

Appendix 4.9.2
Helicopter Noise Assessment Area
Determination

Project: Technical Study on Partial Development of Fanling Golf Course Site - Feasibility Study
Title: Helicopter Noise Assessment Area Determination

Operation Mode		Noise Criteria, dB(A)	Reference Distance, m	Measured Highest Noise Level Lmax of Airbus H175, dB(A)	Distance between NSR and Helicopter, m [1]	Correction			Predicted Noise Level, dB(A)	Buffer Distance Required, m
						Distance, dB(A)	Barrier, dB(A)	Façade, dB(A)		
Non-Lateral Movements at FATO of Helipad	Idling	85	150	75.4	67	7.0	0	3	85	170
	Lift-off	85	150	82.4	150	0.0	0	3	85	
	Hovering	85	150	83.5	170	-1.1	0	3	85	
	Touchdown	85	150	78.9	100	3.5	0	3	85	

Note:

1. Only horizontal distance is adopted as conservative assessment.

Operation Mode		Noise Criteria, dB(A)	Reference Distance, m	EPNL, EPNdB [1]	Lmax, dB(A) [2]	Distance between NSR and Helicopter, m [3]	Correction			Predicted Noise Level, dB(A)	Buffer Distance Required, m
							Distance, dB(A)	Barrier, dB(A)	Façade, dB(A)		
Lateral Movements along Flight Path	Approach	85	120	95.1	82.1	116	0.3	0	3	85	116
	Take-off	85	150	90.2	77.2	82	5.2	0	3	85	
	Flyover	85	150	91.0	78.0	90	4.4	0	3	85	

Note:

1. The EPNLs are determined under conditions prescribed in Chapter 8 and Appendix 4 of Annex 16 of ICAO, and prescribed in 14 CFR 36 Appendix.
2. $L_{max} = ENPL - 13$ dB(A) with reference to the "Transportation Noise Reference Book" (P. M. Nelson, 1987, England: Butterworths).
3. Only horizontal distance is adopted as conservative assessment.