

**Appendix 4.3.1**  
**Desktop Review on approved EIA**  
**Study on “Expansion of Hong**  
**Kong Airport into a Three-**  
**Runway System (AEIAR-**  
**185/2014)”**

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**Appendix 4.3.1 Desktop Review on approved EIA Study on “Expansion of Hong Kong Airport into a Three-Runway System (AEIAR-185/2014)”**

1. According to the approved EIA Study on “Expansion of Hong Kong Airport into a Three-Runway System (AEIAR-185/2014)”, Noise Exposure Forecast 25 (NEF 25) Contour were generated using the latest Integrated Noise Model (INM) based on air traffic forecast (including numbers of aircraft arriving and departing from HKIA, origination or destination of each flight, flight tracks, type of aircraft, and cargo or passenger aircraft, etc., projected up to 2038. According to correspondence from Airport Authority Hong Kong (AAHK) (see **Appendix 4.8.1**), the information provided in the approved EIA report is up-to-date.
2. NEF contours are generally adopted as a tool for landuse and airport planning and it indicates the aircraft noise exposure of typical operation of an airfield. NEF contours aim to investigate the areas which are subject to aircraft noise beyond acceptable level from planning and land use point of view.
3. Year 2030 was considered as the worst assessment year and Year 2032 was considered as the full operation scenario of three-runway system and had been selected to represent the design capacity scenario. NEF25 Contour for both Year 2030 and Year 2032 had been developed in the approved EIA Study which have taken into account various parameters including all flight path(s) to be in use under 3RS operations. As indicated in **Appendix 4.8.2**, the Project area is located at over 15km from the NEF 25 Contour of the Hong Kong International Airport (HKIA) under the Three-Runway System (3RS) operation. Therefore, no adverse aircraft noise impact associated with Three-Runway System (3RS) operation is anticipated in PDA.