

Project: Tung Chung New Town Extension
Project No.: 219844-70
Tilte: Helicopter Noise Assessment Results

With reference to the International Civil Aviation Organisation,
the L_{max} (with lateral movements) for helicopter Super Puma AS 332 L2, EC155 B1, MD 902, AW 139, S-76 and S-92A were :

Flying mode	L _{max} Noise Level at 150m, dB(A) ^[1]					
	Super Puma AS332 L2	EC155 B1	MD 902 Explorer	AW 139	S-76	S-92A
Flyover ^[1]	85.7	82.9	80.3	84.3	83.3	86.8

Note :
[1] Noise level was measured at 150m (free field)

S-92A Day time noise prediction

NAP	Mode	Horizontal Distance (m)	Helicopter Flying Height (m) ^[2]	Building Height (m)	Vertical Separation (m)	Separation Distance (m)	L _{max} at 150m dB(A)	Correction			Corrected L _{max} dB(A)	Noise Criteria dB(A)	Exceedance dB(A)
								Distance dB(A)	Barrier dB(A)	Facade dB(A)			
A1-2-01 [1]	Flyover	440	457	190	0	440	86.8	-9.3	0	3	81	85	-
C2-2-02	Flyover	120	457	105	353	372	86.8	-7.9	0	3	82	85	-
F1-1-03	Flyover	75	457	40	418	424	86.8	-9.0	0	3	81	85	-
F2-2-02	Flyover	55	457	40	418	421	86.8	-9.0	0	3	81	85	-
TCV-1-06	Flyover	0	457	16	441	441	86.8	-9.4	0	3	80	85	-
TCV-6-01	Flyover	195	457	114	343	395	86.8	-8.4	0	3	81	85	-

Super Puma AS332 L2 Evening and Night time noise prediction

NAP	Mode	Horizontal Distance (m)	Helicopter Flying Height (m) ^[2]	Building Height (m)	Vertical Separation (m)	Separation Distance (m)	L _{max} at 150m dB(A)	Correction			Corrected L _{max} dB(A)	Noise Criteria dB(A)	Exceedance dB(A)
								Distance dB(A)	Barrier dB(A)	Facade dB(A)			
A1-2-01 [1]	Flyover	440	457	190	0	440	85.7	-9.3	0	3	79	85	-
C2-2-02	Flyover	120	457	105	353	372	85.7	-7.9	0	3	81	85	-
F1-1-03	Flyover	75	457	40	418	424	85.7	-9.0	0	3	80	85	-
F2-2-02	Flyover	55	457	40	418	421	85.7	-9.0	0	3	80	85	-
TCV-1-06	Flyover	0	457	16	441	441	85.7	-9.4	0	3	79	85	-
TCV-6-01	Flyover	195	457	114	343	395	85.7	-8.4	0	3	80	85	-

Note:
[1] Only horizontal distance is adopted as conservative assessment.
[2] A helicopter should not fly over a congested area of a city, town or settlement below a height of 1500 feet (i.e. ~457m) according to Schedule 14, Cap.448c, Air Navigation (Hong Kong) Order 1995.