

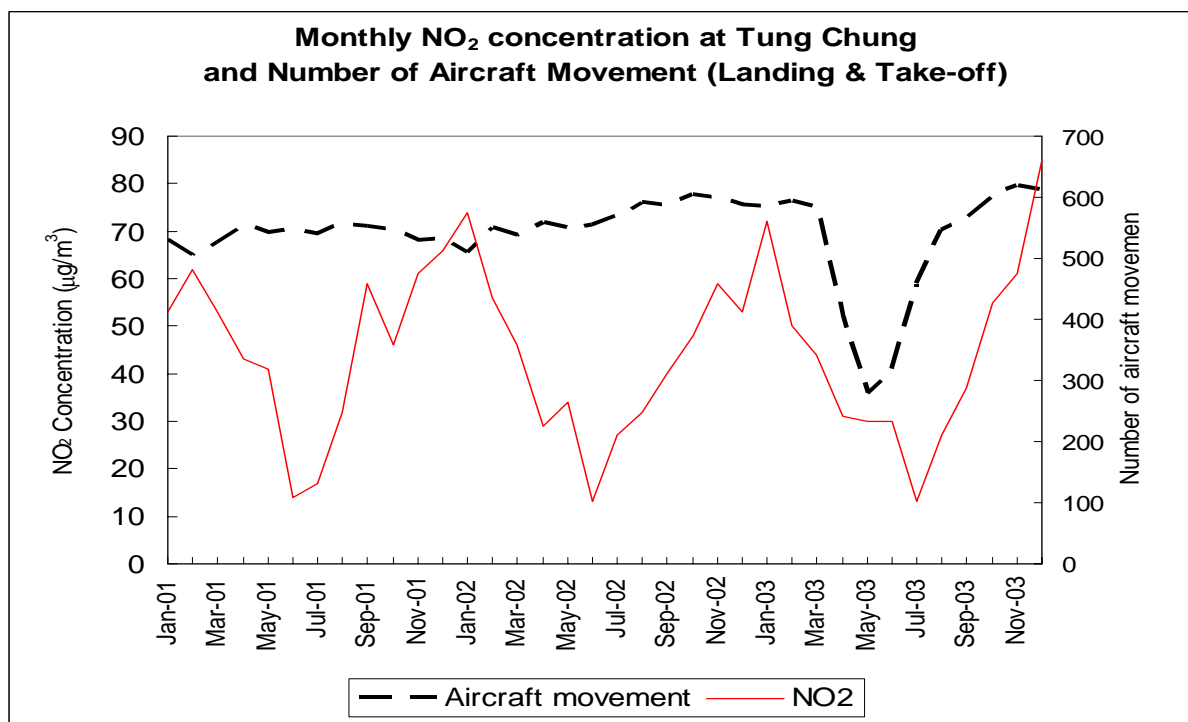
Information Note
Impact of Aircraft Emissions on Air Quality

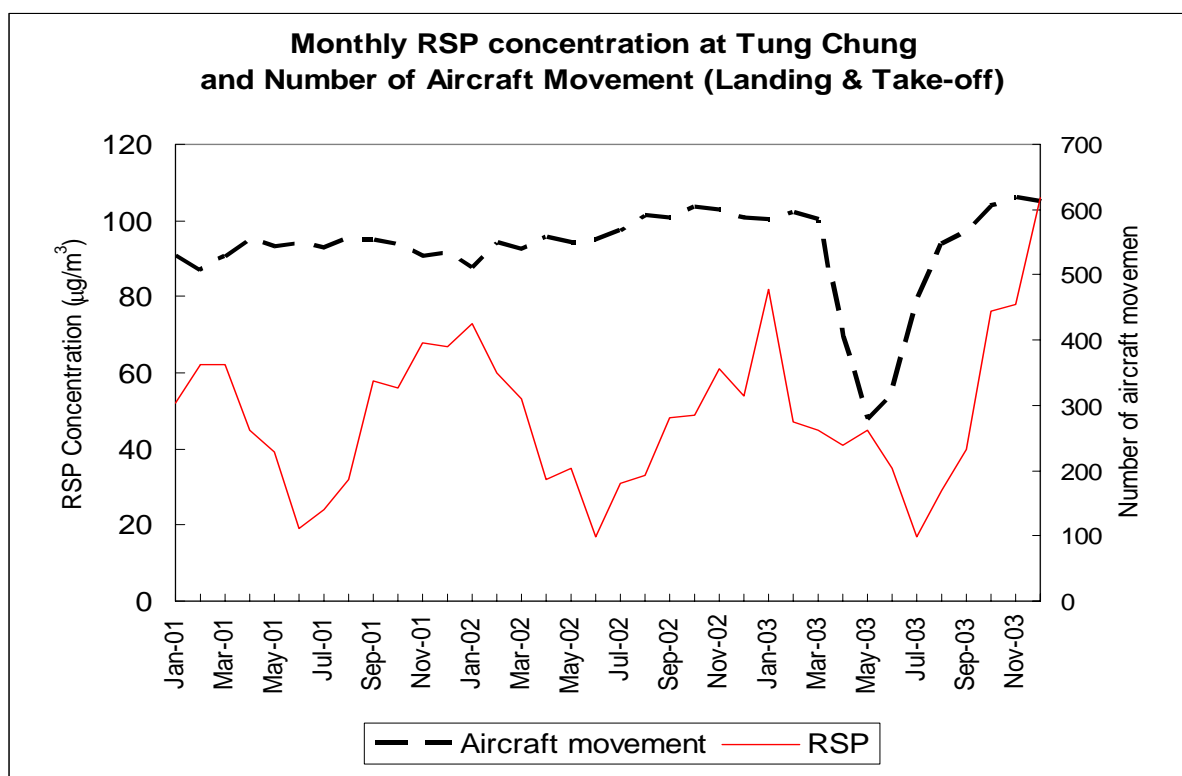
Introduction

At the meeting of the Advisory Council on the Environment on 9 February 2004, the Administration was requested to analyse the impact of aircraft emissions on air quality for members' information. Analyses of the air quality at Tung Chung during the period of the Severe and Acute Respiratory Syndrome (SARS) where air traffic was drastically reduced and at Kwun Tong before and after the relocation of the Kai Tak Airport have shown that aircraft emissions do not have a significant impact on local air quality.

Air Quality at Tung Chung

2. The monthly aircraft movement (landing plus take-off) at Chek Lap Kok Airport and the monthly average concentrations of two major pollutants, namely respirable suspended particulates (RSP) and nitrogen dioxide (NO₂), recorded at Tung Chung air quality monitoring station over the past 3 years are given below:

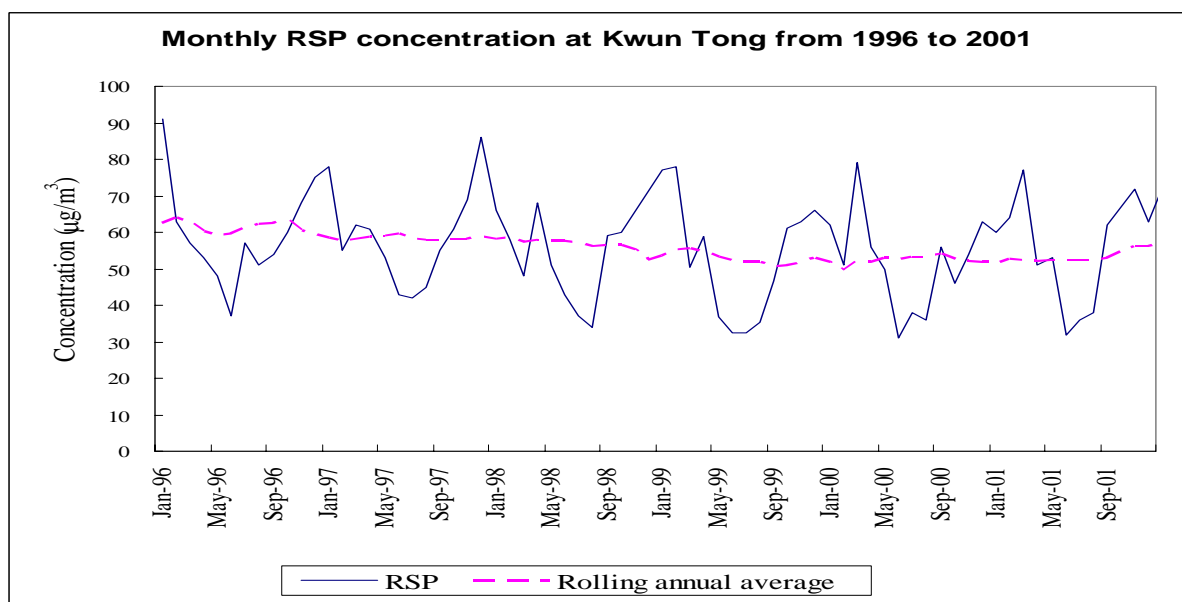
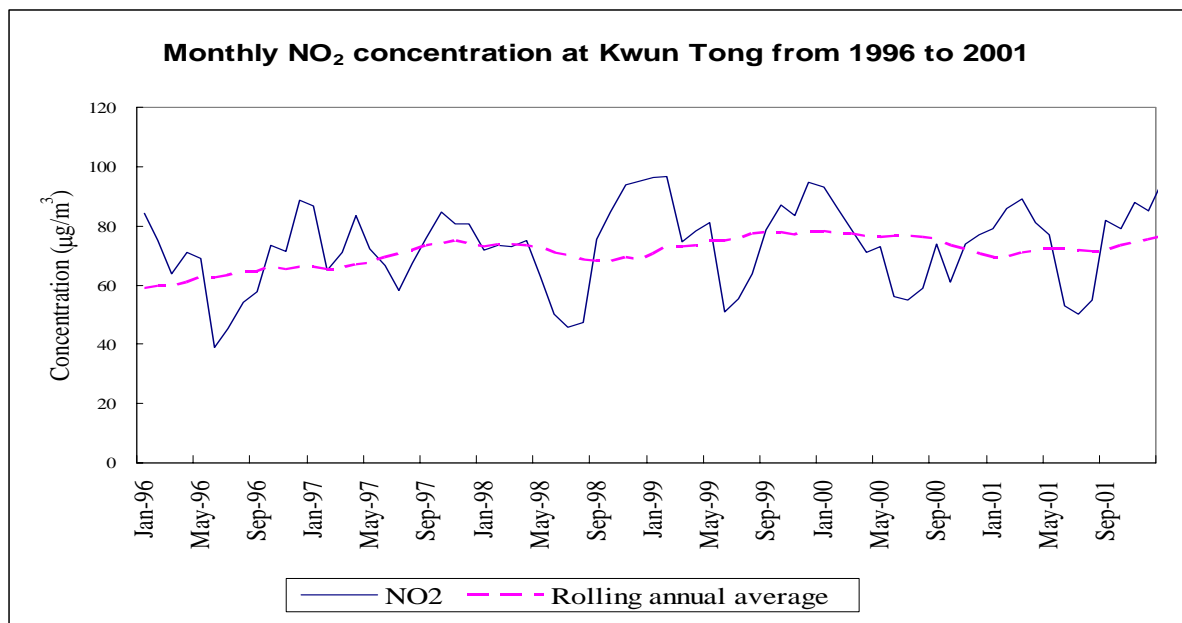




3. During the outbreak of SARS, the number of aircraft movement started to drop in April 2003, reached its lowest level in May 2003, started to bounce back in June 2003 and eventually resumed to its normal level in August 2003. However, both RSP and NO₂ at Tung Chung exhibited only a normal seasonal pattern as in previous years, with pollutant levels starting to fall in February 2003 (two months before the reduction in aircraft activities) and reaching their lowest levels only in July 2003 (two months after the aircraft movement hitting its bottom level). No apparent connection between aircraft activities and local air quality has been observed.

Air Quality at Kwun Tong

4. The Kai Tak Airport was relocated in July 1998. However, the monthly NO₂ and RSP concentrations recorded at Kwun Tong as shown in the two charts below only exhibited normal seasonal patterns without any distinct reductions after the relocation of the airport. Nor were there significant reductions in the annual averages of NO₂ and RSP. Again, no apparent connection between the relocation of the Kai Tak Airport and local air quality has been observed.



Conclusion

5. In Hong Kong, the emissions from aircraft at and near the airport traffic have no observable impact on local air quality.

Environmental Protection Department
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