

Joyce Wong, Oi Yu

From: victorlau@gfs.gov.hk
Sent: Friday, July 31, 2020 3:45 PM
To: WK Chiu
Cc: joyceoywong@meinhardt.com.hk; martinyu@gfs.gov.hk
Subject: Re: FW: NAH - Chapter 3 on Air Quality Impact Assessment

Dear WK,

There is no such regulation as far as I know. I have consulted with our engineer colleague and he has explained to me the certification process when GFS received delivery of the 7 new helicopters from France. When carrying out the acceptance for the new helicopters for issuing of Certificate of Airworthiness, our engineers followed the Hong Kong Aviation Requirements - 183 (<https://www.cad.gov.hk/english/pdf/HKAR-183.pdf>)

Please also refer to ICAO Annex 16 Volume II Part II, Chapter 2 (fuel Venting) concerning emission.

Regards,

Captain Victor Lau
Senior Pilot (Operations)
Government Flying Service
Tel: (852) 2305 8318
Fax: (852) 2753 9327

From: "WK Chiu" <wkchiu@meinhardt.com.hk>
To: <victorlau@gfs.gov.hk>
Cc: <joyceoywong@meinhardt.com.hk>
Date: 28/07/2020 11:37
Subject: FW: NAH - Chapter 3 on Air Quality Impact Assessment

[attachment "03 Air Quality - rev6a (to GFS).pdf" deleted by Victor WT LAU/GFS/HKSARG]

Dear Victor,

The NAH Helipad EIA is nearly finished, however could you confirm us any local regulation to govern the emissions of helicopter as raised by EPD below? Section 3.6.2.2 is extracted for your reference.

Thanks,

W.K. Chiu
Associate

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From: martinyu@gfs.gov.hk
Sent: Friday, 10 January, 2020 3:53 PM
To: wkchiu@meinhardt.com.hk
Cc: victorlau@gfs.gov.hk; helen.cochrane@meinhardt.com.hk;
fredricksim@meinhardt.com.hk; ryanli@gfs.gov.hk
Subject: NAH Comments from EPD
Attachments: Updated Number of Landings at PYNEH (with day and night analysis).xlsx

Dear Mr. Chiu,

Referring to your mail on 2Jan2020, I would like to furnish the following details:

Helicopter Flight Profile/Operation

The flight profile and operation as described in S5.6.1.4 reflect our operating procedures under normal circumstances when weather permits.

Helicopter Landing Statistics

Please kindly refer to attached file for the subject statistics.

Noise Mitigation Measures in terms of Helicopter Operation

Based on the proposed noise mitigation measures described in S5.6.5, we have no objection given the noise barrier be constructed beyond the Obstacle Accountability Area (OAA) / Safety Area and could withstand the downwash effect of our helicopter.

Noise Certificate of Airbus H175 – Comment Items (I)c.(5)

The noise certificate in Appendix 5D has our confirmation that it is relevant to our Department's newly procured helicopters – Airbus Helicopters EC175B.

Thank you.

Martin Yu
Senior Pilot (Ops)1 (Ag.)
Tel: +852 2305 8251
Fax: +852 2753 9327
Email: martinyu@gfs.gov.hk

wkchiu

To: victorlau@gfs.gov.hk
Cc: joyceoywong@meinhardt.com.hk; martinyu@gfs.gov.hk; hwto@gfs.gov.hk
Subject: RE: NAH - Chapter 3 on Air Quality Impact Assessment

Dear WK,

I can confirm that the quoted engine type and Sulphur content in fuel are correct.

Regards,

Victor

> On 12 Oct 2020, at 6:20 PM, wkchiu <wkchiu@meinhardt.com.hk> wrote:

>

> Dear Victor,

>

> Supplement to our submitted EIA, EPD would like to get confirmation from GFS on the engine type and the associate sulphur content of fuel type (Jet A-1) of H175.

>

> We made reference from the approved QMH Helipad EIA that the engine type is Twin Engine Turboshaft (as in Appendix 3.2 of QHM Helipad EIA) and the sulphur content of fuel type is 0.3% in weight (as in Appendix 3.1 of QMH Helipad EIA) and applied in our EIA submission.

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> Your early confirmation of these two assumptions is highly appreciated.

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> Thanks,

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> WK Chiu

> Associate

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