

Project: Tung Chung New Town Extension
Project no. : 219844-70
Tiltle: Predicted Sound Power Level from noise sources

Maximum Sound Power Level for Planned Noise Sources

| Maximum Sound Power Level for Planned Noise Sources | | | | | | | | | | | | |
|---|---------------------|----------------------------|-----|-------------|---------------------------|-----------------------------|-------------------|--------|----------|-----------|-------------------|------------------------------|
| Source ID | Source Location | Source Description | NSR | Nearest NAP | Noise Criteria [1], dB(A) | Shortest Distance to NAP, m | Correction, dB(A) | | | | | Maximum Allowable SWL, dB(A) |
| | | | | | | | Distance | Facade | Tonality | Screening | Cumulative Impact | |
| Tung Chung East | | | | | | | | | | | | |
| CNS07 | TCE Railway Station | At station boundary | N1 | A1-1-05g | 53 | 110 | 49 | 3 | 3 | 0 | 3 | 93 |
| | | 10m from station boundary | | A1-1-05g | 53 | 120 | 50 | 3 | 3 | 0 | 3 | 94 |
| Tung Chung West | | | | | | | | | | | | |
| CNS08 | TCW Railway Station | 30m from station boundary | N9 | YTE-005 | 45 | 30 | 38 | 3 | 3 | 0 | 0 | 77 |
| | | 50m from station boundary | | YTE-005 | 45 | 50 | 42 | 3 | 3 | 0 | 0 | 81 |
| | | 100m from station boundary | | YTE-005 | 45 | 100 | 48 | 3 | 3 | 0 | 0 | 87 |

Note:

[1] Only night time criteria is assessed as worst case scenario.

Project: Tung Chung New Town Extension
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NSR ID: A1-1-05g
1st floor level (mPD): 11.5
Total number of floors: 50

Source at TCE Railway Station at 0m from boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N1 | A1-1-05g | 1 | 13 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 230 | -55 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 115 | 115 | -49 | 3 | 3 | 0 | 50 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 200 | -54 | 3 | 3 | 0 | 48 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |
| | | 5 | 25 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 231 | -55 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 115 | 117 | -49 | 3 | 3 | 0 | 49 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 201 | -54 | 3 | 3 | 0 | 48 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |
| | | 10 | 41 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 233 | -55 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 115 | 120 | -50 | 3 | 3 | 0 | 49 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 203 | -54 | 3 | 3 | 0 | 48 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |
| | | 20 | 73 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 239 | -56 | 3 | 3 | 0 | 42 | 52 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 115 | 133 | -50 | 3 | 3 | 0 | 48 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 211 | -54 | 3 | 3 | 0 | 47 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCE Railway Station at 10m from boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N1 | A1-1-05g | 1 | 13 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 230 | -55 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 125 | 125 | -50 | 3 | 3 | 0 | 50 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 200 | -54 | 3 | 3 | 0 | 48 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |
| | | 5 | 25 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 231 | -55 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 125 | 127 | -50 | 3 | 3 | 0 | 50 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 201 | -54 | 3 | 3 | 0 | 48 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |
| | | 10 | 41 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 233 | -55 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 125 | 130 | -50 | 3 | 3 | 0 | 49 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 203 | -54 | 3 | 3 | 0 | 48 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |
| | | 20 | 73 | A1-2 | Public Transport Interchange | 91 | 6 | 230 | 239 | -56 | 3 | 3 | 0 | 42 | 53 | 60 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 125 | 142 | -51 | 3 | 3 | 0 | 49 | | | |
| | | | | B0-2 | Electric Substation | 96 | 5 | 200 | 211 | -54 | 3 | 3 | 0 | 47 | | | |
| | | | | HKIA | | | | | | | | | | 46 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Project: Tung Chung New Town Extension
Project no. : 219844-70
Titlte: Predicted Sound Pressure Level from noise sources

NSR ID: A1-2-10c
1st floor level (mPD): 11.5
Total number of floors: 50

Source at TCE Railway Station at 0m from boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N1 | A1-2-10c | 1 | 13 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 65 | -44 | 3 | 3 | 0 | 53 | 55 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 110 | 110 | -49 | 3 | 3 | 0 | 50 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |
| | | 5 | 25 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 68 | -45 | 3 | 3 | 0 | 53 | 55 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 110 | 112 | -49 | 3 | 3 | 0 | 50 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |
| | | 10 | 41 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 74 | -45 | 3 | 3 | 0 | 52 | 55 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 110 | 116 | -49 | 3 | 3 | 0 | 50 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |
| | | 20 | 73 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 93 | -47 | 3 | 3 | 0 | 50 | 53 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 93 | 6 | 110 | 129 | -50 | 3 | 3 | 0 | 49 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCE Railway Station at 10m from boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N1 | A1-2-10c | 1 | 13 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 65 | -44 | 3 | 3 | 0 | 53 | 55 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 120 | 120 | -50 | 3 | 3 | 0 | 50 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |
| | | 5 | 25 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 68 | -45 | 3 | 3 | 0 | 53 | 55 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 120 | 122 | -50 | 3 | 3 | 0 | 50 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |
| | | 10 | 41 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 74 | -45 | 3 | 3 | 0 | 52 | 55 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 120 | 125 | -50 | 3 | 3 | 0 | 50 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |
| | | 20 | 73 | A1-2 | Public Transport Interchange | 91 | 6 | 65 | 93 | -47 | 3 | 3 | 0 | 50 | 53 | 55 | Y |
| | | | | TCE Railway | Tung Chung East Railway Station | 94 | 6 | 120 | 137 | -51 | 3 | 3 | 0 | 49 | | | |
| | | | | HKIA | | | | - | | | | | | 46 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Project: Tung Chung New Town Extension
Project no. : 219844-70
Titlte: Predicted Sound Pressure Level from noise sources

NSR ID: YTE-005
1st floor level (mPD): 11.8
Total number of floors: 41

Source at TCW Railway Station at nearest boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N2 | YTE-005 | 1 | 13 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 90 | -47 | 3 | 3 | 0 | 45 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 31 | -38 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 5 | 25 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 92 | -47 | 3 | 3 | 0 | 45 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 36 | -39 | 3 | 3 | 0 | 43 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 10 | 40 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 97 | -48 | 3 | 3 | 0 | 44 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 46 | -41 | 3 | 3 | 0 | 41 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 20 | 70 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 112 | -49 | 3 | 3 | 0 | 43 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 71 | -45 | 3 | 3 | 0 | 38 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at northern end

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N2 | YTE-005 | 1 | 13 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 90 | -47 | 3 | 3 | 0 | 45 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 51 | -42 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 5 | 25 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 92 | -47 | 3 | 3 | 0 | 45 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 54 | -43 | 3 | 3 | 0 | 44 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 10 | 40 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 97 | -48 | 3 | 3 | 0 | 44 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 61 | -44 | 3 | 3 | 0 | 43 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 20 | 70 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 112 | -49 | 3 | 3 | 0 | 43 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 82 | -46 | 3 | 3 | 0 | 41 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at southern end

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N2 | YTE-005 | 1 | 13 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 90 | -47 | 3 | 3 | 0 | 45 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 100 | -48 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 5 | 25 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 92 | -47 | 3 | 3 | 0 | 45 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 102 | -48 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 10 | 40 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 97 | -48 | 3 | 3 | 0 | 44 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 106 | -48 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |
| | | 20 | 70 | COM-3 | Public Transport Interchange | 86 | 4 | 90 | 112 | -49 | 3 | 3 | 0 | 43 | 52 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 119 | -50 | 3 | 3 | 0 | 43 | | | |
| | | | | HKIA | | | | | | | | | | 50 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Project: Tung Chung New Town Extension
Project no. : 219844-70
Titlte: Predicted Sound Pressure Level from noise sources

NSR ID: TCW-1-04
1st floor level (mPD): 11.5
Total number of floors: 18

Source at TCW Railway Station at nearest boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N2 | TCW-1-04 | 1 | 13 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 200 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 31 | -38 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 5 | 26 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 201 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 36 | -39 | 3 | 3 | 0 | 43 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 10 | 42 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 203 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 47 | -41 | 3 | 3 | 0 | 41 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 20 | 74 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 212 | -55 | 3 | 3 | 0 | 38 | 50 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 77 | 6 | 30 | 74 | -45 | 3 | 3 | 0 | 37 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at 20m behind boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N2 | TCW-1-04 | 1 | 13 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 200 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 51 | -42 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 5 | 26 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 201 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 54 | -43 | 3 | 3 | 0 | 44 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 10 | 42 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 203 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 62 | -44 | 3 | 3 | 0 | 43 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 20 | 74 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 212 | -55 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 81 | 6 | 50 | 84 | -47 | 3 | 3 | 0 | 40 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014

Source at TCW Railway Station at 70m behind boundary

| NSR | Nearest NAP | Floor of NAP | Height of NAP, mPD | Source Location | Source Description | SWL, dB(A) | Source Height, mPD | Horizontal Dist to NAP, m | Slant Distance to NAP, m | Correction, dB(A) | | | | Predicted SPL, dB(A) | Cumulative Impacts, dB(A) | ANL, dB(A) | Compliance [Y/N] |
|-----|-------------|--------------|--------------------|-----------------|---------------------------------|------------|--------------------|---------------------------|--------------------------|-------------------|--------|----------|-----------|----------------------|---------------------------|------------|------------------|
| | | | | | | | | | | Distance | Facade | Tonality | Screening | | | | |
| N2 | TCW-1-04 | 1 | 13 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 200 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 100 | -48 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 5 | 26 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 201 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 102 | -48 | 3 | 3 | 0 | 45 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 10 | 42 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 203 | -54 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 106 | -49 | 3 | 3 | 0 | 44 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |
| | | 20 | 74 | COM-3 | Public Transport Interchange | 86 | 4 | 200 | 212 | -55 | 3 | 3 | 0 | 38 | 51 | 55 | Y |
| | | | | TCW Railway | Tung Chung West Railway Station | 87 | 6 | 100 | 121 | -50 | 3 | 3 | 0 | 43 | | | |
| | | | | HKIA | | | | | - | | | | | 50 [1] | | | |

Note:
[1] Extracted from the predicted mitigated fixed noise impact in the approved EIA-223/2014