



香港民航處

Civil Aviation Department Hong Kong

Civil Aviation Department
Environmental Report

2003

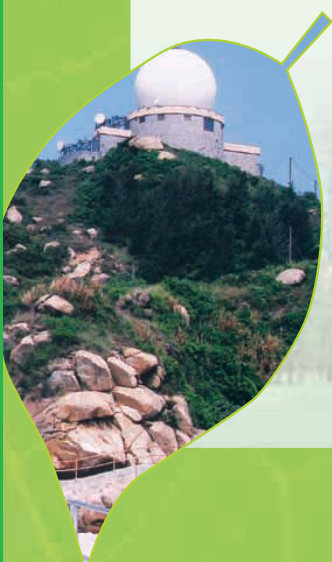


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Executive Summary

Welcome to CAD's Environmental Report 2003.

CAD as the civil aviation authority of Hong Kong is committed to adopt a balanced approach on handling aircraft noise matters such that our community and aviation activities may co-exist in harmony. Apart from contributing towards Hong Kong's environmental quality by mitigating the effects of aircraft noise, CAD also self-regulates its internal operations in the interest of the ecosystem.

Looking back on its performance last year, CAD has managed to complete almost all its environmental targets with the exception of increase in electricity consumption in CAD premises. This was mainly due to the need to adopt various environmental precautions, such as increasing fresh air supply, etc., against the spread of the SARS. Concerning its environmental targets for 2004, CAD has made no substantial revisions except tightening up on paper and energy consumption in order to incorporate the yardsticks given by the Environment, Transport and Works Bureau.

Feedback or comments on this report can be sent to CAD online or by mail.





Foreword

With continuous air traffic growth expected for the coming years, environmental concerns of air transport are gaining an increasing importance. Although the aviation industry has consistently made significant improvements, future technological and operational improvements are not expected to offset the effect of this anticipated growth. To tackle the problem, ICAO has recommended a balanced approach on handling aviation environmental matters to ensure that the aviation industry is able to meet demand and bring economic growth on one hand, and to preserve the environment on the other.

Disturbance to the public caused by aircraft noise remains the most significant aviation environmental impact in Hong Kong. On this, our effort includes completely phasing out the operation of the older, noisier "Chapter 2" aircraft to reduce noise at source; implementing noise abatement operational procedures to make departures and arrivals quieter; and working with other government departments and bureaux to plan noise sensitive land uses away from the airport. In addition, our noise management office continues to closely monitor the noise impacts in the vicinity of flight paths, handle noise complaints from the community and conduct noise investigations.

In our daily operations, we fully support the green measures in saving energy consumption. This year, a number of measures would be put in place for reducing electricity consumption at our Air Traffic Control Complex as well as other offices of CAD.

This report is our fifth Environment Report since 1999. In this report, we have reviewed our performance in the year of 2003 and have set our targets for 2004. I hope you enjoy reading the report.

Director-General of Civil Aviation
Mr. Norman Lo Shung-man, JP



Chapter 1

Introduction

About this Report

Welcome to the CAD Environmental Report 2003. This is the fifth annual report produced by CAD since 1999. It reports our environmental performance in the year of 2003 and our initiatives in protecting and improving our environment.

Scope of this Report

This report first identifies the two aspects of our environmental efforts : the control of aircraft noise generated by civil aviation activities and the regulation of our own in-house activities. It then reviews how we have performed against targets in the 2003 calendar year and what can be expected in the upcoming year.





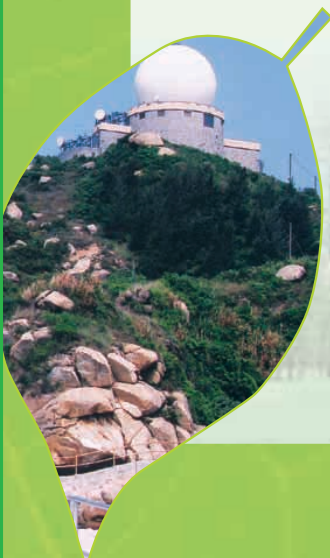
Chapter 2

About Civil Aviation Department

Key Responsibilities

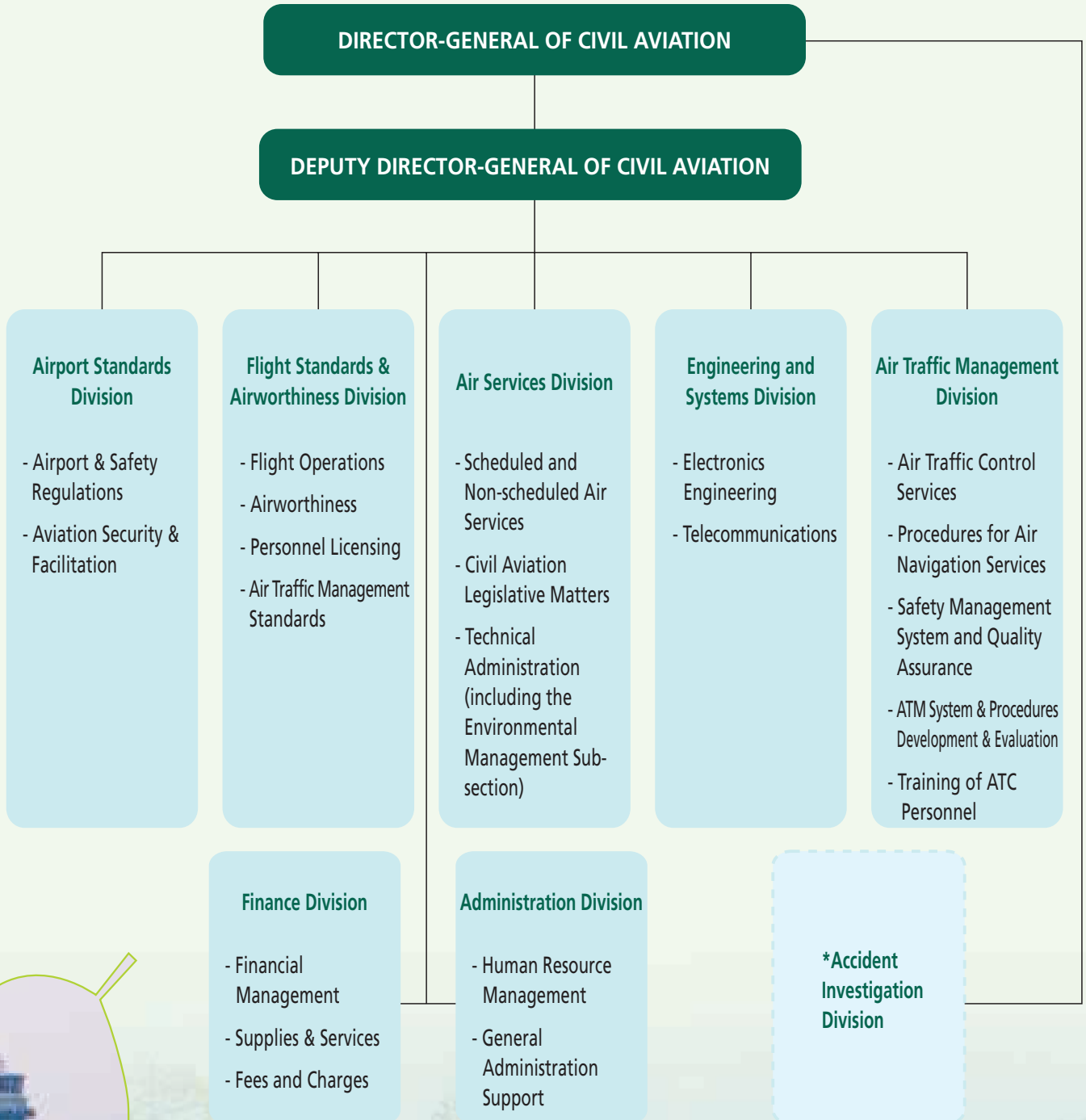
Being the civil aviation authority in Hong Kong, CAD is committed to a safe and efficient air transport system. We strive to accomplish the following missions in a professional manner: -

- Positioning Hong Kong as a leading centre of aviation
- Maintaining a safe, orderly and expeditious flow of air traffic
- Providing flight information service and alerting service within the Hong Kong Flight Information Region
- Coordinating search and rescue operation in the event of aircraft emergencies and accidents
- Setting and enforcing aerodrome safety and aviation security standards
- Ensuring compliance with established airworthiness and flight operations standards by Hong Kong registered aircraft and locally based airlines
- Ensuring Hong Kong approved aircraft maintenance organisations comply with international standards
- Ensuring Hong Kong licensed flight crew and aircraft maintenance engineer meet international standards
- Monitoring compliance by airlines with bi-lateral Air Services Agreements
- Developing workable measures to minimise the impact of aircraft noise on local communities



Organization Chart

Organization Chart as at 1 January, 2004#



Note :

There is no major change in organizational context (e.g. organization size, and activities) since last report.

* The Accident Investigation Division is mobilised only when required by drawing specially trained staff from other Divisions.

Number of staff

CAD had a total of 676 staff and 7 divisions as at 1 January 2004 (Figure 1).

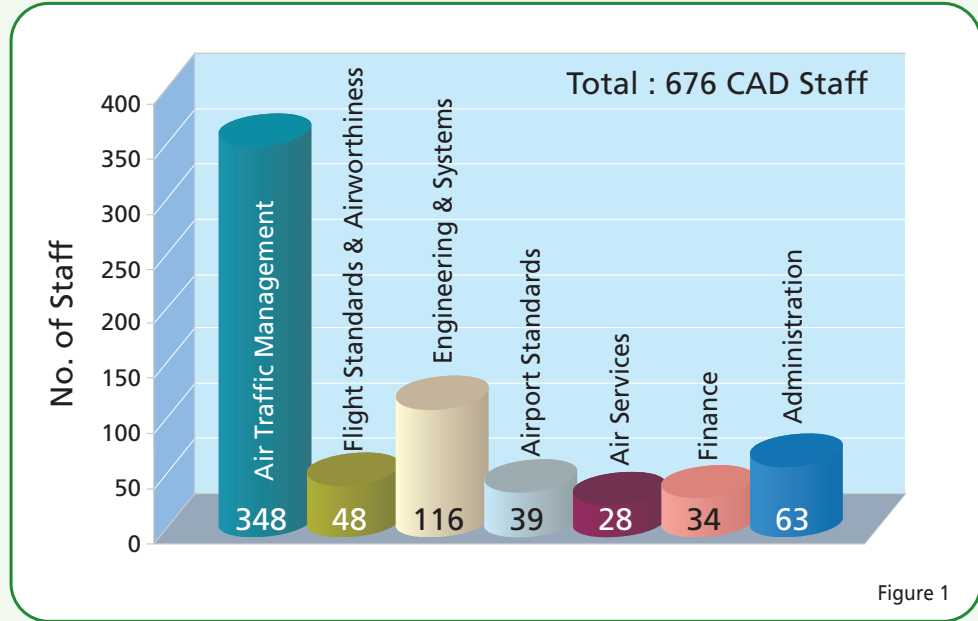


Figure 1

Our Location

CAD had 5 office locations (Figure 2). We also had a number of radar stations, radio navigational aids and communication stations.

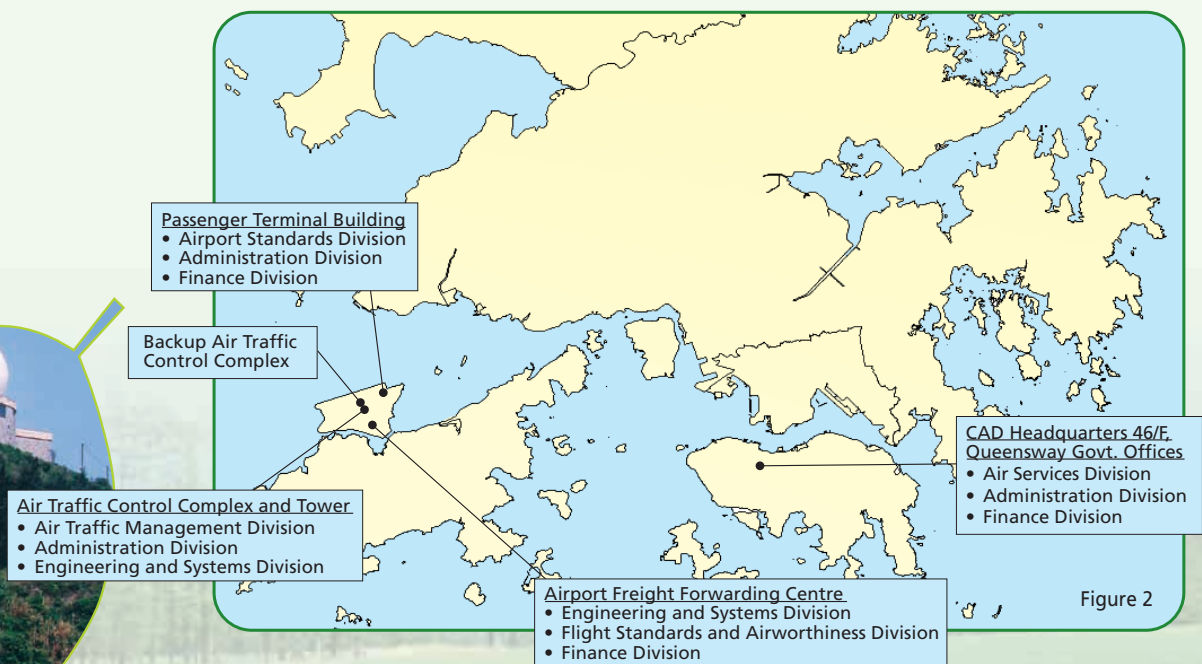


Figure 2



Chapter 3

Environmental Policy

We Care

We care because we want to provide citizens of Hong Kong with a better environment by minimizing aircraft noise exposure to populated area.

The growth of civil aviation has brought prosperity to our economy. For this growth to continue, the aircraft noise must be carefully controlled such that it would not turn into an unbearable nuisance. Otherwise, noise could become a restraining force on aviation's development and our aviation partners' businesses. Once the need for improvement is identified, we would instigate measures to maximize the compatibility between the growth of civil aviation and the quality of the environment.

We care because our Earth's natural resources are limited.

Conducting our daily businesses would consume paper and energy, and generate pollution. Like any other environmentally responsible organizations, we would apply measures to control our activities such that waste and pollution are minimized and that our Earth's natural resources could re-generate to cope with humanity's needs.

Our Vision

While CAD is committed to a safe and efficient air transport system, we also strive to improve the environmental quality for Hong Kong citizens.

To materialize our vision, we will act as stewards for aviation environmental protection at all time.

Figure 2

Noise Policy for Civil Aviation Activities

- Maintain dialogue with local communities and citizens affected by aircraft noise and handle complaints
- Monitor aircraft noise
- Consult stakeholders on the feasibility of noise mitigating measures
- Develop and implement measures to minimize the impact of aircraft noise on local communities

Green Policy for CAD

- Economize the use of energy and paper
- Apply the principles of sustainable development to our purchase of equipment and tender process, and in the planning and operation of our facilities
- Save, re-use and recycle if possible
- Comply with environmental regulations as a minimum standard of performance
- Promote staff awareness to ensure that environmental actions are included in the balance of all our decision-making

Complaints

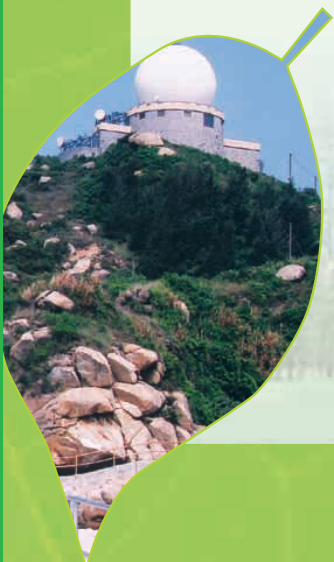
Stakeholders :
affected households

Consultation

Stakeholders :
airlines & airport

Affected

Other Stakeholders like
passengers, shippers,
forwarders or employees
of aviation industry.

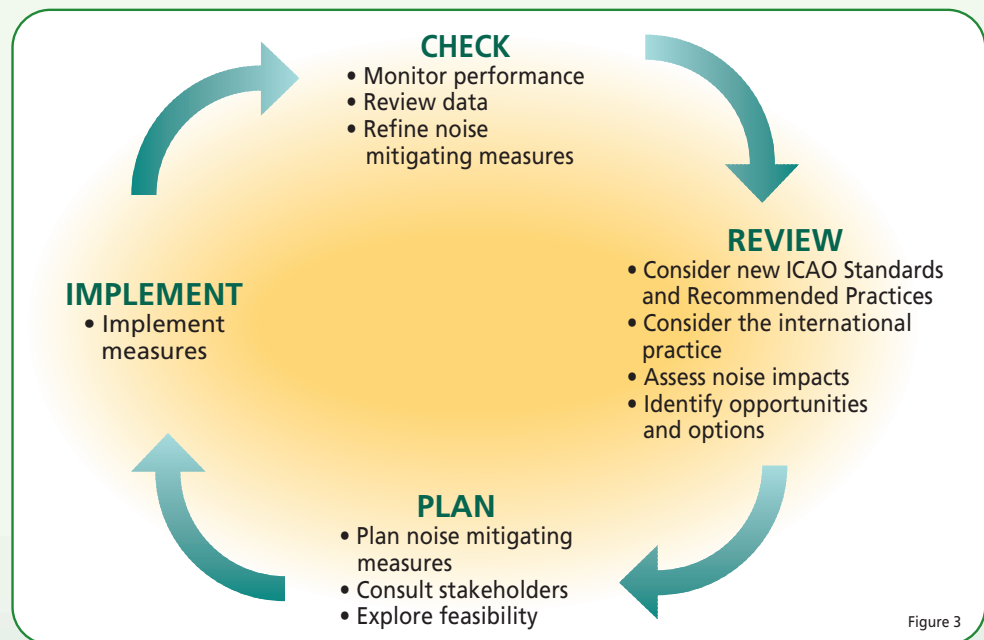


Implementation of Policy

CAD has two committees, which are the **Aircraft Noise Technical Committee** and **Environmental Management Committee**, to formulate and implement environmental measures.

Aircraft Noise Technical Committee for Managing Noise Issues

The Aircraft Noise Technical Committee was formed in 1999. Chaired by the Deputy Director-General of CAD, the Committee comprises members from the Environmental Protection Department and the Airport Authority Hong Kong. Together, we address aircraft noise issues arising from the operations of the Hong Kong International Airport and consider possible measures to minimize the impact of aircraft noise. To achieve our goal, we adopt a systematic **Review-Plan-Implement-Check Cycle** (Figure 3) in our decision-making process.





Environmental Management Committee for Housekeeping

CAD established the Environmental Management Committee in 1999 to devise practical measures to implement our green policy (Figure 4).

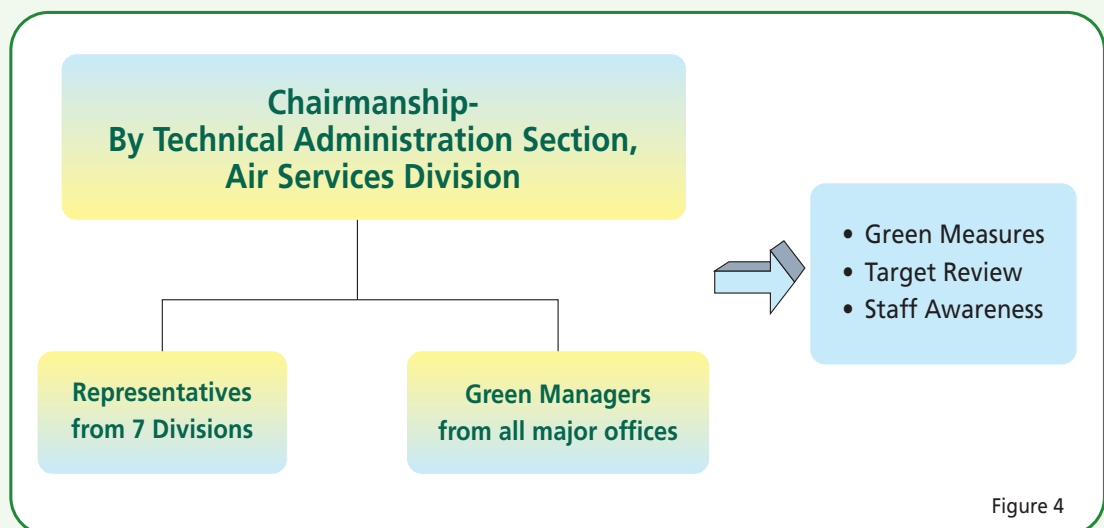
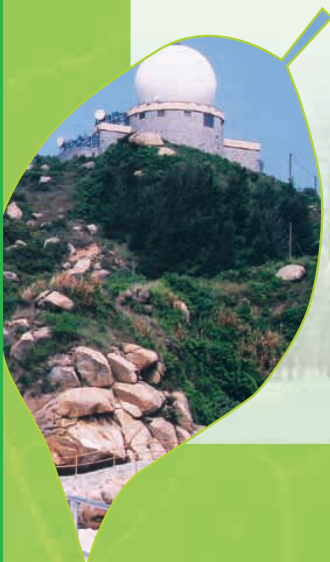


Figure 4

At the end of the year, the Environmental Management Committee would determine CAD's green office targets for the coming year in respect of reducing energy and paper consumptions, preventing pollution and recycling recyclable wastes.

Throughout the year, green managers would continuously monitor their offices to ensure targets could be met by the year-end and make interim reports on their offices' performance to the Committee. If necessary, the Committee could implement corrective actions.

To foster an environment of eco-thinking, CAD would periodically brief our staff about our green measures.





Chapter 4

Review of Performance on Noise Policy

Introduction

CAD adopts a balanced approach on resolving the conflicts of interests among stakeholders (Figure 5), such that the society may address noise problems in a cost effective manner.

Our other efforts on noise include monitoring aviation technology development with a view to introducing new technology on aircraft noise reduction and disseminating relevant noise data.

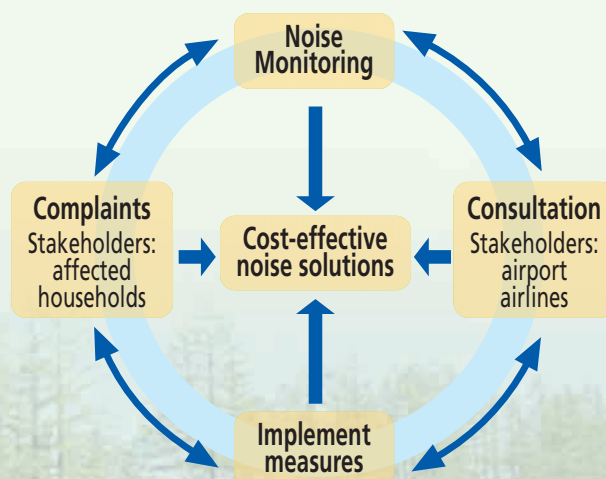


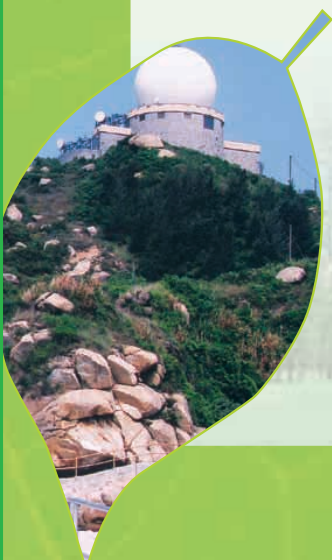
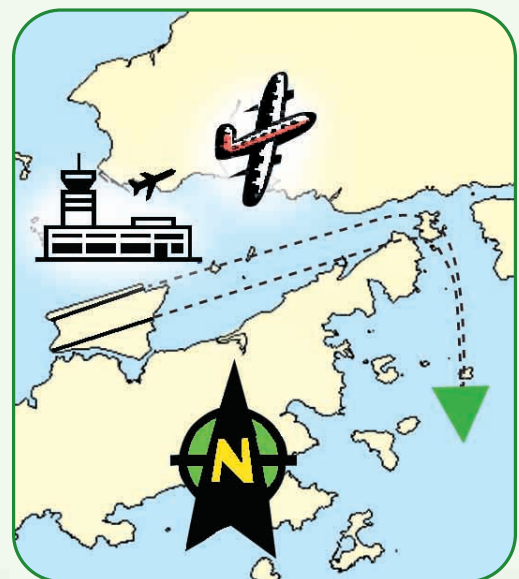
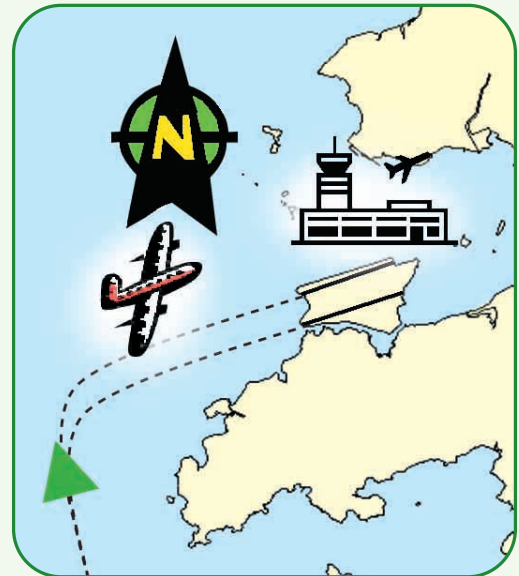
Figure 5

Noise Mitigating Measures

Night Arrival from the Southwest over Water and Night Departure via West Lamma Channel

Given favourable weather and safe flight conditions, aircraft could arrive the Hong Kong International Airport over water from the Southwest and depart over water via the West Lamma Channel during the overnight period.

Our targets were to have 90% of aircraft arriving between midnight and 7:00 a.m. to land from southwest over water and 95% of aircraft taking off between 11:00 p.m. and 7:00 a.m. to depart via West Lamma Channel. Such arrangement ensured that populated areas like Sha Tin, Tsuen Wan, Kwai Chung, Sham Tseng and Tsing Lung Tau would not be affected by noise from arriving aircraft and districts like Hung Hom, West Kowloon, North Point, Shau Kei Wan and Chai Wan would not be affected by the noise from departing aircraft.



Targets for 2003 and 2004

In 2003, we have successfully completed those targets. Our records indicate that 93.7% of night arrivals and 99.6% of night departures were conducted over water (Figures 6 & 7). Such performance has exceeded our targets. In 2004, we would retain this target.

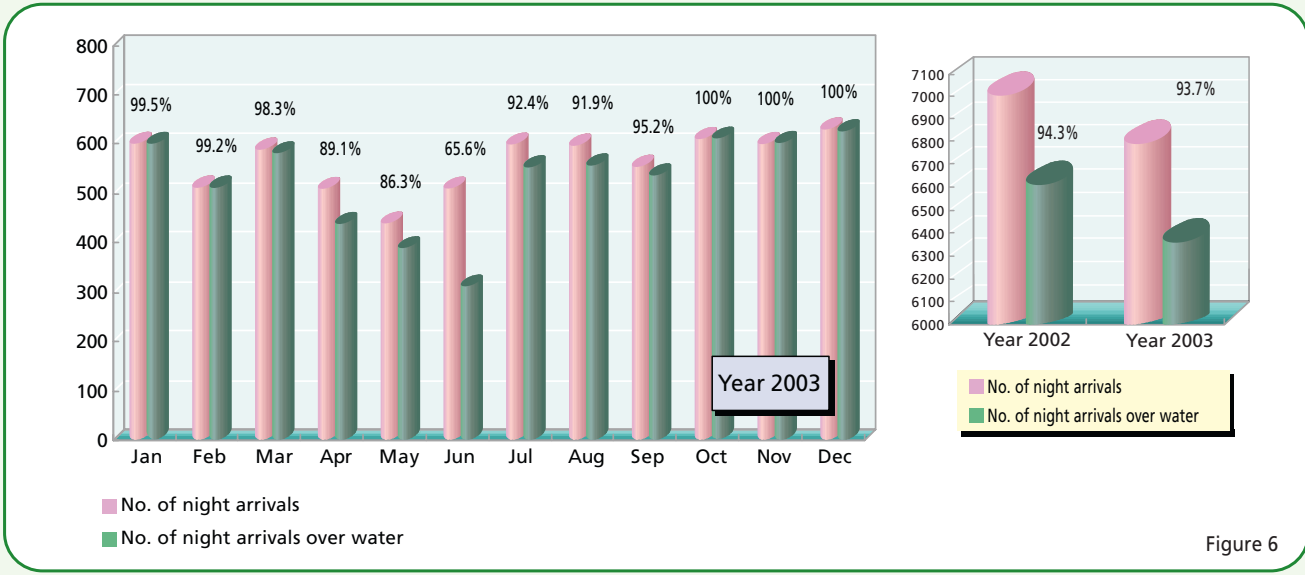


Figure 6

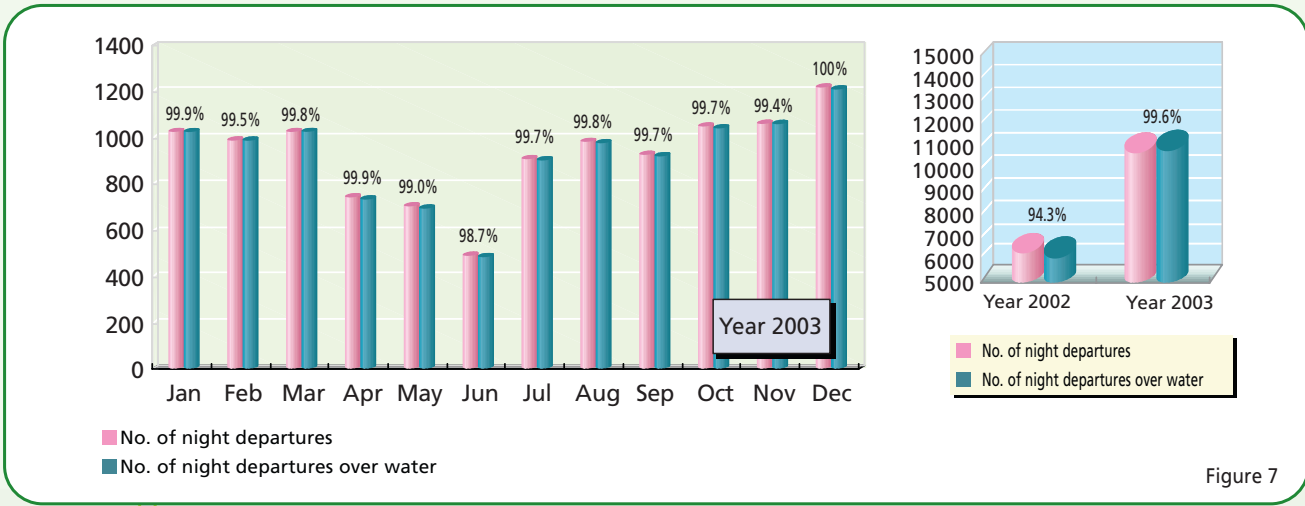


Figure 7

Quieter Arrival

Given favourable weather and flight conditions, from 11:00pm to 7:00am, aircraft approaching from the northeast could adopt the Continuous Descent Approach (CDA) procedure. The aircraft would fly higher and in a lower power and drag configuration during the commencement of the approach. As a result, those aircraft should be quieter to areas such as Sai Kung, Tseung Kwan O and Ma On Shan.



Targets for 2003 and 2004

In 2003, 69% of aircraft on approach to the Hong Kong International Airport from the northeast from 11:00pm to 7:00am were able to adopt such procedure. In 2004, we would continue to facilitate airlines to conduct CDA procedure.

Quieter Departure

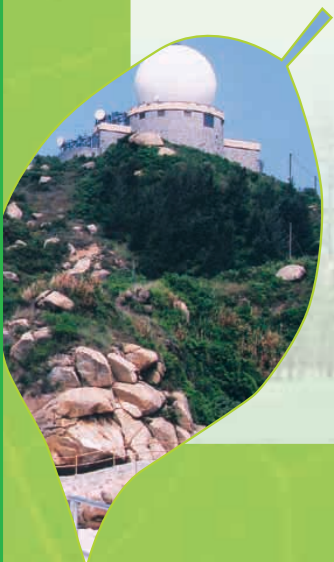
Aircraft departing to the northeast should adopt the noise abatement departure procedures (NADP) prescribed by the International Civil Aviation Organization¹ (ICAO) if safe flight operations permit.



Our efforts began in August 1999 when we first implemented ICAO's older version of NADP. In 2001, the ICAO revised those NADP such that aircraft could commence engine power reduction as low as 800 ft during the initial phase of take off, which was lower than the start point in the former procedures. In March 2002, we implemented these new procedures by which aircraft departing to the northeast should be quieter.

Target for 2004

Airlines are to continue to adopt the NADP for departures to the northeast of the airport.



1 ICAO was an United Nation organization established under the Chicago Convention on International Civil Aviation in November of 1944 for developing the principles and techniques of international air navigation and for fostering the planning and development of international air transport. As of 9 August 2004, there were 188 Contracting States to the convention.

Ban Noisy Aircraft from Operating in Hong Kong

To comply with an ICAO requirement, we have banned noisy "Chapter 2" aircraft² from using the Hong Kong International Airport.

To comply with an ICAO Assembly Resolution which was to gradually replace older and noisier "Chapter 2" aircraft with newer and quieter "Chapter 3" aircraft³, we have introduced a phase out programme to put a ban on scheduled operations of "Chapter 2" aircraft from 11:00pm to 7:00am. At present, all these aircraft are forbidden from using our airport. Because of such measure, the overall aircraft noise in the vicinity of airport should be reduced.

Target for 2004

We will keep on prohibiting "Chapter 2" aircraft from using the Hong Kong International Airport.



- 2 "Chapter 2" aircraft refer to those aircraft which only meet the standards of noise specified in Volume I, Part II, Chapter 2 of Annex 16 to the Convention on International Civil Aviation.
- 3 "Chapter 3" aircraft refer to those aircraft which meet the standards of noise specified in Volume I, Part II, Chapter 3 of Annex 16 to the Convention on International Civil Aviation.

Information to the Public

Maintain Complaint Hotline

In 2003, we have handled 310 aircraft noise complaints (Figure 8), which is 4.6% less than the 325 complaints in 2002. The reduction in



air traffic in 2003 as a result of the outbreak of SARS (Severe Acute Respiratory Syndrome) may be a reason for the drop in the number of aircraft noise complaints.

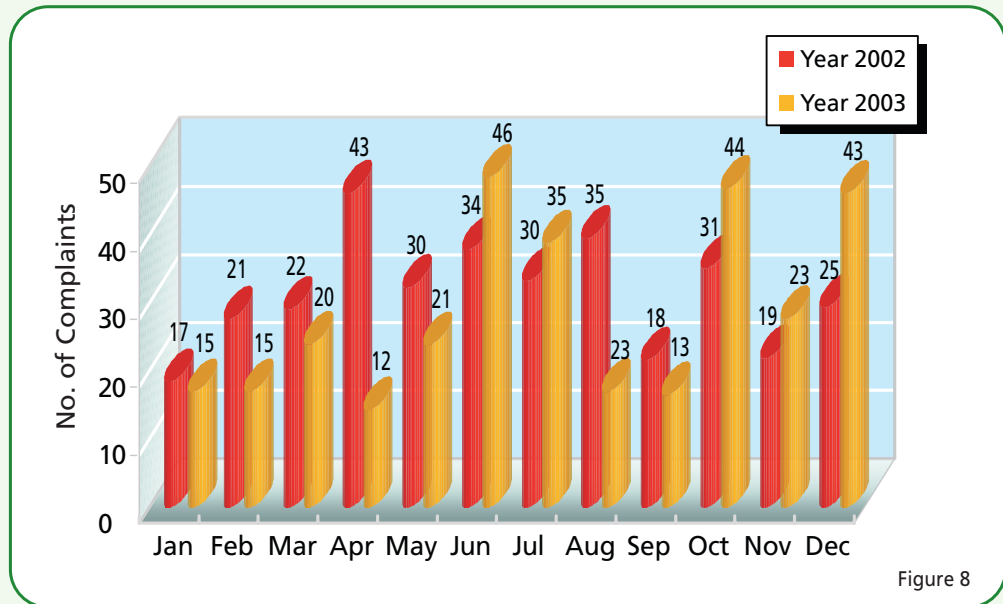


Figure 8

Information to Legislative Council and District Council

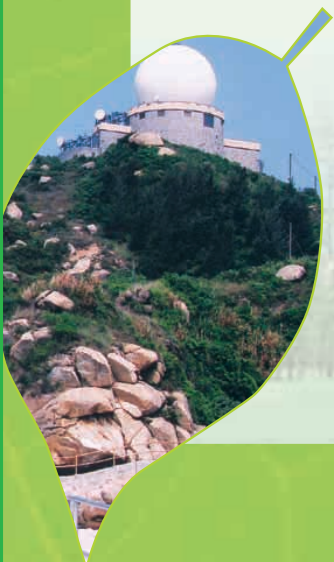
During 2003, we held two meetings with several members of the Legislative Council and the Tsuen Wan District Council about aircraft noise issues. During which, we have explained noise impacts and our implementation of mitigating measures.

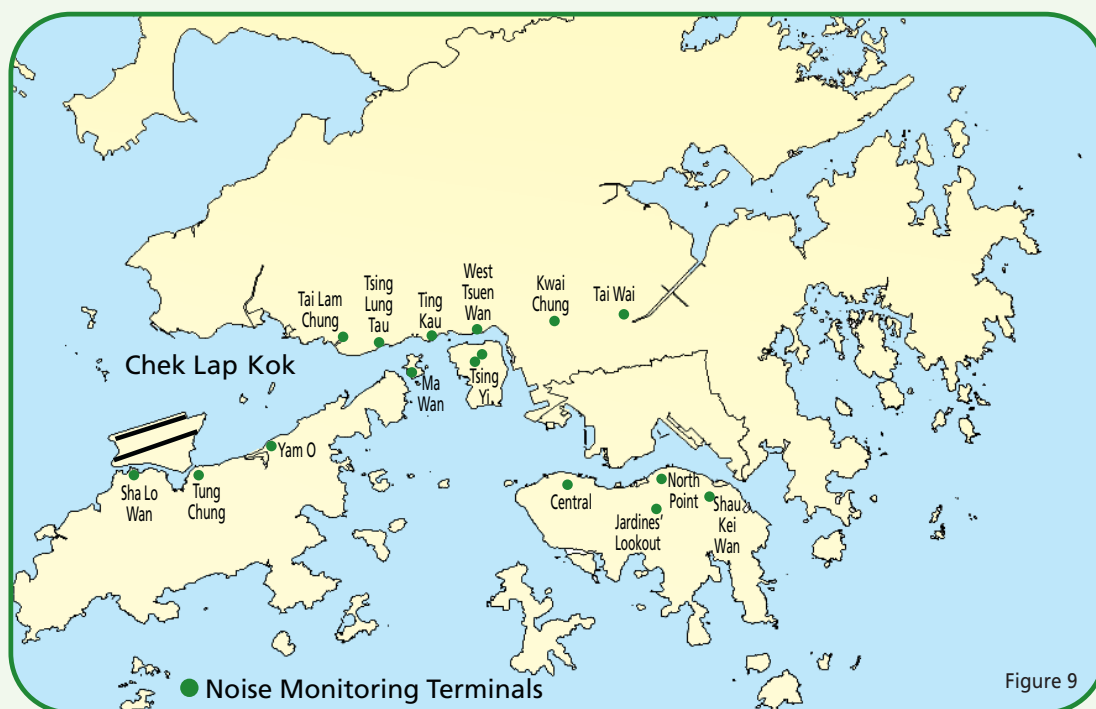
Publish Noise Data in CAD Website

To facilitate the public to assess aircraft noise information, we regularly upload noise data on our website.

Targets for 2003 and 2004

In 2004, we would continue to carry those 2003 targets onboard to provide the community with noise information.





Noise Monitoring

CAD has been monitoring noise in the vicinity of the flight paths with the aid of a computer based aircraft noise and flight track monitoring system (ANFTMS). At present, we have installed 16 fixed noise monitors (Figure 9) to collect noise data in real time.

Our ANFTMS would correlate radar information on flight tracks with noise data from noise monitors. That has allowed us to compile statistics on aircraft noise and investigate into aircraft noise complaints.

Apart from monitoring the noise of jet aircraft, CAD has also been monitoring the helicopter noise impact in the vicinity of the Shun Tak Heliport and the West Kowloon Heliport by using portable noise monitors.

Targets for 2003 and 2004

We kept on reviewing the need for installing new noise monitors or relocating existing ones to enhance our noise monitoring capabilities in 2003. The targets for 2004 are to relocate the noise monitor at Ma Wan to the nearby residential estate and to examine the need for one at Tung Chung East. In addition, we planned to upgrade one portable monitor to enhance its noise data recording and analysis capability in 2004.



Chapter 5

Review of Performance on Green Policy

CAD's green policy is energy conservation, paper conservation, recycle, proper disposal of environmentally hazardous waste and provision of awareness training for staff.

Energy Conservation

Conserving Electricity by Energy Saving Initiatives

Buildings Managed by CAD

In buildings and premises managed by CAD, such as the Air Traffic Control Complex (ATCX), Air Traffic Control Tower (ATCT) and Back-up Air Traffic Control Complex (BATCX), we have explored various initiatives to save energy on our air-conditioning system, lighting system and lift system. Occupants of the buildings have also implemented various housekeeping measures to help save energy, such as switching off unnecessary air-conditioning when the space is not in use.

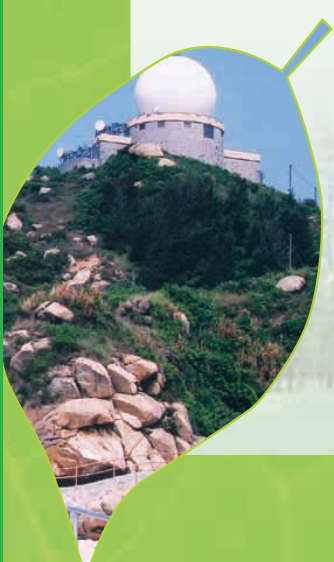
Energy Saving on Air-conditioning system

We have implemented the following new initiatives in 2003

- switch off the fan coil units at the corridors at BATCX.
- switch off the fresh air units at BATCX during daytime in summer.
- inject more outdoor cool air into ATCX, ATCT and BATCX during winter period.
- reduce the maintenance time of the water-cooled chiller systems in ATCX, ATCT and BATCX such that the use of the less energy efficient air-cooled chiller systems could be minimised.

We are exploring with the Electrical and Mechanical Services Department (EMSD) the feasibility and cost-effectiveness to implement the following energy management opportunities (EMOs) to save energy cost on the air-conditioning of ATCX, ATCT and BATCX: -

- Provision of anti-scaling system for water-cooled chiller systems at ATCX, ATCT and BATCX
- Provision of spare heat plates to reduce maintenance time for water cooled chillers at BATCX
- Usage of oil additive for chiller compressor at ATCX and ATCT



Energy Saving on Lighting System

We have implemented the following new initiatives in 2003

- switch off the outdoor architectural floodlights at BATCX.
- switch off part of the corridor lightings at ATCX and BATCX.

Energy Saving on Lift System

In 2003, we have suspended one passenger lift and one cargo lift at ATCX during non-office hours.

CAD Offices Managed by Other Organizations

We would regularly convey our concerns about exploring energy saving initiatives to the building managers of other CAD offices. Besides, we have given the building management of Queensway Government Offices our full support on the new energy saving initiatives such as controlling indoor temperature at a reasonable level and shortening the operation hours of air conditioning chiller plant by the Government Property Agency. In addition, we installed occupancy sensors and used energy saving fluorescent tubes in the Main Conference Room of our headquarters at Queensway Government Offices in 2003 for energy saving purposes.

Targets for 2003 and 2004

Despite the implementation of various energy conservation measures, the average daily electricity consumption in the ATCX and Tower in 2003 increased by 1.5% comparing to the year of 2002 (Figure 10).

The increase in electricity consumption in 2003 was mainly due to the need to adopt various environmental precautions against the spread of the SARS.

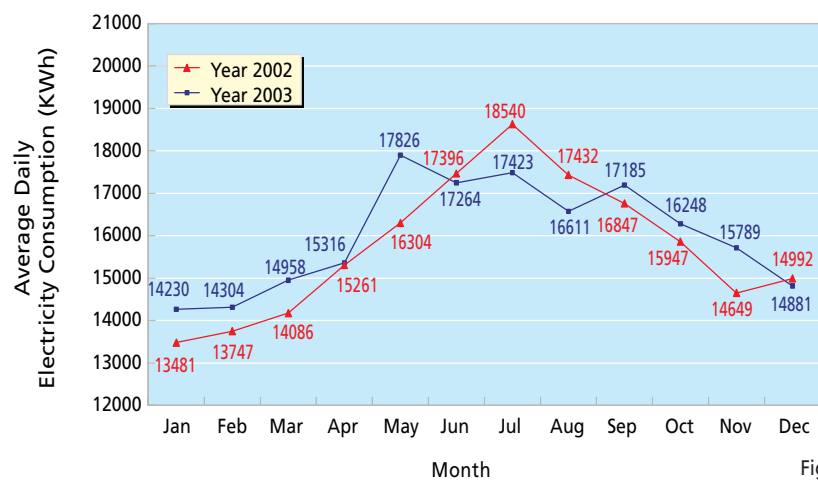


Figure 10

Due to the same reasons mentioned above and the re-opening of the staff canteen housed in the BATCX, the BATCX also recorded an increase of 5.1% in the average daily electricity consumption in 2003 (Figure 11).

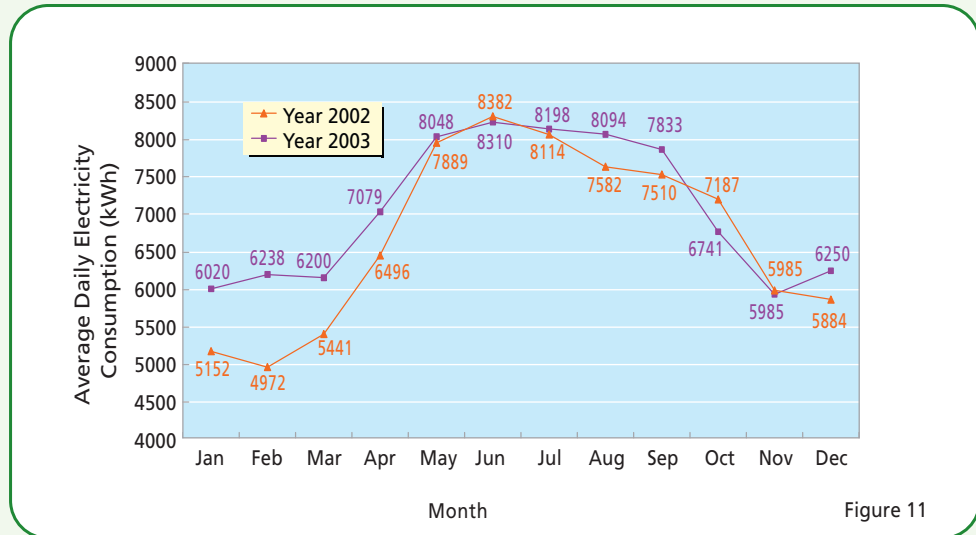
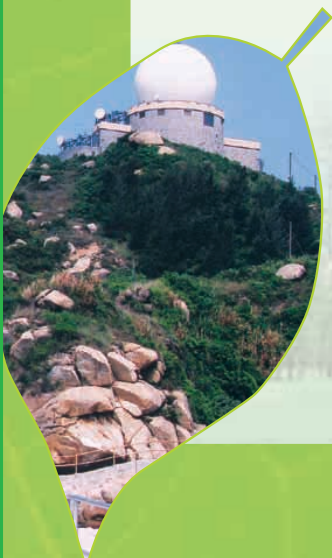


Figure 11

The overall increase in electricity consumption in all CAD premises in 2003 was 3.2% amounting to 31,872 kilowatt-hours on average daily.

In the year of 2004, we will continue to follow the guidelines of the Environment, Transport and Works Bureau on reducing the electricity consumption by 3.0% from that of the year of 2002.



Conserving Fuel

Poor driving habit not only increases fuel consumption, but also causes more pollutants to be emitted. We thus provide information on eco-driving to our drivers to remind them to drive and maintain vehicles properly so as to reduce fuel consumption and pollution.

Purchasing Energy Efficient Equipment

Air Traffic Control Equipment

To support Government's drive for energy saving, we have purchased air traffic control equipment of high standard of energy efficiency to save electricity. Example was the replacement of the old Mount Parker Primary Surveillance Radar having



tube design and 3 MW peak transmission power by a new fully solid-state radar with 24 kW peak transmission power, but with the same radar coverage, at the end of 2003.

We have completed a feasibility study to replace the cathode-ray-tube displays by state-of-the-art LCD displays for the Radar Data Processing and Display System and planned to implement the first phase replacement in early 2005.

Other Equipment

We are obliged to observe central guidelines from the Government on green purchasing and taking environmental considerations into account when procuring goods and services. Environmental terms such as high standard of recyclability and energy efficiency have been included in our tender specifications whenever applicable.



Paper Conservation

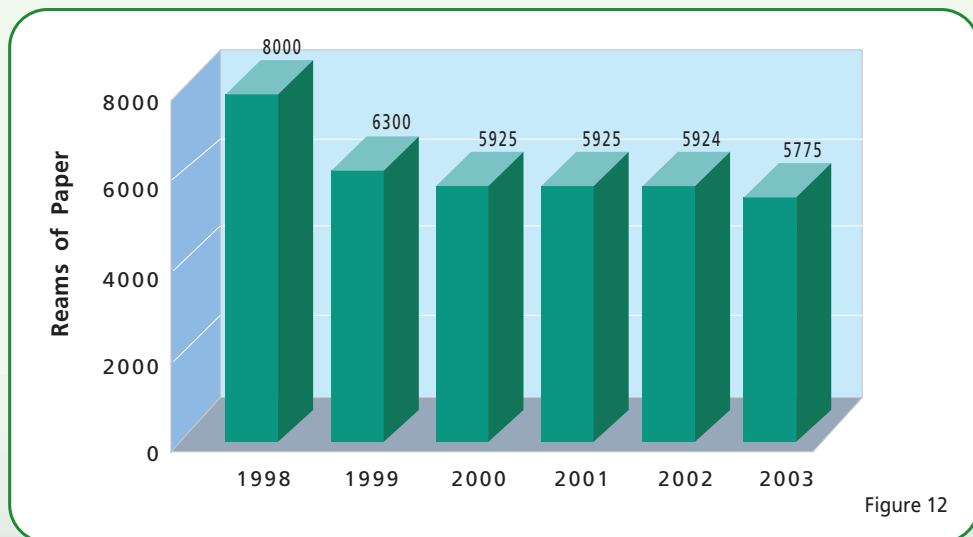
We encourage staff to implement different green measures for reducing paper consumption.

It is our continuous target to reduce paper consumption by encouraging staff to implement various green measures such as communicating by e-mail, printing on both sides of paper and using double-side photocopier / printer. In addition, the use of the Document Management System enables information such as posting circulars, departmental circulars and telephone lists be disseminated electronically. As a result, paper circulation within CAD has been reduced.

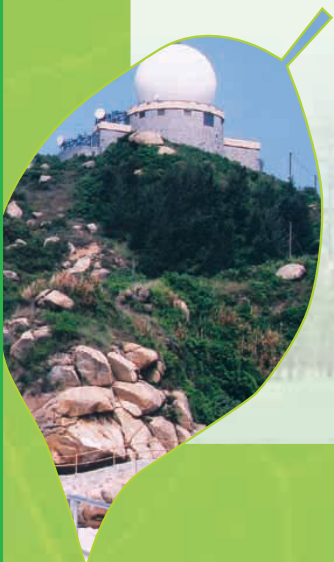
Targets for 2003 and 2004

In the year of 2003, with continuous effort of our staff, we were able to achieve our target of reducing 2.5% of our paper consumption from 5924 reams in 2002 to 5775 reams.

It must be pointed out that such consumption level represents a significant drop of 28% over 5 years from 8,000 reams in 1998 to the 2003 level (Figure 12)



In 2004, we will continue our efforts in promoting electronic communication among staff. In addition, we shall follow the guidelines of Environment, Transport and Works Bureau on reducing paper consumption by 5% from the 2002 figures.



Recycle

We implement waste paper and laser printer cartridge recycling schemes to save the Earth's natural resources.

Waste Paper

Our staff would separately dispose of recyclable waste paper in conveniently located recycling bins. CAD's cleaning contractors then transport those papers to designated locations for recycling (Table 1).

Table 1

2003					
Waste Paper Collection (Kg)	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Total
	2210.7	2196.0	1983.5	1607.6	7997.8

Laser Printer Cartridges

We return used laser printer cartridges to our suppliers for recycling. (Table 2)

Table 2

	1998	1999	2000	2001	2002	2003
Laser Printer Cartridge	Purchased 153 units	Purchased 150 units	Purchased 166 units	Purchased 167 units	Purchased 167 units	Purchased 88 units
	Recycled 33 units	Recycled 72 units	Recycled 67 units	Recycled 77 units	Recycled 124 units	Recycled 269 units

Targets for 2003 and 2004

The recycling of laser printer cartridges in the year of 2003 showed a significant increase of 117% from the 2002 figure. Our target for 2004 is to continue our efforts in recycling waste papers and cartridges.



Proper Disposal of Environmentally Hazardous Waste

Compliance with the environmental regulations with regard to the disposal of chemical waste systems.

Chemical Waste Disposal

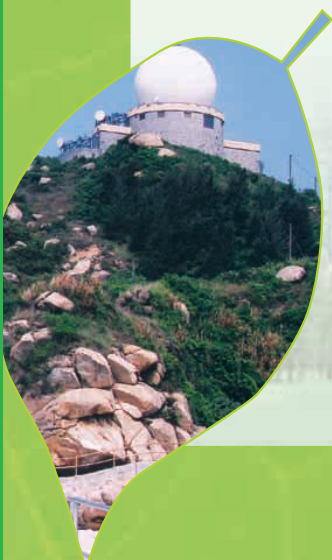
Air traffic control equipment located in 13 equipment outstations are essential to maintain the air traffic operation. When the normal city mains supply to these equipment is interrupted, the equipment will automatically and immediately switch to operate on alternate power supply from standby diesel generator and sealed-type battery. The chemical waste so produced, arising from the use of engine lubrication oil and battery fluid by the standby generators and batteries, are required to be properly disposed of.

Targets for 2003 and 2004

In the year of 2003, our maintenance contractor has handled the waste in accordance with the statutory requirements under the Waste Disposal (Chemical Waste) (General) Regulation of the Waste Disposal Ordinance (Chapter 354 subsidiary legislation C). Supervision on our contractor will be continued to ensure their proper handling and disposal of chemical waste in the year of 2004.

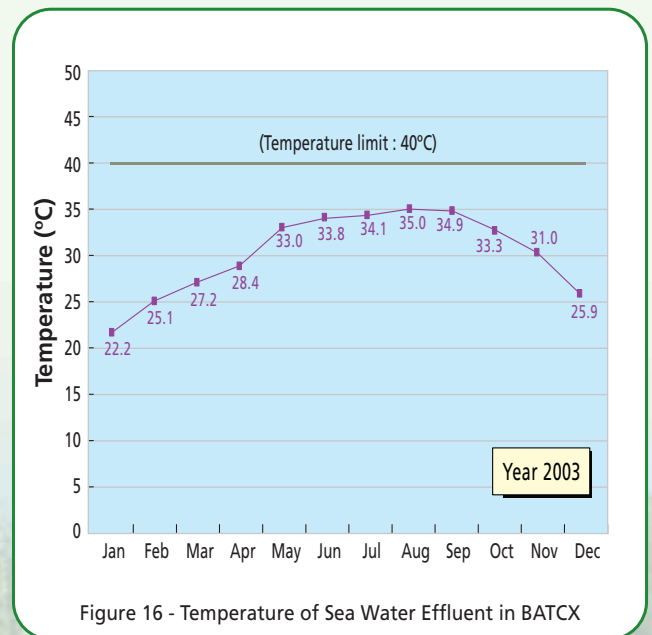
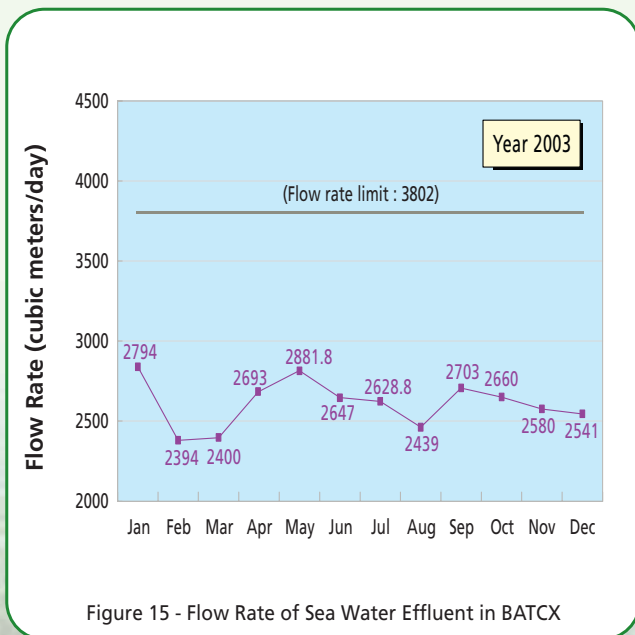
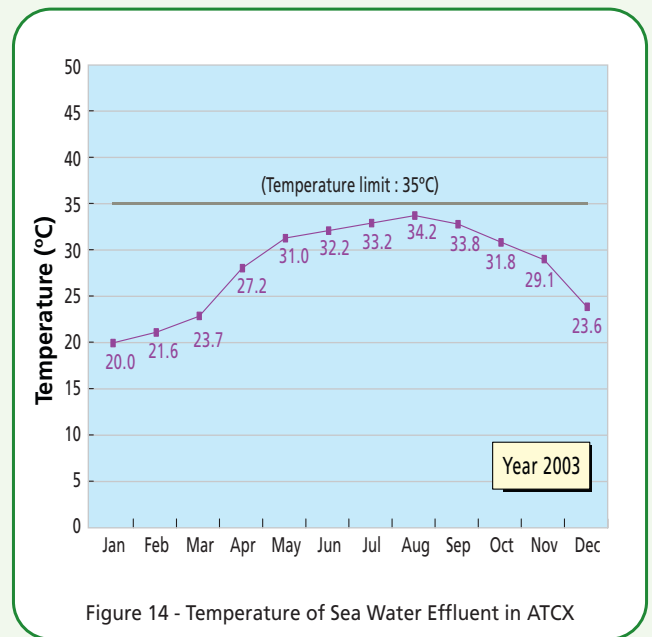
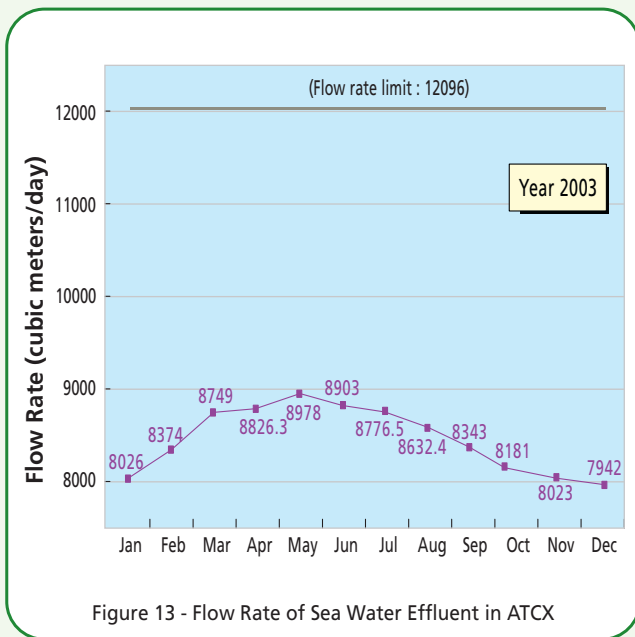
Discharge of Effluent of Sea Water Used for Cooling

Our ATCX, ATCT and BATCX use sea water for their cooling systems. We ensure that the sea water effluent is discharged in compliance with the requirements set under the Water Pollution Control Ordinance (Chapter 358).



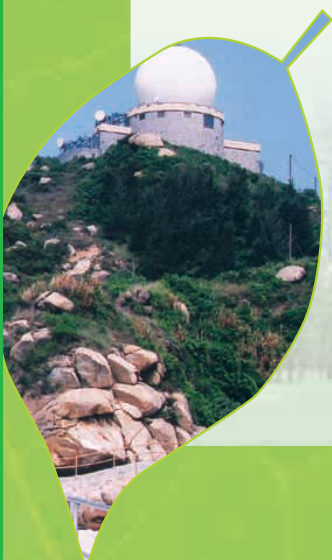
Targets for 2003 and 2004

As in the year of 2002, our monthly measurement of the flow rate, temperature, pH value and residual chlorine level of the effluent shows that the limits of these four control parameters were not exceeded in 2003. In 2004, we will continue to monitor all these parameters. (Figures 13 to 16 present the monthly variation of the flow rate and temperature of the sea water discharged.)



Staff Training on Environmental Issues

Throughout 2003, we have used various means to familiarize our staff with the importance of energy conservation and our green measures. Also, we have displayed publicity materials on energy saving at conspicuous locations to remind them to be environmentally responsible.



Chapter 6

Summary of Targets

Our Performance on Targets in 2003

In 2003, we were able to achieve the following targets: -

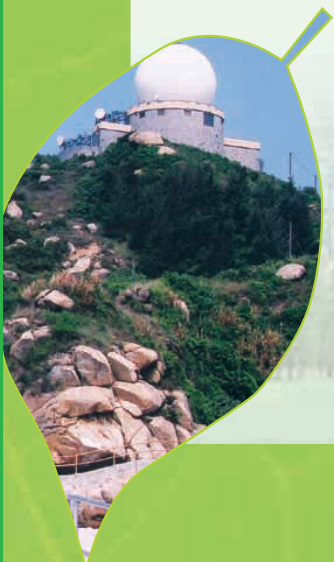
- Facilitate airlines to achieve 90% of arriving aircraft landing over water from the southwest between midnight and 7:00 am.
- Facilitate airlines to achieve 95% of departing aircraft taking off over water via West Lamma Channel between 11:00 pm and 7:00 am.
- Facilitate airlines' adoption of CDA procedure at the Hong Kong International Airport during night period
- Maintain contact with concerned District Councils, the media, other concerned parties and the general public
- Maintain an internet web site to facilitate public access to aircraft noise and flight path information
- Purchase equipment of high standard of energy efficiency
- Reduce the paper consumption by 2.5% from the level of 2002
- Encourage the use of e-mail for office communication
- Continue to implement the waste paper and laser printer cartridge recycling schemes
- Comply with environmental regulations with regard to the discharge of sea water for cooling system and the disposal of chemical waste



Our Environmental Targets for 2004

In 2004, we shall strive towards meeting the following targets:-

- Facilitate airlines to achieve 90% of arriving aircraft landing over water from the southwest between midnight and 7:00 am
- Facilitate airlines to achieve 95% of departing aircraft taking off over water via West Lamma Channel between 11:00 pm and 7:00 am
- Facilitate airlines' adoption of CDA procedure at the Hong Kong International Airport during night period
- Continue to implement the Noise Abatement Departure Procedures for departures to the northeast of the airport
- Continue to prohibit the older, noisier "Chapter 2" aircraft from landing and taking off in Hong Kong
- Relocate the noise monitor at Ma Wan to the nearby residential estate
- Explore the possibility to install one additional noise monitor at Tung Chung East residential district
- Maintain contact with concerned District Councils, the media, other concerned parties and the general public
- Maintain an internet website to facilitate public access to aircraft noise and flight path information
- Reduce the growth in electricity consumption by 3.0% from the level of 2002
- Purchase equipment of high standard of energy efficiency
- Reduce the paper consumption by 5.0% from the level of 2002
- Encourage the use of e-mail for office communication
- Continue to implement the waste paper and laser printer cartridge recycling schemes
- Comply with environmental regulations with regard to the discharge of sea water for cooling system and the disposal of chemical waste



Verification Statement

The Environmental Management Committee of CAD has performed a verification on the information and data of the Environmental Report 2003. Relevant documents on the key information and data from all Divisions of CAD have also been reviewed. The Environmental Management Committee confirms that the data presented in the Environmental Report 2003 are authentic and consistent with the documents, and the methodology for the collection, maintenance and analysis of data is appropriate. The report represents an accurate account of CAD's environmental action and performance in the year of 2003.



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