



# Civil Aviation Department Environmental Report 2005

# Table of Contents

1	<b>Table of Contents</b>
3	<b>Executive Summary</b>
4	<b>Foreword</b>
5	<b>Chapter 1 - Introduction</b>
5	<b>About this Report</b>
5	<b>Scope of this Report</b>
6	<b>Chapter 2 - About Civil Aviation Department</b>
6	<b>Key Responsibilities</b>
7	<b>Organization Chart</b>
8	<b>Number of staff</b>
8	<b>Our Location</b>
9	<b>Chapter 3 - Environmental Policy</b>
9	<b>We Care</b>
10	<b>Our Vision</b>
10	Noise Policy for Civil Aviation Activities
10	Green Policy for CAD
11	<b>Implementation of Policy</b>
11	Aircraft Noise Management
12	Environmental Housekeeping Management
13	<b>Chapter 4 - Review of Performance on Noise Policy</b>
13	<b>Introduction</b>
14	<b>Use Flight paths over water to mitigate aircraft noise impact</b>
15	Targets for 2005 and 2006
15	<b>Quieter Arrival</b>
16	Targets for 2005 and 2006
16	<b>Quieter Departure</b>
16	Target for 2006
17	<b>Ban Noisy Aircraft from Operating in Hong Kong</b>
17	Target for 2006
18	<b>Information to the Public</b>
18	Maintain Complaint Hotline
18	Information to Legislative Council, District Councils and Local Residents
18	Publish Noise Data in CAD Website
18	Targets for 2005 and 2006



19	<b>Noise Monitoring</b>
19	Targets for 2005 and 2006
20	<b>Chapter 5 - Review of Performance on Green Policy</b>
20	<b>Energy Conservation</b>
20	Conserving Electricity by Energy Saving Initiatives
22	Buildings Managed by CAD
22	CAD Offices Managed by Other Organizations
22	Targets for 2005 and 2006
22	Conserving Fuel
22	Purchasing Energy Efficient Equipment
22	Air Traffic Control Equipment
22	Other Equipment
23	Targets for 2005 and 2006
23	<b>Paper Conservation</b>
23	Targets for 2005 and 2006
24	<b>Recycle</b>
24	Waste Paper
24	Used CD
24	Laser Printer Cartridges
24	Targets for 2005 and 2006
25	<b>Proper Disposal of Environmentally Hazardous Waste</b>
25	Chemical Waste Disposal
25	Targets for 2005 and 2006
25	Discharge of Sea Water Effluent
25	Targets for 2005 and 2006
26	<b>Staff Training on Environmental Issues</b>
27	<b>Chapter 6 - Summary of Targets</b>
27	Our Performance on Targets in 2005
27	Our Environmental Targets for 2006
28	<b>Verification Statement</b>
28	<b>Contact Us</b>



# Executive Summary

Welcome to Civil Aviation Department's (CAD) Environmental Report 2005.

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 International Civil Aviation Organization 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 2005, CAD achieved all but one 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 2005, CAD managed to meet almost all environmental targets with the exception of the electricity and paper consumptions which failed to meet respectively the targeted 4.5% and 7.5% reduction from the 2002 level. In 2006, we will continue to reduce paper and energy consumption to meet the requirements laid down by the Environment, Transport and Works Bureau.

Feedbacks or comments on this report can be sent to CAD through e-mail : [enquiry@cad.gov.hk](mailto:enquiry@cad.gov.hk) or by mail. (For CAD's address, please see page 28.)



## Foreword

Hong Kong experienced a remarkable increase in air traffic in 2005. The number of aircraft movements at the Hong Kong International Airport (HKIA) was 263 506, a 11% growth over 2004. One of the outcomes of the continued traffic growth has been the increasing public concern on aircraft noise. Civil Aviation Department (CAD) fully understands the concern and is committed to address the aircraft noise problem in an environmentally responsive and economically responsible manner by adopting the "balanced Approach" developed by the International Civil Aviation Organization (ICAO). Pursuant to this approach, CAD continues to manage aircraft noise by four means, namely: (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.

We will maintain dialogue with the local communities and concerned District Councils on matters related to aircraft noise. Aircraft noise data and information on performance of noise mitigating measures 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 and reducing wastes. In particular, we will continue to implement measures for reducing electricity consumption at our operational centres and offices.

In this report, we have reviewed our performance in the year 2005 and have set our target for 2006. Readers are invited to give us their comments and feedback to help us improve further.

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



# Chapter 1 - Introduction

## About this Report

Welcome to the CAD Environmental Report 2005. This is the seventh annual report produced by CAD since 1999. It reports our environmental performance in the year of 2005 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 2005 calendar year and what can be expected in the upcoming year.



# Chapter 2 - About Civil Aviation Department

## Key Responsibilities

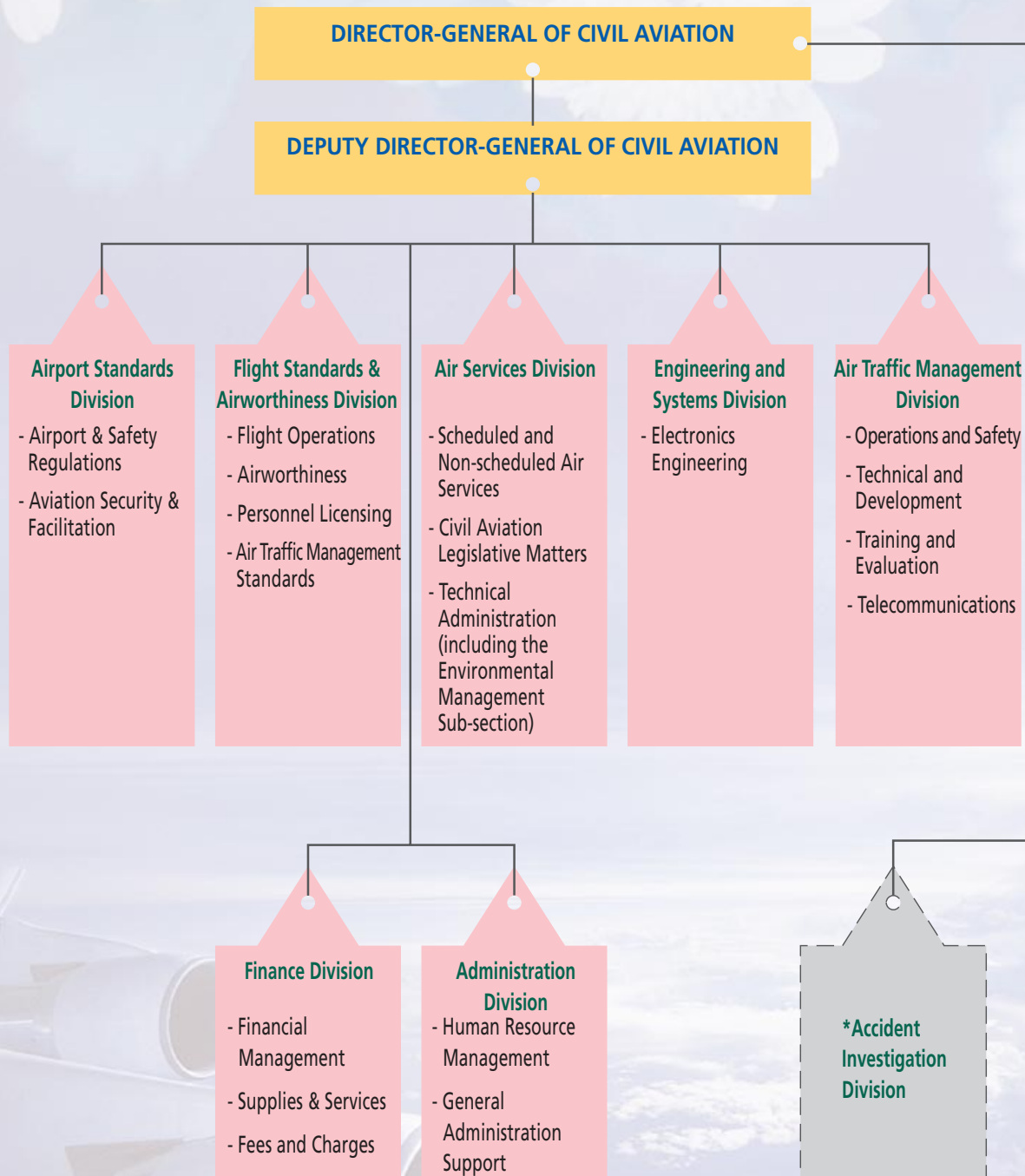
Being the civil aviation authority in Hong Kong, CAD is committed to a safe and efficient air transport system. We strive to accomplish the following missions in a professional manner: -

- 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 operations 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 organizations comply with international standards
- Ensuring Hong Kong licensed flight crew and aircraft maintenance engineers 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 31 December, 2005#



Note :

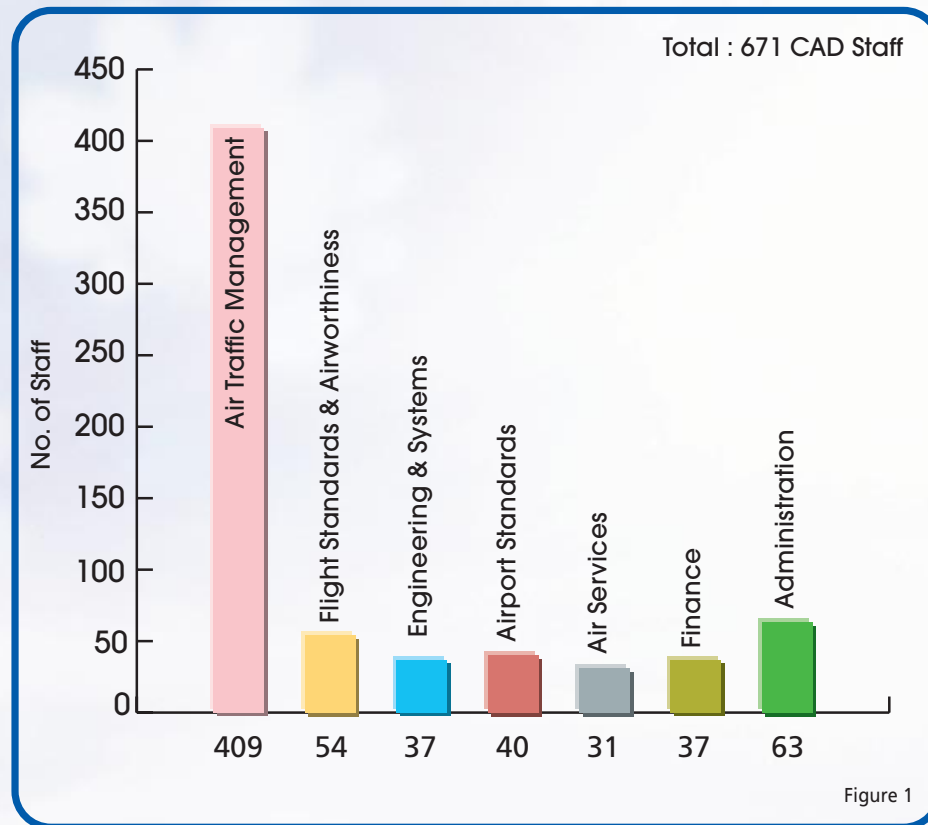
# Apart from the transfer of the Telecommunications Unit from the Engineering and Systems Division to the Air Traffic Management Division on October 2005, there is no major change in organizational context since last report.

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



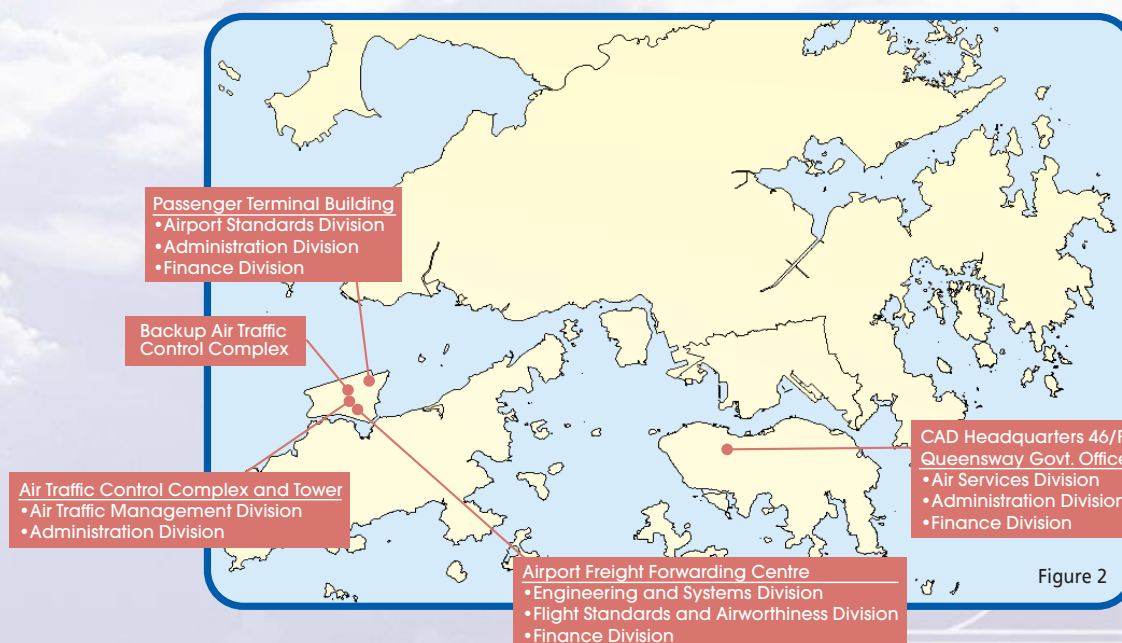
## Number of staff

CAD had a total of 671 staff and 7 divisions as at 31 December, 2005 (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.



## Chapter 3 - Environmental Policy

### We Care

We care because we want to provide people in Hong Kong with a better environment by minimizing aircraft noise exposure to populated areas.

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

### 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.

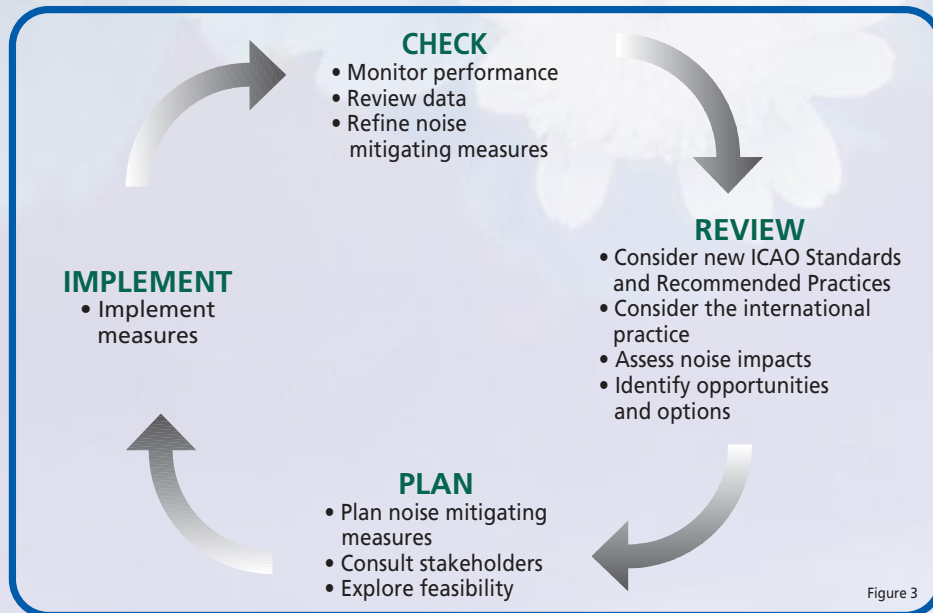




## Implementation of Policy

### 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).

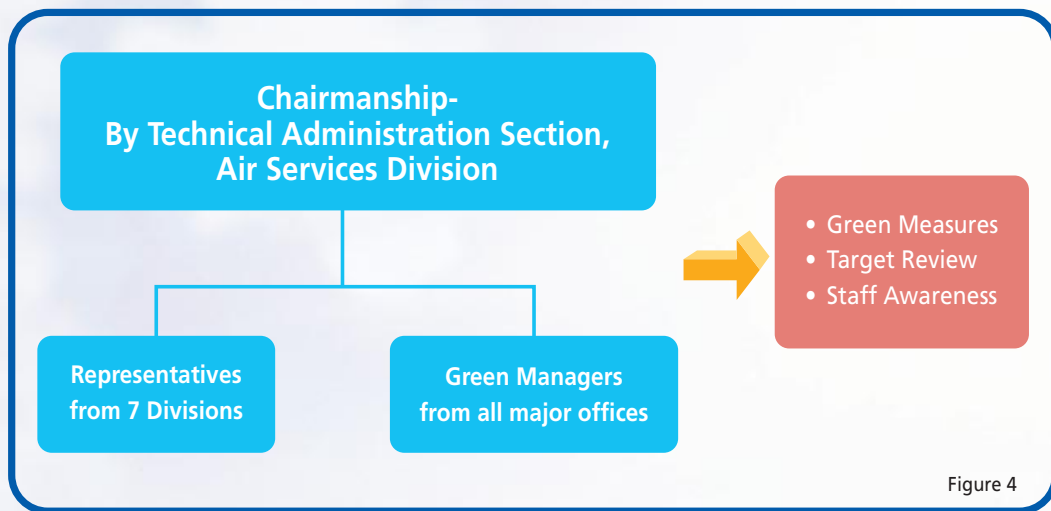


Figure 4

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.

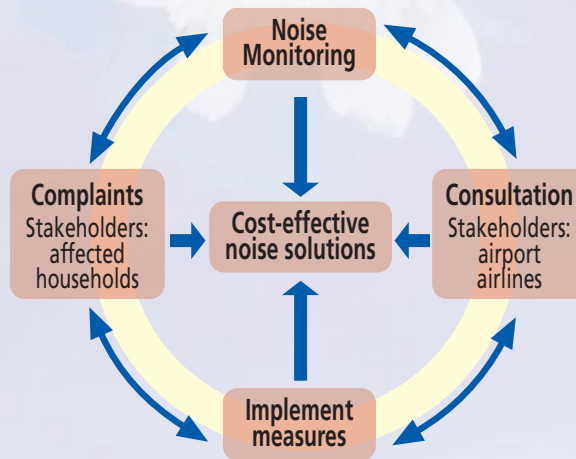


Figure 5



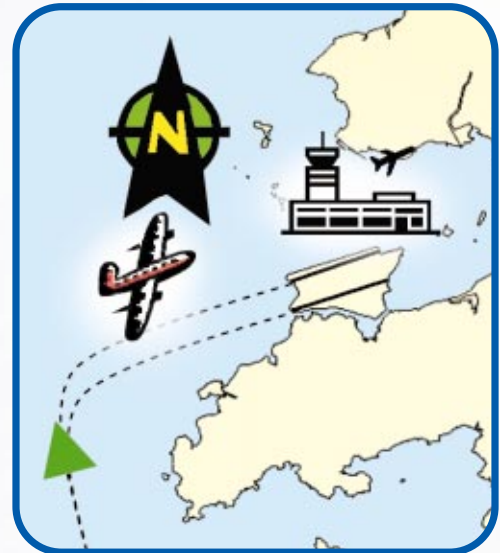


## Use Flight paths over water to mitigate aircraft noise impact

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

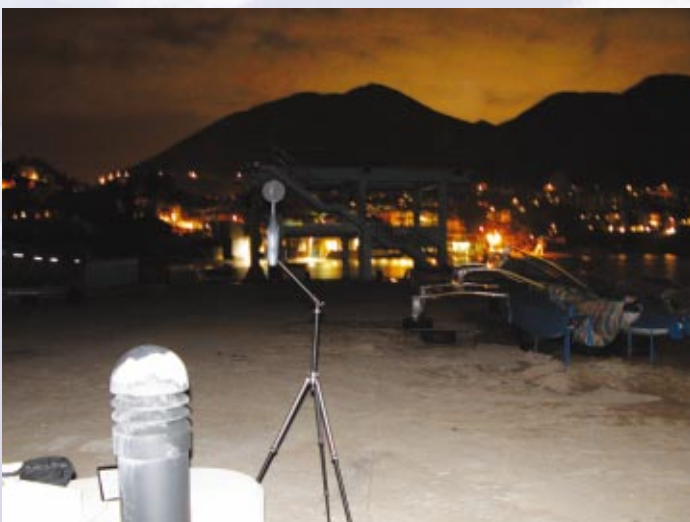
Given favourable weather and safe flight conditions, aircraft could arrive at the Hong Kong International Airport over water from the southwest and depart over water via the West Lamma Channel during the overnight period.

Our targets were to have 90% of aircraft arriving between midnight and 7:00 a.m. to land from southwest over water.



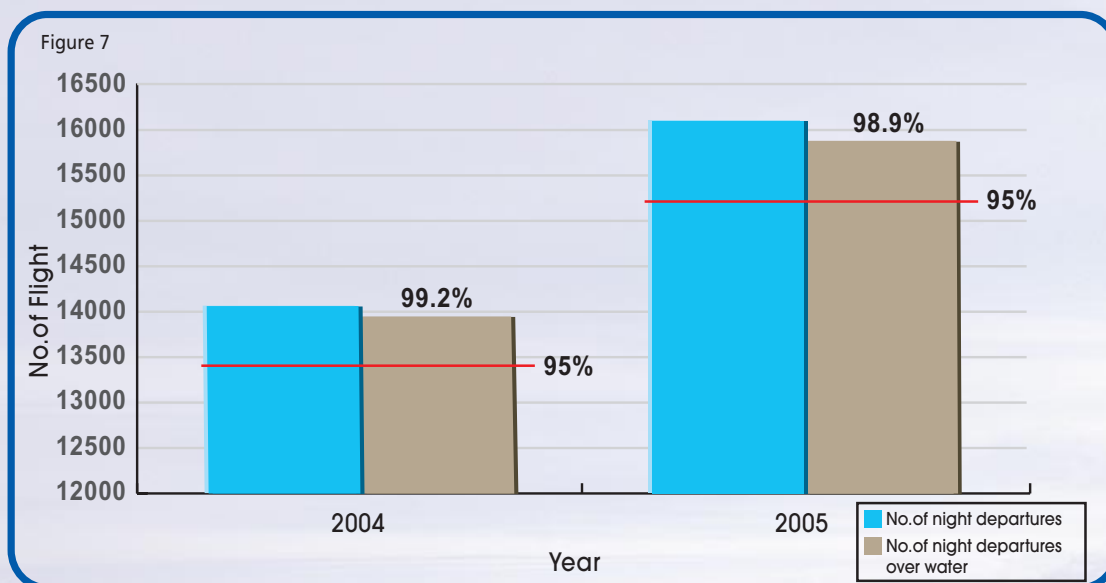
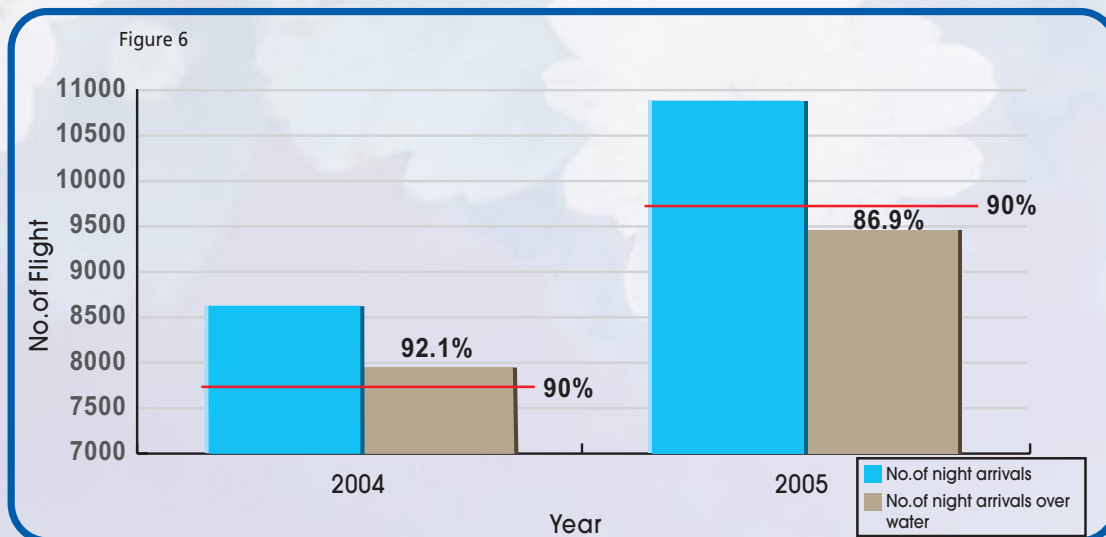
Another target was to have 95% of aircraft taking off between 11:00 p.m. and 7:00 a.m. to depart via West Lamma Channel.

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 2005 and 2006

In 2005, our records indicated that we could only arrange 86.9% of night arrivals to land from southwest over water (Figure 6). However, 98.9% of night departures conducted over water, exceeding the target (Figure 7). In 2006, we would retain these targets.



### 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 2005 and 2006

In 2005, 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 2006, 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 2006

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 2006

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

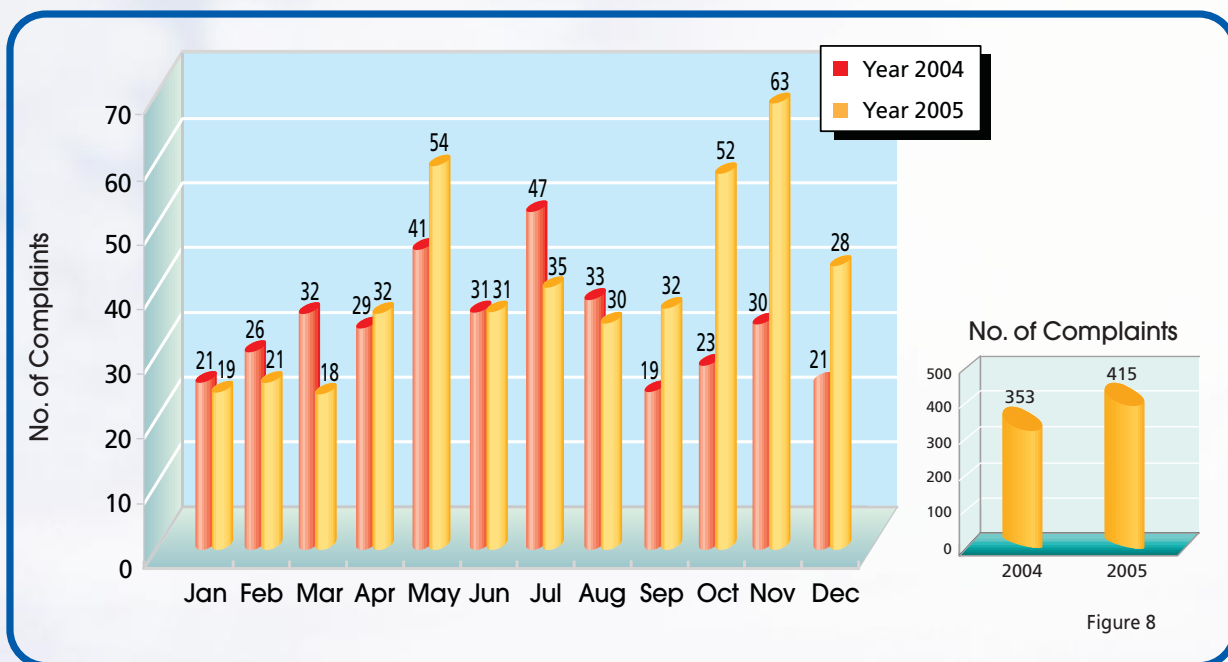
#### Note:

- 1 ICAO is a 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.
- 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 2005, we have handled 415 aircraft noise complaints (Figure 8), which is 18% more than the 353 complaints in 2004. Higher complaint figure in 2005 was primarily due to the significant increase of air traffic in 2005.



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

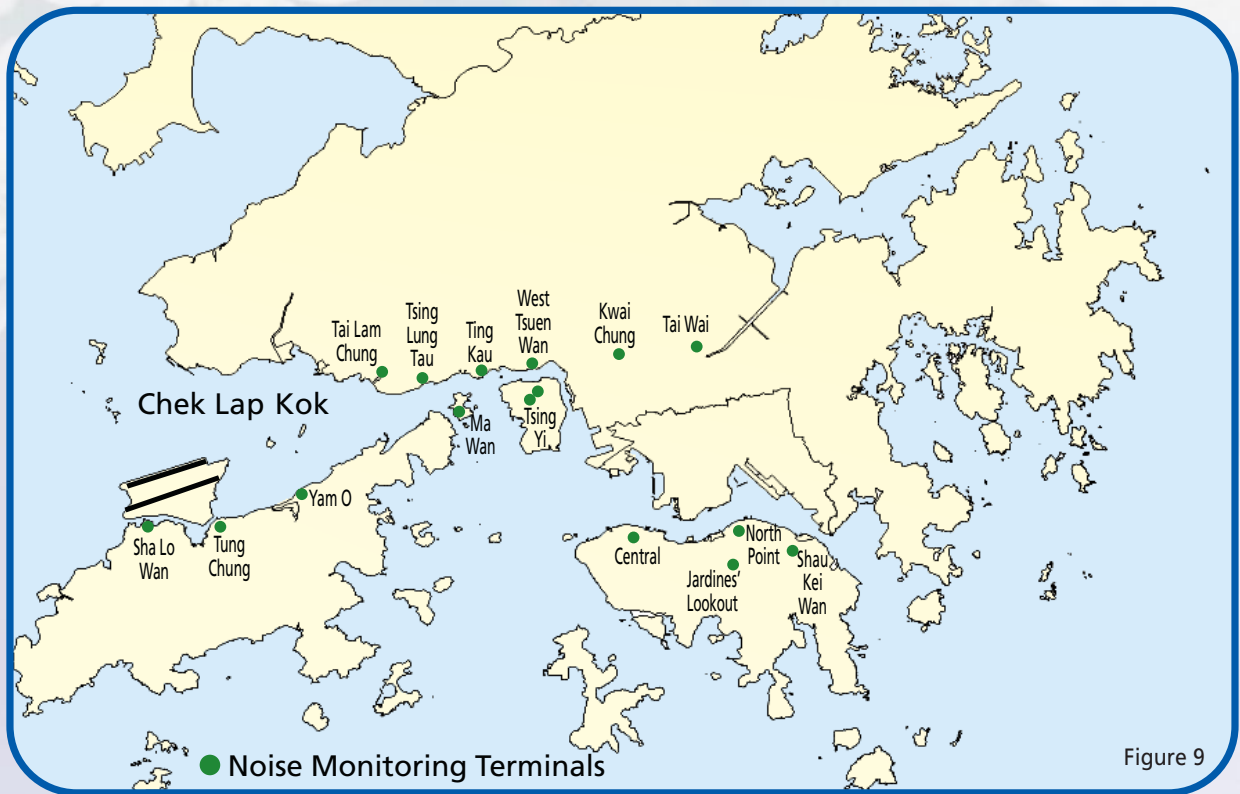
During 2005, we attended a total of four meetings of the Tsuen Wan District Council, the Kwai Tsing District Council, the Central & Western District Council and the Islands District Council. During the meetings, we explained the noise impacts and the mitigating measures we had implemented. In addition, we have exchanged views on noise issues during a meeting with a member of the Legislative Council, several members of the Tsuen Wan District Council and Tsuen Wan residents.

### 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 2005 and 2006

In 2006, we would continue to carry those 2005 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.

### Targets for 2005 and 2006

In 2005, we relocated the noise monitor at Tai Wai to improve noise data accuracy. In addition, we have procured one additional monitor as spare unit to reduce the maintenance time for noise monitors. We will keep on reviewing the need for installing new noise monitors or relocating existing ones. In 2006, we will explore the possibility to install an additional noise monitor at Tung Chung East residential district.



# Chapter 5 - Review of Performance on Green Policy

CAD's green policy is energy conservation, paper conservation, recycling, 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 and Tower (ATCX/TWR) and Back-up Air Traffic Control Complex (BATCX), we have implemented a number of measures to save energy.

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

Air-conditioning system is the major electricity consumption sector in CAD's premises. In 2005, we implemented the following measures in our air-conditioning system to save energy:

- keeping the setting of room thermostat at a suitable temperature;
- modifying power supply to chiller system of ATCX/TWR to minimize the use of air-cooled chiller;
- acquiring standby heat plates to reduce maintenance time for the water-cooled chiller at BATCX;
- using Polarized Refrigerant Oil Additives (PROA) for one water-cooled chiller at BATCX;
- switching off fan coil units at corridors of BATCX; and
- switching off fresh air units during day time in additional to night time at BATCX.



In 2006, we will introduce PROA to the air-conditioning units of our outstations to further save energy.

#### Energy Saving on Lighting System:

In 2005, we have continued to implement the following measures:

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

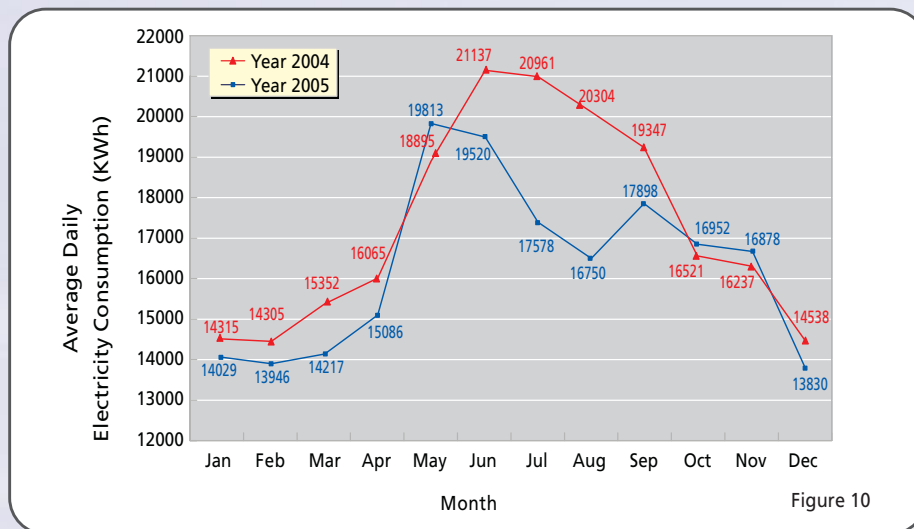
In 2006, we will implement the following measures to further save energy:

- replacing traditional exit signs at ATCX/TWR and BATCX with LED exit signs; and
- replacing existing T8 fluorescent light tubes at ATCX/TWR and at the offices in Airport Freight Forwarding Centre with T5 tubes.

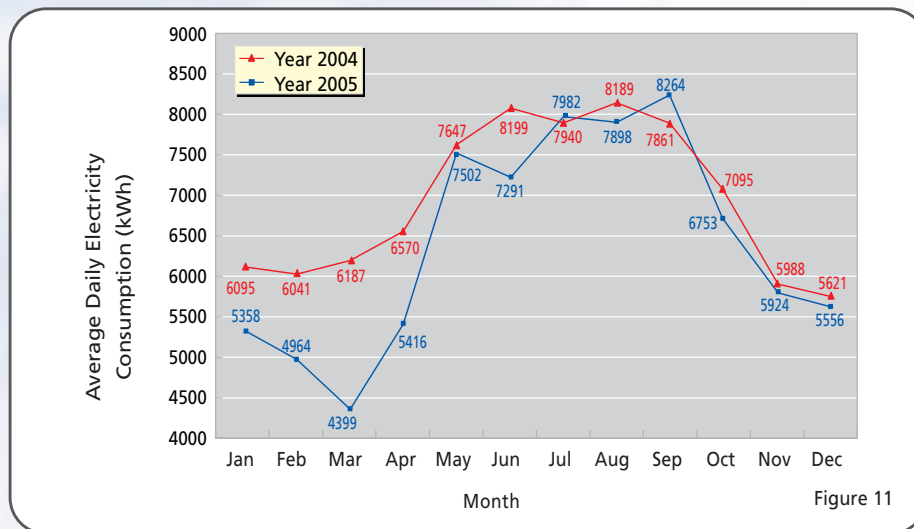
#### Energy Saving on Lift System:

In 2005, we have continued to suspend one passenger lift and one cargo lift at ATCX during non-office hours.

As a result of the implementation of various energy conservation measures, the average daily electricity consumption in the ATCX/TWR in 2005 decreased by 5.6% comparing to the year of 2004 (Figure 10).



The average daily electricity consumption in the BATCX recorded a decrease of 7.3% in 2005 comparing to the year of 2004 (Figure 11). We shall see if there are rooms for adopting further energy saving measures.



### *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 2005 and 2006*

The total electricity consumption in all CAD premises in 2005 was 30,452 kilowatt-hours on average daily. It represented 4.2% reduction from that of 2004 and 1.4% from that of 2002.

In the year of 2006, we will continue to follow the guidelines of the Environment, Transport and Works Bureau and target to reduce the electricity consumption by 6.0% 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.

#### *Other Equipment*

We are obliged to observe 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 2005 and 2006

In 2006, 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 amicable to the environment.

In 2006, we shall complete the replacement of all standard cathode-ray-tube (CRT) displays by the state-of-the-art LCD displays for the Air Traffic Management Systems

We will continue to evaluate and identify suitable state-of-the-art LCD displays to replace the special high resolution 28-inch CRT displays for the Radar Data Processing and Display System.

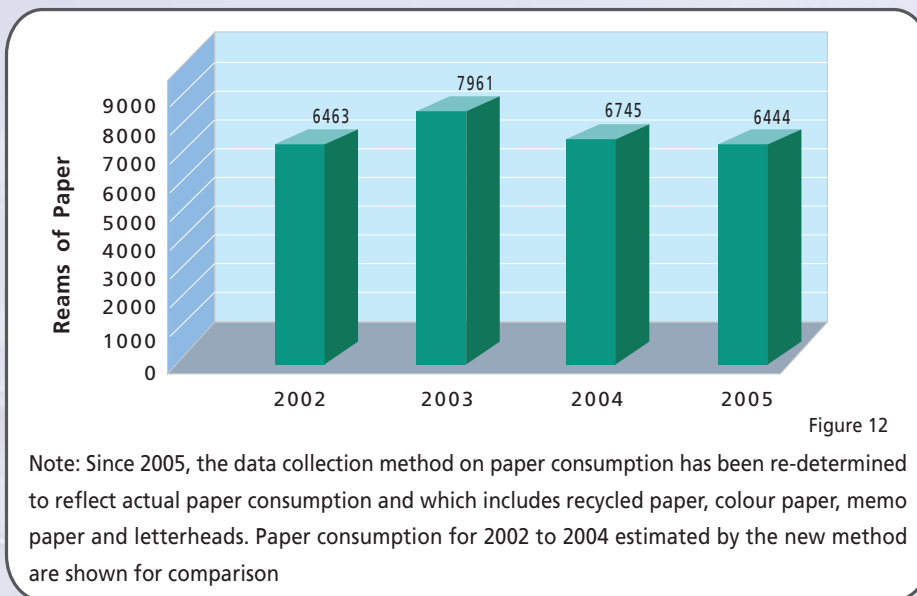
### Paper Conservation

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 2005 and 2006

In the year of 2005, we consumed 6444 reams of paper (Figure 12).



In 2006, we will continue our efforts in promoting electronic communication among staff. In addition, we will follow the guidelines of Environment, Transport and Works Bureau on reducing paper consumption and endeavor to reduce the consumption by 10.0% from the 2002 figure.

## 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	2005
Waste Paper Collection(Kg)	6337	5654

### 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.

Table 2

	2004	2005
Used CD Collection(g)	-	10,264

### Laser Printer Cartridges

We return used laser printer cartridges to our suppliers for recycling. (Table 3)

Table 3

	2004	2005	2006	2007
Laser Printer Cartridge	Purchased	Purchased	Purchased	Purchased
	167 units	88 units	116 units	142 units
	Recycled	Recycled	Recycled	Recycled
	124 units	269 units	271 units	294 units

### Targets for 2005 and 2006

Our target for 2006 is to continue our efforts in recycling waste papers, used CDs and printer cartridges.



## Proper Disposal of Environmentally Hazardous Waste

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

### 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 power supply from standby diesel generator and sealed-type battery. The used engine lubrication oil of the standby generators and the battery fluid are chemical waste that required proper disposal.

### Targets for 2005 and 2006

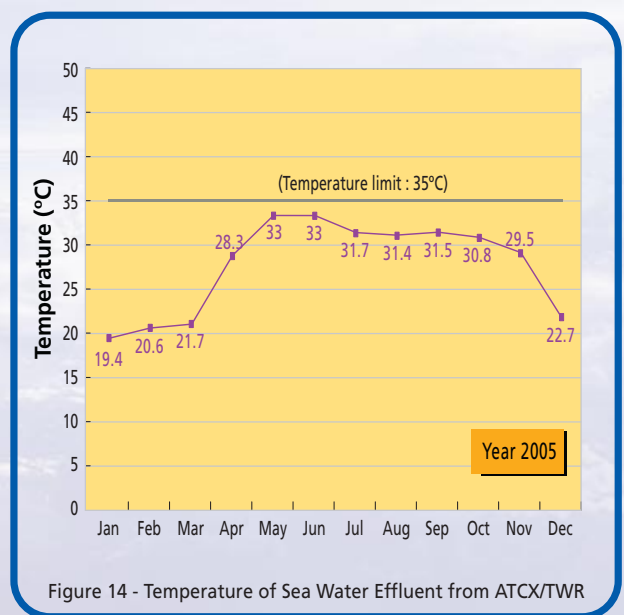
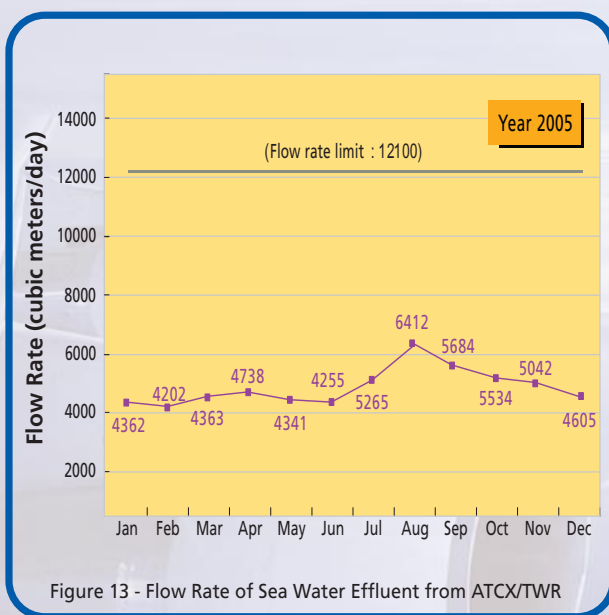
In the year of 2005, our maintenance contractor has handled the waste in accordance with the statutory requirements under the Waste Disposal (Chemical Waste) (General) Regulation of the Waste Disposal Ordinance (Chapter 354 subsidiary legislation C). Supervision on our contractor will be continued to ensure their proper handling and disposal of chemical waste in the year of 2006.

### Discharge of Sea Water Effluent

Our ATCX/TWR 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 2005 and 2006

As in the year of 2004, our monthly measurement of the flow rate, temperature, pH value and residual chlorine level of the sea water effluent from ATCX/TWR and BATCX shows that the limits of these four control parameters were not exceeded in 2005. In 2006, 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.)





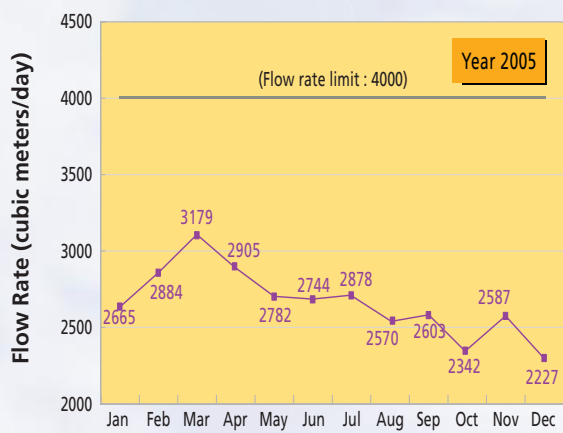


Figure 15 - Flow Rate of Sea Water Effluent from BATCX

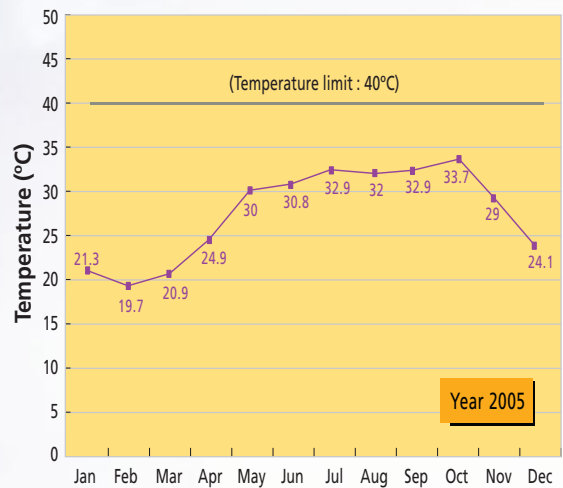


Figure 16 - Temperature of Sea Water Effluent from BATCX

### Staff Training on Environmental Issues

Throughout 2005, 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 2005

In 2005, we were able to achieve the following targets: -

- 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 for approaches from the northeast 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
- Maintain contact with concerned District Councils, the media, other concerned parties and the general public, and provide them with aircraft noise information when necessary.
- Maintain an internet website to facilitate public access to aircraft noise and flight path information.
- Purchase equipment of high standard of energy efficiency.
- 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 systems and the disposal of chemical waste.

### Our Environmental Targets for 2006

In 2006, 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 for approaches from the northeast 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.
- 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, and provide them with aircraft noise information when necessary.
- Maintain an internet website to facilitate public access to aircraft noise and flight path information.
- Reduce electricity consumption by 6.0% from the level of 2002.
- Purchase equipment of high standard of energy efficiency.
- Reduce the paper consumption by 10.0% 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 systems 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 2005. 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 2005 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 2005.

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