise Mitigating SIDs RWY 07L/07R;
d) Special ATC handling procedures.

2.1.2 Noise mitigating procedures are not applicable to flights necessary for the calibration of procedures, navigation aids and landing aids.

2.2 CONTINUOS DESCENT APPROACH (CDA) PROCEDURE FOR 25L / 25R DEPARTURES

2.2.1 As a noise mitigating measure, between 1501 and 2300 UTC, arrivals to RWY 25L/25R may expect an ILS/DME approach with a continuous descent approach (CDA) procedure subject to the prevailing traffic situation.

2.2.2 CDA Procedure
a) Aircraft on the CDA procedure are expected to achieve a continuous descent profile approximating a 3°vertical profile from 8000 ft to intercept the glidepath at 4500 ft or above. During a CDA pilots should maintain a low thrust setting and should not have recourse to level flight.

b) Aircraft will be given radar vectors from about 27 NM from touchdown (12 NM to FAP), to intercept the LOC outside of the FAP (RWY 25L LOTUS, IFL DME 15 NM - RWY 25R RIVER, ITFR DME 15 NM). The estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.

c) The recommended speed for the CDA intermediate approach segment is 210 - 225 KIAS, this should permit a relatively clean configuration for as long as practicable. The published speed restrictions for the final approach segment are applicable for the CDA procedure, viz. 180 KIAS at FAP and between 150 - 160 KIAS at OMF, 4 NM from touchdown.

d) If aircraft cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

2.3 PREFERENTIAL USE OF RWY 07L/07R

2.3.1 As a noise mitigating measure between 1601 and 2300 UTC, RWY 07L/07R will be selected as the runway-in-use whenever the tailwind component is not greater than 5 knots. During this period RWY 25L/25R may be used if operationally required, e.g. unserviceability of navigation aids, adverse weather conditions, aircraft performance, traffic situations, etc.

2.4 NOISE MITIGATING SIDS RWY 07L/07R

2.4.1 As a noise mitigation measure between 1501 and 2300 UTC, all departures from RWY 07L/07R east-bound (e.g. via ELATO), north-bound (e.g. via BEKOL), or southeast-bound

(e.g. via NOMAN), may expect the appropriate ATENA, LOGAN, RASSE or SKATE SID via RAMEN (see list of Hong Kong International Airport SIDs page AD2-30). These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.

2.4.2 Pilots should comply with the published speed control restriction (220 KIAS maximum) until established on track to RAMEN. Pilots of aircraft flying with on-board FMS/RNAV equipment are reminded that the waypoints PORPA and ROVER are "fly-over" positions. To ensure clearance from terrain the initial right turn to RAMEN must not be commenced until passing PORPA or ROVER.

2.5 SPECIAL ATC HANDLING PROCEDURES FOR RWY 25L / 25R DEPARTURES

2.5.1 As a noise mitigating measure between 1501 and 2300 UTC, departures from RWY 25L/25R may expect to remain on the appropriate SID track until passing 9000 ft or until they are south of Lantau Island, before being provided with radar vectors, as appropriate.

CONTINUOUS DESCENT ARRIVAL (CDA)

See information under Noise Abatement Procedures.

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures above for details.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

9. Engine Tests and Ground Runs

9.1 Engine run-ups are subject to the following conditions:
(a) An engine ground run is defined as any engine start up not associated with a planned aircraft departure.

(b) Engine ground runs at ground idle power for a duration not exceeding ten minutes may be carried out on aircraft parking bays limited to two engines at a time and must be fully supervised by ground staff.

(c) Engine runs above ground idle power shall be carried out in the engine run-up facility and engine ground runs at idle power for a duration in excess of ten minutes shall only be carried out in approved locations. All engine ground runs must be fully supervised by ground staff.

(d) Maintenance or test running of jet engines not mounted on an aircraft is prohibited unless performed in a test cell of adequate design.

9.2 Engine Ground Run Procedures
9.2.1 Initial requests for above ground idle engine run should be made to the Airport Authority Apron Control Center via the Authority’s website. The airline aircraft maintenance agent engineer or mechanic in charge of the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, aircraft, vehicles and equipment in the vicinity, are adopted.

9.2.2 When ready to conduct the engine run, the pilot or authorized engineer shall obtain startup clearance from Apron Control on frequency 121.775 MHz, and a listening watch shall be maintained on the frequency throughout the engine run. The aircraft anti-collision beacons must be activated for the entire duration of the ground engine run and Apron Control shall be advised on completion of the engine run.

9.2.3 The ground crew in charge must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

APU OPERATING RESTRICTIONS

No restriction applies to APU operation currently but this is subject to review.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	N/A	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	-
Avigation Easements	N/A	-
Zoning Laws	1990	The Hong Kong Planning Standards and Guidelines Chapter 9 stipulates that certain noise sensitive uses should not be located within specified NEF contours.
Real Estate/Property Disclosure Laws	N/A	-
Acquire Land for Noise Compatibility to date	N/A	-
Population within each noise contour level relative to aircraft operations	1998	<500 (<NEF 25)
Airport Noise Contour Overlay Maps	1998	-
Total Cost of Noise Mitigation Programs to Date	N/A	
Source of Noise Mitigation Program Funding for Aircraft Noise	1998	Engine testing noise barrier ($63M)
Noise Abatement Procedures	1998	The Civil Aviation Department (CAD) have adopted several noise abatement procedures especially for night time operations to better manage potential disturbance to local communities due to aircraft operations. For

		more details, please visit CAD's website at http://www.cad.gov.hk/english/ac_noise.html.

NOISE MONITORING SYSTEM

The implementation of the above noise abatement procedures are closely monitored by the Civil Aviation Department. An aircraft noise and flight track monitoring system with noise monitoring terminals installed at various locations under or near the landing and take-off flight paths is in place to help monitor aircraft noise and the implementation of the noise mitigating measures.

At present, there are a total of sixteen noise monitoring terminals installed which are located respectively at Sha Lo Wan, Tung Chung, Yan O, Ting Kau, Tai Lam, Tsing Yi (2 nos.), Kwai Chung, Tai Wai, Mid-levels in Central, North Point, Jardine's Lookout, Shaukeiwan, West Tsuen Wan, Tsing Lung Tau and Ma Wan.

FLIGHT TRACK MONITORING SYSTEM

See information under Noise Monitoring System

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

From July 1, 2002, aircraft other than those complying with ICAO Annex 16 Volume I, Part II, Chapter 3, are restricted from operation at the airport.

Under Section 3 of the Civil Aviation (Aircraft Noise) Ordinance, a subsonic jet aircraft must not land or take off in Hong Kong unless there is in force in respect of that aircraft a noise certificate issued by the aeronautical authority of a country which is a party to the International Civil Aviation Organization or other documentary proof of compliance by the aircraft with the Chapter 3 standards of noise.
(Note: "Chapter 3 standards of noise" means the standards of noise specified in Volume I, Part II, Chapter 3 of Annex 16 to the International Civil Aviation Organization (ICAO)
The noise certificate or documentary proof of compliance must be carried on the aircraft and must be produced by the commander of the aircraft for inspection if he is requested to do so by any authorized officer.

CHAPTER 2 PHASEOUT

See Stage 2 Restrictions above.

CHAPTER 3 RESTRICTIONS - NONE