



香港民航處  
Civil Aviation Department Hong Kong

# Civil Aviation Department

## Environmental Report 2004



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Welcome to Civil Aviation Department's (CAD) Environmental Report 2004.

CAD as the civil aviation authority of Hong Kong adopts a balanced approach to manage the aircraft noise problem. Currently, under this approach, noise abatement operational procedures are implemented as far as safe and practical to reduce the aircraft noise impact on local communities. In addition, to cut down noise at source, only less noisy aircraft (i.e., those meeting ICAO Annex 16 Volume I Part II Chapter 3 standards) are allowed to operate to Hong Kong. Moreover, on the land-use planning front, CAD works closely with other government departments and bureaux to ensure that noise sensitive land uses are kept away from the airport. In 2004, CAD achieved all the aircraft noise management related targets.

Apart from contributing to Hong Kong's environmental quality by mitigating the effects of aircraft noise, CAD implements self-regulatory "green" measures for its own internal operations. In 2004, CAD managed to meet almost all environmental targets with the exception that we could only achieve a reduction in electricity consumption by 0.3% from the 2002 level instead of the targeted 3%. In 2005, we will continue to reduce paper and energy consumption to meet the requirements laid down by the Environment, Transport and Works Bureau.

We welcome comments from readers so that we can continuously improve our performance. Feedbacks or comments on this report can be sent to CAD through email: [enquiry@cad.gov.hk](mailto:enquiry@cad.gov.hk) or by mail. (For CAD's address, please see Page 31.)



In 2004, Hong Kong's air traffic grew significantly alongside with the economic recovery. As expected, with more flights operating to and from Hong Kong, aircraft noise has become more a concern of the public. The International Civil Aviation Organization (ICAO) has developed a "Balanced Approach" to address aircraft noise problems in an environmentally responsive and economically responsible manner. This internationally agreed approach gives equal weight to four principal elements of noise management around airport: (i) reduction of noise at source; (ii) keeping noise sensitive receivers away from airport by appropriate land-use planning and management measures; (iii) noise abatement operational procedures; and (iv) prohibiting the use of certain types of noisy aircraft during night time. CAD will continue to embrace this "Balanced Approach" to manage the aircraft noise problem.

We will maintain regular contact with the local communities as well as the concerned District Councils to exchange views on matters related to aircraft noise. Information on measured noise data and related issues have been regularly uploaded to our web page: [http://www.cad.gov.hk/english/ac\\_noise.html](http://www.cad.gov.hk/english/ac_noise.html).

In our daily operations, we fully support all green measures in saving resources. In particular, we will continue to explore measures for reducing electricity consumption at our Air Traffic Control Complex as well as other offices of CAD.

This report is our sixth Environment Report since 1999. In this report, we have reviewed our performance in the year of 2004 and have set our targets for 2005.

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



## About this Report

Welcome to the CAD Environmental Report 2004. This is the sixth annual report produced by CAD since 1999. It reports our environmental performance in the year of 2004 and our initiatives in protecting and improving our environment.

## Scope of this Report

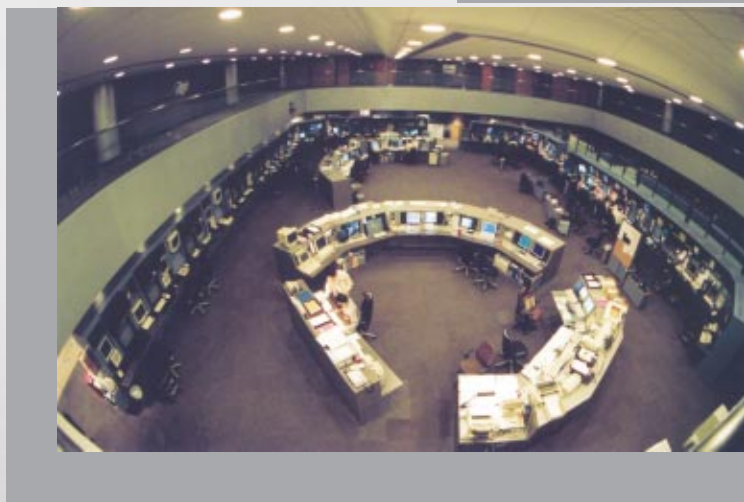
This report first identifies the two aspects of our environmental efforts: the control of aircraft noise generated by civil aviation activities and the regulation of our own in-house activities. It then reviews how we have performed against targets in the 2004 calendar year and what can be expected in the upcoming year.



## Key Responsibilities

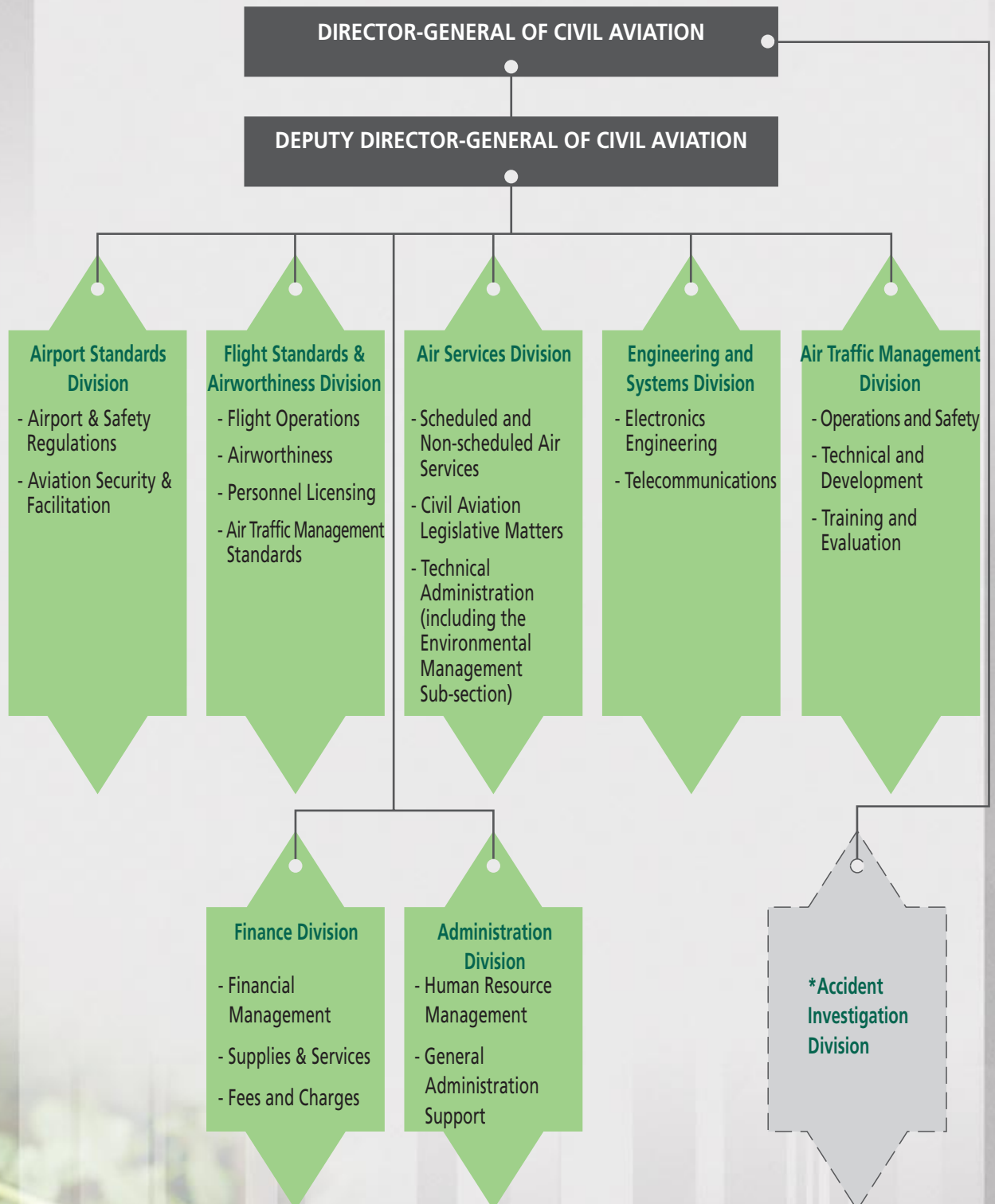
Being the civil aviation authority in Hong Kong, CAD is committed to a safe and efficient air transport system. We strive to accomplish the following missions in a professional manner: -

- Positioning Hong Kong as a leading centre of aviation
- Maintaining 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 of 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, 2005#



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 661 staff and 7 divisions as at 1 January 2005 (Figure 1).

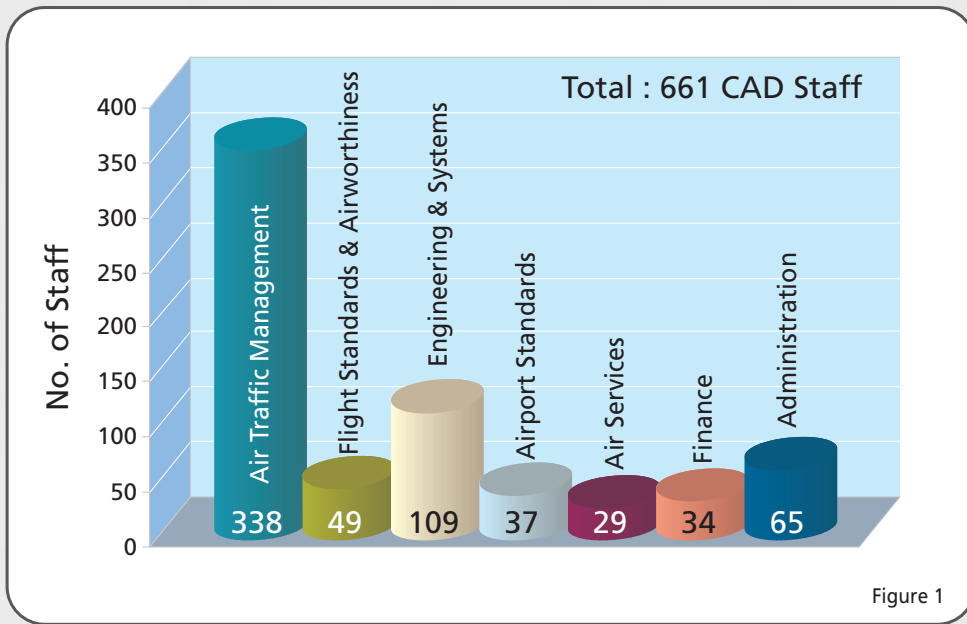
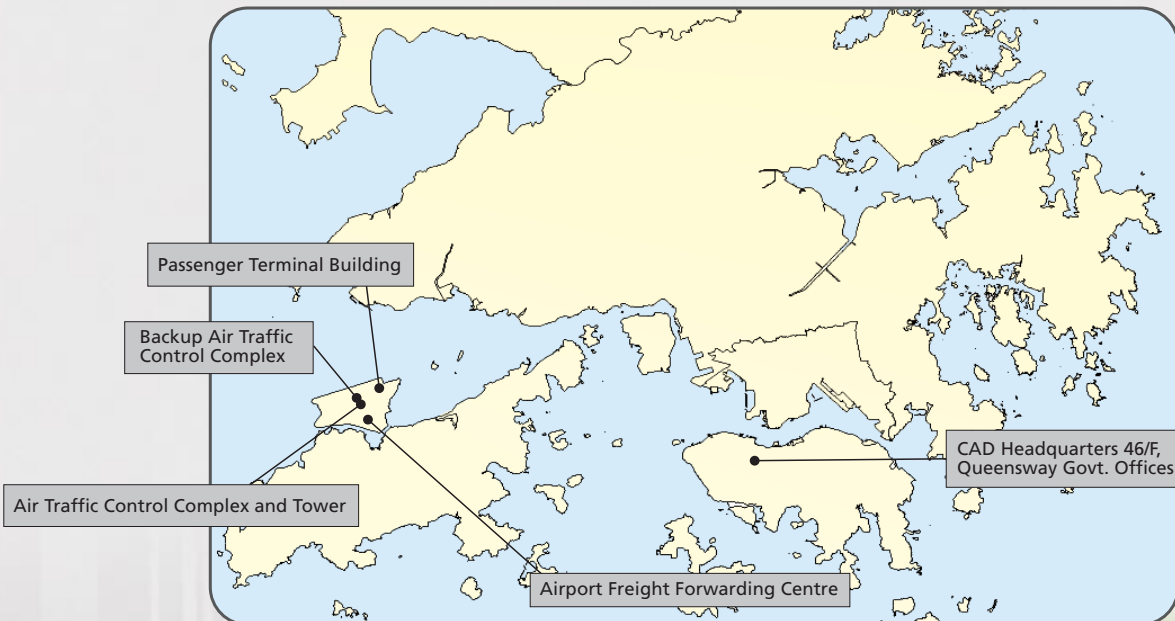


Figure 1

## Our Location

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



## We Care

We care because we want to provide people in 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.

### 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

#### Complaints

**Stakeholders :**  
affected households

#### Consultation

**Stakeholders :**  
airlines & airport

#### Affected

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

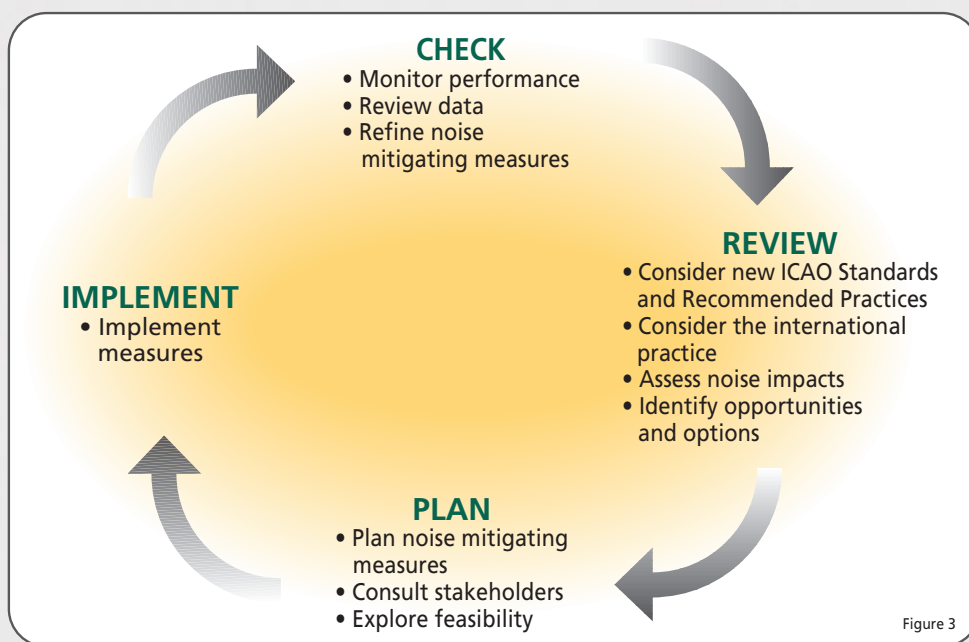
### Green Policy for CAD

- 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

## Implementation of Policy

### Aircraft Noise Management

CAD adopts a systematic Review-Plan-Implement-Check Cycle (Figure 3) in formulating and implementing measures to minimize the impact of aircraft noise. When necessary, we will consult stakeholders in the decision process.



### Environmental Housekeeping Management

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

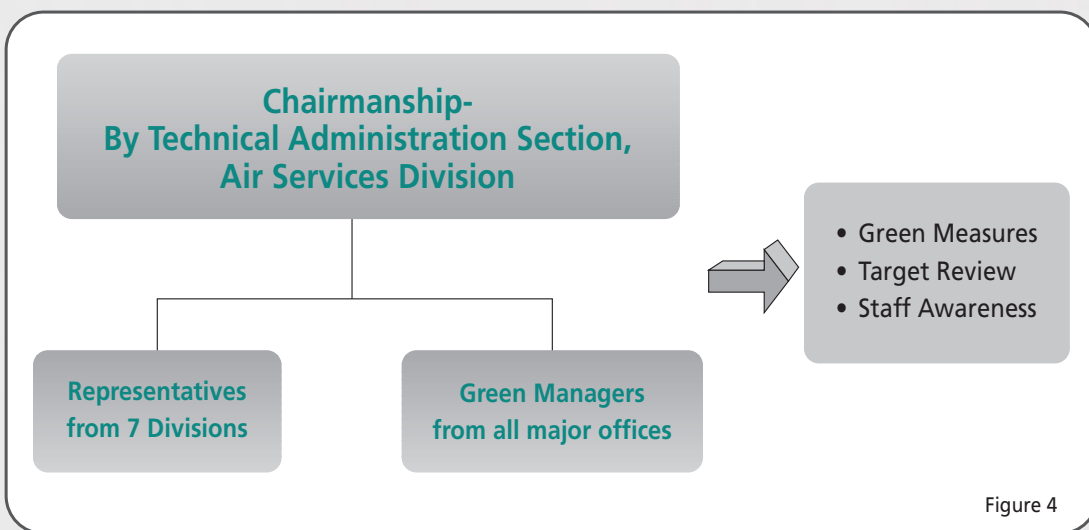


Figure 4



Environmental Management Committee

### 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.

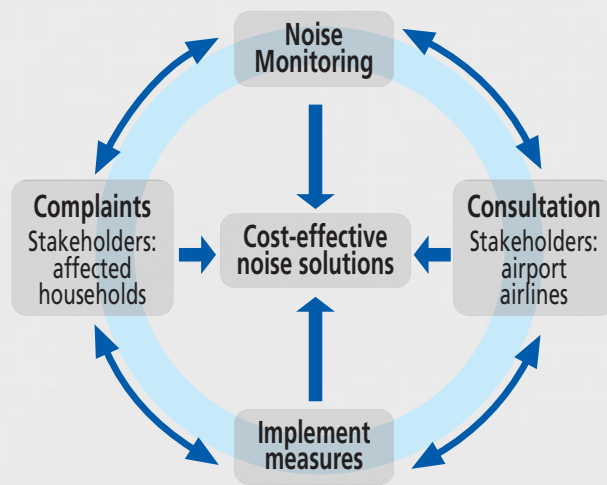


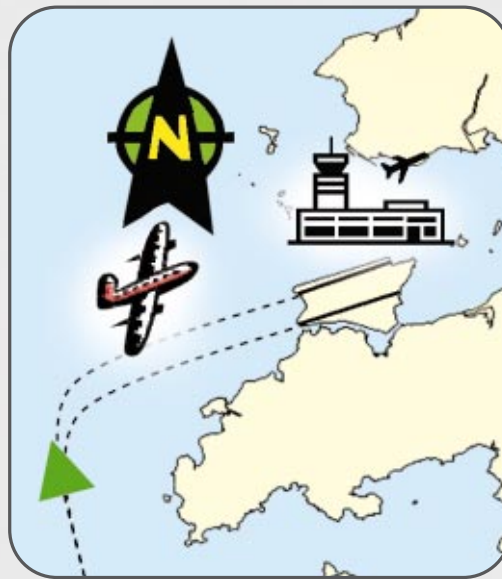
Figure 5

## 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 target was to have 90% of aircraft arriving between midnight and 7:00 a.m. to land from southwest over water.

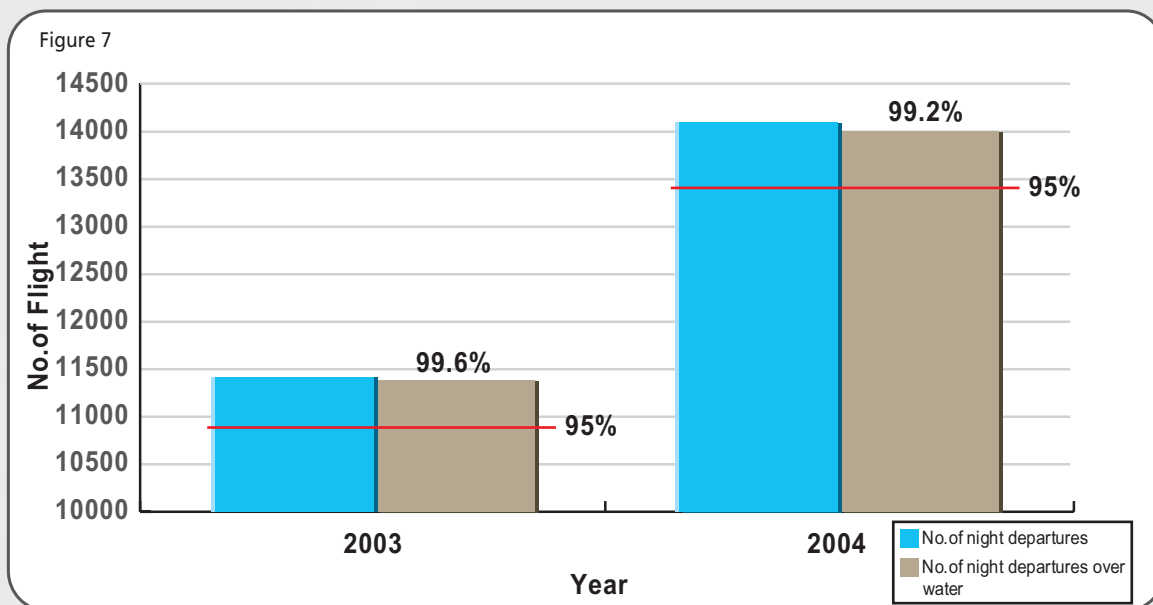
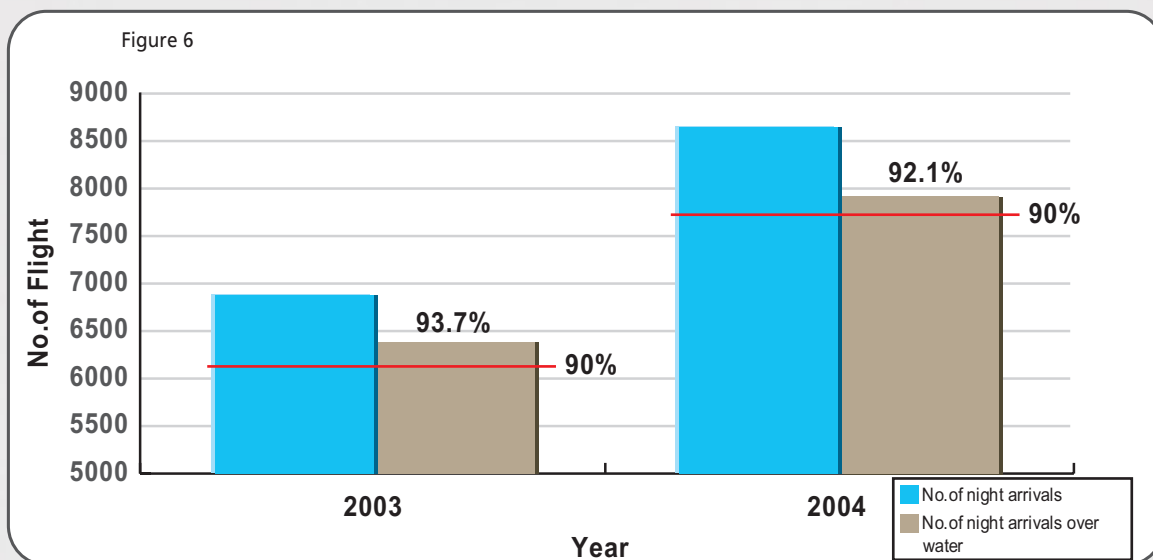


Another target was to have 95% of aircraft taking off between 11:00 p.m. and 7:00 a.m. to depart via West Lamma Channel. The above two arrangements ensured that populated areas like Sha Tin, Tsuen Wan, Kwai Chung, Sham Tseng and Tsing Lung Tau would not be affected by noise from arriving aircraft and 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 2004 and 2005

In 2004, we have successfully completed those targets. Our records indicate that 92.1% of night arrivals and 99.2% of night departures were conducted over water (Figures 6 & 7). Such performance has exceeded our targets. In 2005, we would retain this target.



### 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 2004 and 2005

In 2004, 75% 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 2005, 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 Organization<sup>1</sup> (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 2005

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

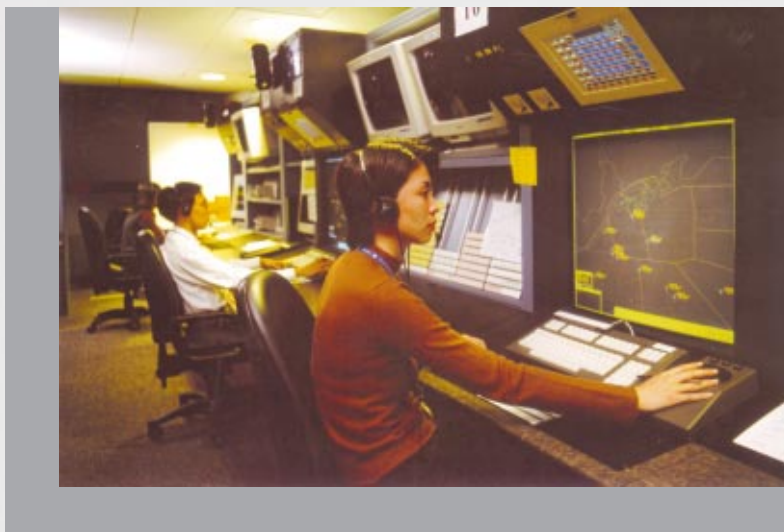


## Ban Noisy Aircraft from Operating in Hong Kong

To comply with an ICAO requirement, we have banned noisy "Chapter 2" aircraft<sup>2</sup> from using the Hong Kong International Airport since 1 July 2002. At present, only newer and quieter "Chapter 3" aircraft<sup>3</sup> are allowed to use our airport. The banning of "Chapter 2" aircraft should reduce the overall noise in the vicinity of flight paths.

### Target for 2005

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



#### Note :

- 1 ICAO is 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 at the end of 2004, there were 188 Contracting States to the convention.
- 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 2004, we have handled 353 aircraft noise complaints (Figure 8), which is 14% more than the 310 complaints in 2003 and 8.6% more than the 325

complaints in 2002. Lower complaint figure in 2003 was probably due to the low air traffic as a result of the outbreak of SARS (Sever Acute Respiratory Syndrome). Comparison with the 2002 complaint figure is more meaningful since 2002 was a normal year. The comparison also shows a positive relationship between numbers of complaints and air traffic volumes.

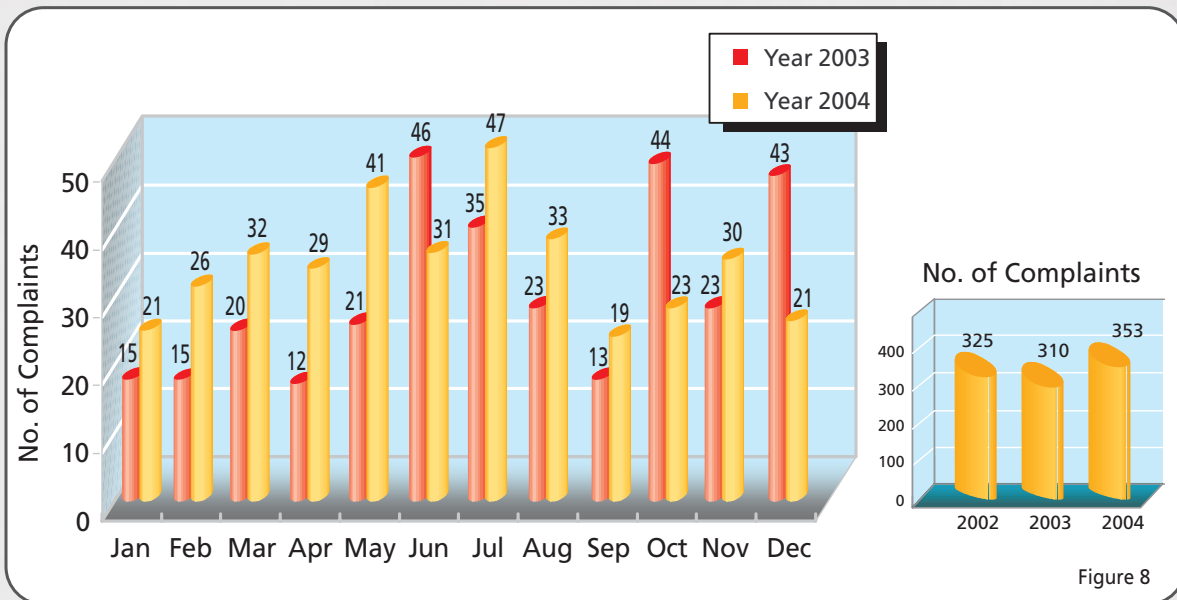


Figure 8

### Information to Legislative Council, District Council and Local Residents

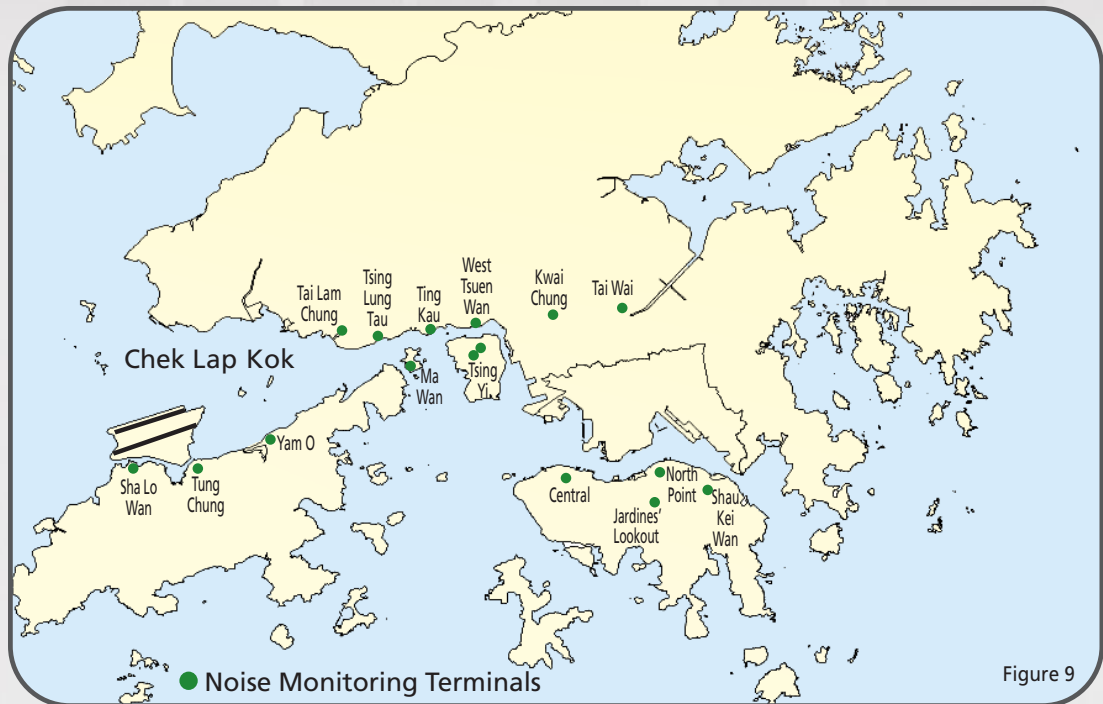
During 2004, we held or attended a total of six meetings with several members of the Legislative Council, the Kwai Tsing District Council and the Central & Western District Council about aircraft noise issues. During the meeting, we explained the noise impacts and the mitigating measures we had implemented. In addition, we have arranged two briefings to Tung Chung residents and arranged a visit for the Tsuen Wan & Kwai Tsing District Councils to our air traffic control complex.

### Publish Noise Data in CAD Website

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

### Targets for 2004 and 2005

In 2005, we would continue to carry those 2004 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 2004 and 2005

In 2004, we relocated the noise monitor at Ma Wan Service Reservoir to the nearby residential estate to improve the representativeness of the noise data. We will keep on reviewing the need for installing new noise monitors or relocating existing ones in 2005 to further enhance our noise monitoring capability. In addition, we planned to procure additional monitor equipment as spare to reduce the maintenance time for noise monitors.

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 implemented a number of housekeeping measures to save energy. Measures implemented include: -

- switching off unnecessary air-conditioning and lighting when the space is not in use;
- keeping the setting of room thermostat at a suitable temperature and fan speed;
- replacing Venetian blinds which could not effectively block sunlight to reduce the increase of room temperature;
- switching off fan coil units at corridors of BATCX;
- switching off fresh air units during daytime at BATCX; and
- activation of energy saving mode for CAD computer monitors at BATCX.



#### **Energy Saving on Air-conditioning system:**

Air-conditioning system is the major electricity consumption sector in the premises. We have acquired standby heat plates to reduce maintenance time for the water-cooled chillers at BATCX as an additional EMO to save energy in 2004. In 2005, we will implement the following EMOs in our air-conditioning system to further save energy:

- modification of power supply to chiller system of ATCX to minimize the use of air-cooled chiller; and
- use of Polarized Refrigerant Oil Additives (PROA) for one water-cooled chiller at BATCX.

#### **Energy Saving on Lighting System:**

In 2004, we have continued to implement the following measures

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

#### **Energy Saving on Lift System:**

In 2004, we have continued to suspend 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 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.



### Targets for 2004 and 2005

The overall decrease in electricity consumption in all CAD premises in 2004 was 0.3% amounting to 31,783 kilowatt-hours on average daily.

However, despite the implementation of various energy conservation measures, the average daily electricity consumption in the ATCX and Tower in 2004 increased by 7.8% comparing to the year of 2003 (Figure 10).

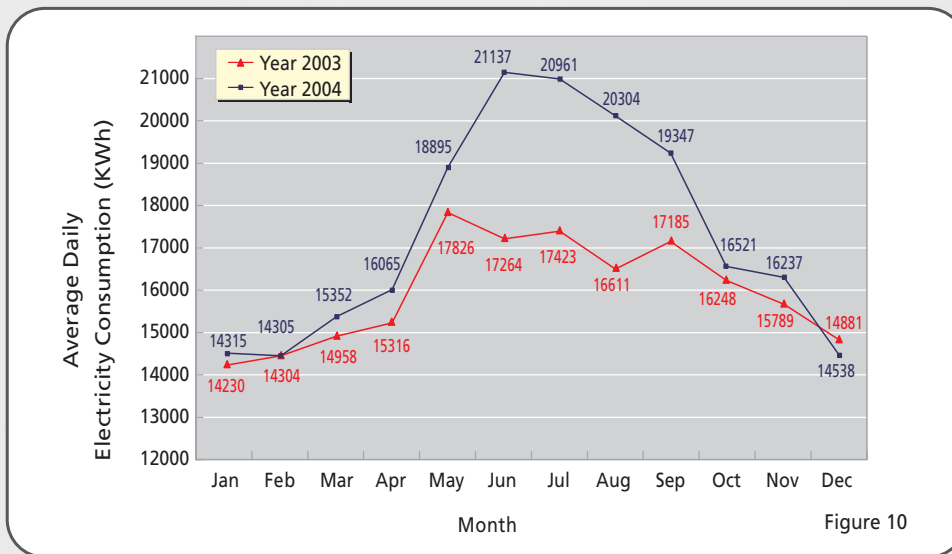


Figure 10

The increase in electricity consumption in 2004 was mainly due to the installation of additional electrical equipment in the ATCX .

On the contrary, the average daily electricity consumption in the BATCX decreased by 5.6% in 2004 comparing to the year of 2003, after adopting various energy saving measures. (Figure 11).

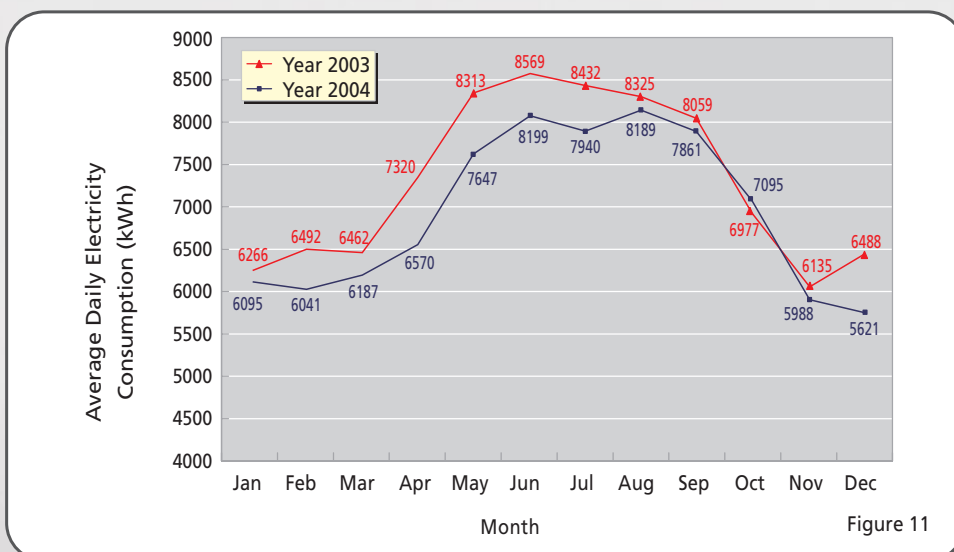


Figure 11

In the year of 2005, we will continue to follow the guidelines of the Environment, Transport and Works Bureau on reducing the electricity consumption by 4.5% 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 continue to 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.

#### **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.

#### **Targets for 2004 and 2005**

All cathode-ray-tube(CRT) monitors for office personal computers in this Department have already been replaced by LCD monitors.

In 2005, we shall continue to take environmental considerations into account when procuring goods and services. When appropriate, we will procure equipment and services which are of high standard of energy efficiency and are amiable to the environment.

We will continue the technical study to replace the CRT displays by state-of-the-art LCD displays for the Radar Data Processing and Display System and planned to complete such study in end 2005.



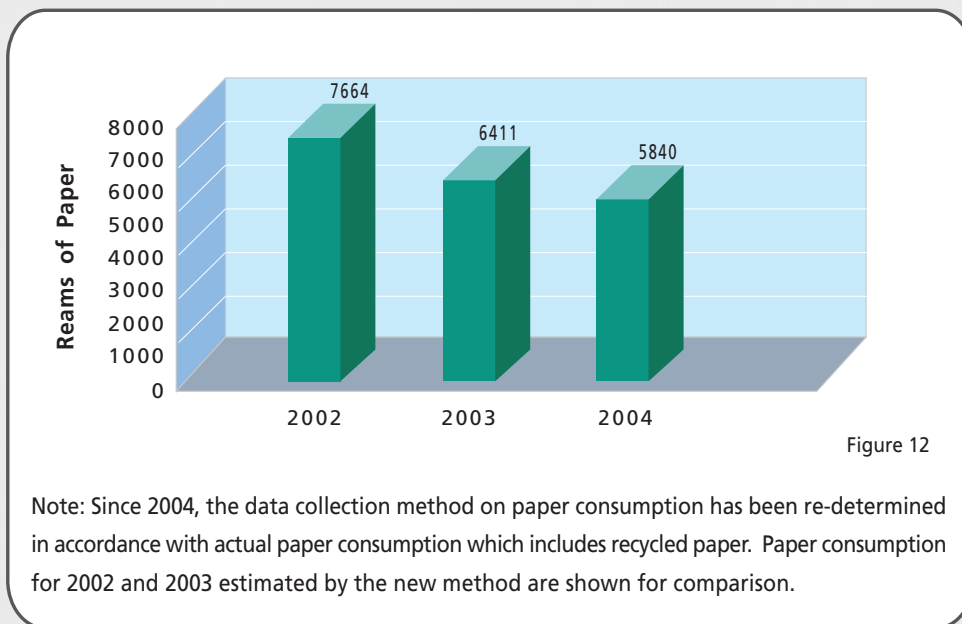
## Paper Conservation

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 2004 and 2005

In the year of 2004, with continuous effort of our staff, we were able to achieve our target of reducing 5.0% of our paper consumption from the 2002 level (Figure 12).



In 2005, 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 7.5% from the 2002 figures.

## Recycle

We implement waste paper, used CD 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

2004					
Waste Paper Collection (Kg)	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Total
	1506.3	1743.0	1707.0	1381.0	<b>6337.3</b>

### Used CD

Since November 2004, CAD has launched a programme for collection of used CD for recycling. CAD then forwards those CDs to designated collection point for recycling.

### Laser Printer Cartridges

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

Table 2

	1999	2000	2001	2002	2003	2004
Laser Printer Cartridge	Purchased	Purchased	Purchased	Purchased	Purchased	Purchased
	15 units	16 units	167 units	167 units	88 units	116 units
	Recycled	Recycled	Recycled	Recycled	Recycled	Recycled
	7 units	67 units	77 units	124 units	269 units	271 units

### Targets for 2004 and 2005

The recycling of laser printer cartridges in the year of 2004 showed a slightly increase from the 2003 figure. Our target for 2005 is to continue our efforts in recycling waste papers, used CD 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 2004 and 2005

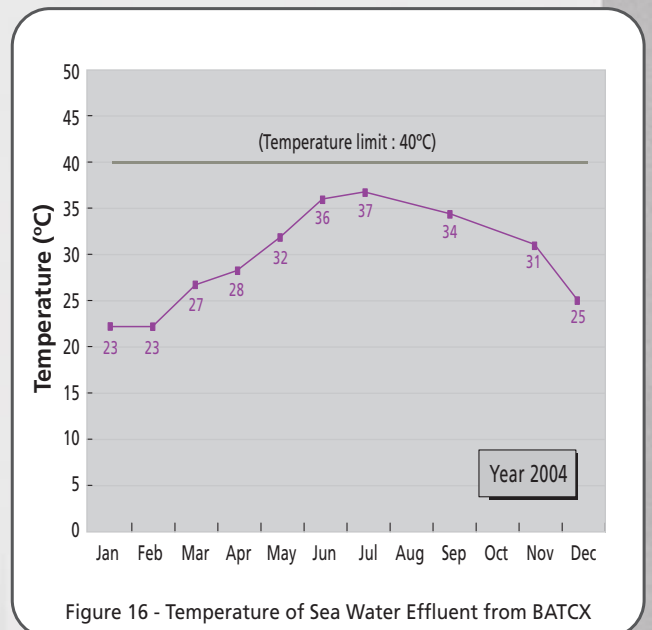
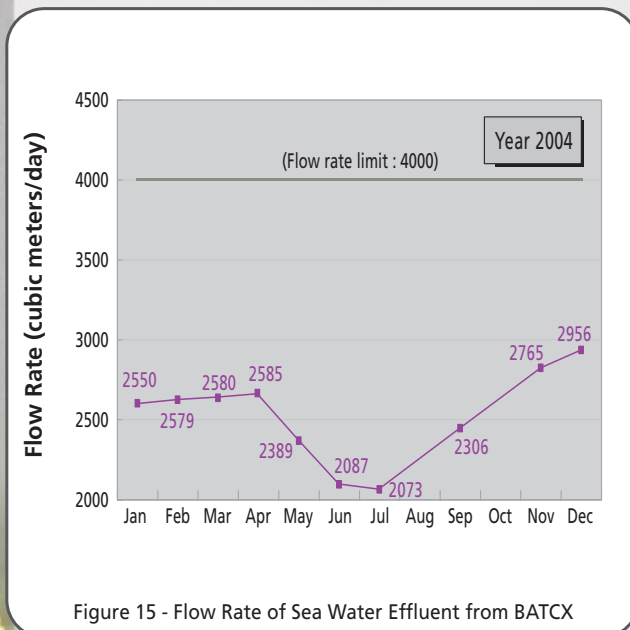
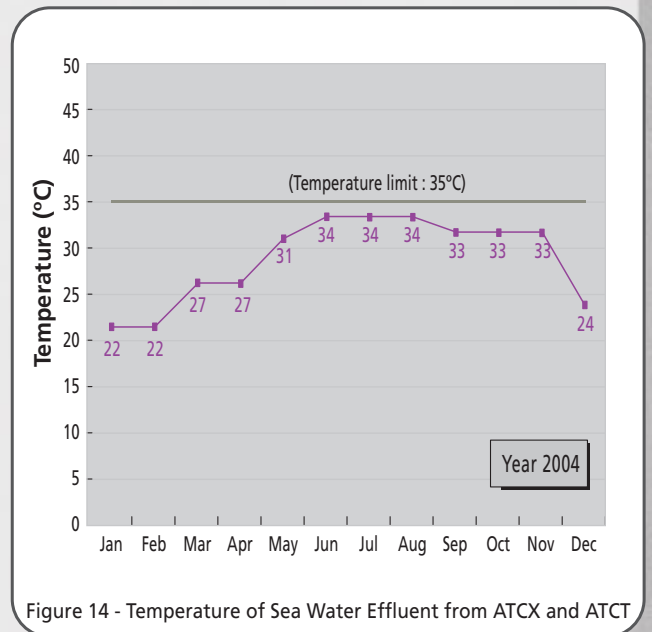
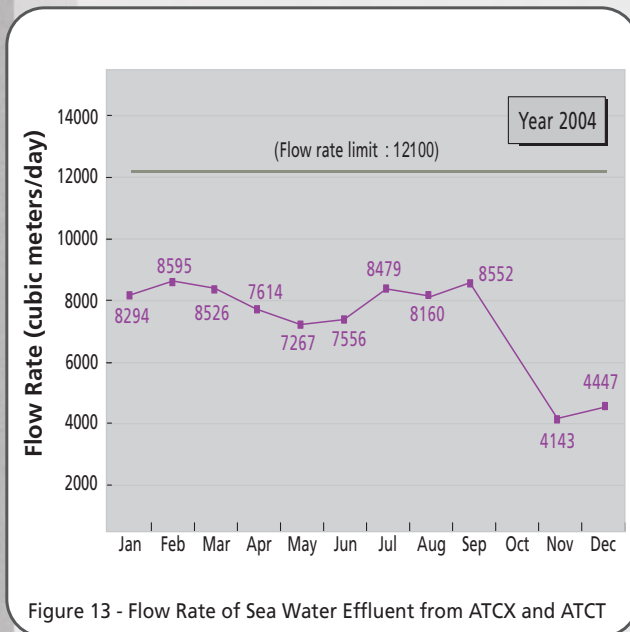
In the year of 2004, our maintenance contractor has handled the waste in accordance with the statutory requirements under the Waste Disposal (Chemical Waste) (General) Regulation of the Waste Disposal Ordinance (Chapter 354 subsidiary legislation C). Supervision on our contractor will be continued to ensure their proper handling and disposal of chemical waste in the year of 2005.

### Discharge of Effluent of Sea Water Used for Cooling

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

### Targets for 2004 and 2005

As in the year of 2003, our monthly measurement of the flow rate, temperature, pH value and residual chlorine level of the seawater effluent from ATCX and BATCX shows that the limits of these four control parameters were not exceeded in 2004. In 2005, we will continue to monitor all these parameters. (Figures 13 to 16 present the monthly variation of the flow rate and temperature of the seawater discharged.)



## Staff Training on Environmental Issues

Throughout 2004, 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.



## Our Performance on Targets in 2004

In 2004, 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.
- 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 Service Reservoir to the nearby residential estate.
- 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 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.

## Our Environmental Targets for 2005

In 2005, 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 review the need for installing new noise monitors or relocate existing ones.
- Procure additional noise monitoring equipment as spare to reduce maintenance time.
- Continue to 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 4.5% from the level of 2002.
- Purchase equipment of high standard of energy efficiency.
- Reduce the paper consumption by 7.5% from the level of 2002.
- Encourage the use of e-mail for office communication.
- Continue to implement the waste paper, used CD 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 2004. 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 2004 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 2004.

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