Supplementary Information from AAHK on 3RS EIA Report to ACE EIASC Secretariat

Item no.	Comment	Responses	Relevant Sections in EIA Report
(a)	Projection on air traffic growth in GPRD region and the share of the targeted 5 000 ATMs per day by 2020 that HK will be awarded	A total of up to 5,000 air traffic movements (ATMs) per day in the PRD region by 2020 is the estimated total traffic demand projected for the five airports within the GPRD region including HKIA, Macao, Shenzhen, Guangzhou and Zhuhai. Based on the projected 1,200 ATMs per day which is the practical maximum capacity for the existing two-runway system of HKIA, this will be equivalent to about 24% of the total 5,000 ATMs projected for the GPRD region by then.	Section 2.3
(b)	Information on the measures or initiatives assumed in EM&A programme regarding the aircraft phasing-out plan with indication that international norms have been followed	We would like to clarfiy that a conservative approach has been adopted in the data input for the future aircraft fleet mix in predicting the future aircraft noise impact in the 3RS EIA Study. In the future year scenarios such as Year 2030, while about 60% of the future fleet mix projected by IATA will involve new aircraft types that are under active development and will be put into service in the coming years by AirBus and Boeing such as A321neo, A320neo, 787-9, 737 MAX 7 and 777-8X, etc, the actual noise signature of these new aircraft are not yet available in the INM noise database of US Federal Aviation Administration (FAA) at the time of conducting the subject EIA. Therefore, the noise footprints of these new aircraft types have been conservatively modelled using those of the existing aircraft of the same families or similar configuration/capacity (i.e., A321-232, A320-232, 787-8, 737-800 and 777-300ER respectively) i.e. “substitution” in the noise modelling. These new or future generation aircraft are, however, expected to be more advanced and quieter than the existing aircraft. In other words, the INM noise database based on the existing aircraft models should have produced results that are more conservative than those using the future actual data available for new aircraft under development, and the aircraft noise impact predicted for the future scenarios could be lower than that currently presented in the EIA report. Given this conservative modelling approach adopted, the actual progress of the aircraft phase out plan of the airlines is not expected to have a significant effect on the aircraft noise assessment results included in the 3RS EIA Study. AAHK has also made a commitment in the 3RS EIA EM&A Manual to closely monitor the variations of the parameters used in the noise modelling including the fleet mix and ensure that no additional NSRs should be subject to adverse environmental impact under the requirements of the EIAO-TM. Regarding cumulative air quality impact, as demonstrated by the findings presented in the EIA report, the air pollutant contributions from airport operation under 3RS at nearby Air Sensitive Receivers (ASRs) is relatively small. For example, airport emissions only account for about 2μg/m^3 of the annual NO_2 concentrations (i.e., 5% of AQO limit) at Tung Chung. In this regard, the air quality impact would be less sensitive to the exact progress of aircraft replacement when compared with that of aircarft noise impact. IATA has adopted a robust approach in developing the detailed air traffic forecast for the 3RS EIA, which is based on the best available information including the outcome of a wide survey that sought input, including available information on aircraft introduction and phasing out, from 40 passenger and cargo airlines representing 80% of the 2011 traffic. Detailed statistical	Sections 7.3, 7.8 and Appendix 7.3.2 of EIA report, and Section 4.1 of EM&A Manual

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		information on the past aircraft retirement ages of the locally based airlines have demonstrated that the average aircraft phasing out age of 20 to 25 years determined by IATA from the survey of airlines operating at HKIA is reasonable and conservative. In the face of rising fuel costs and concern over the environment, many airlines have already planned to introduce new aircraft models that are expected to be quieter, more fuel-efficient and generate fewer emissions. Our home-based airlines have also announced their future aircraft replacment plans. With the proposed EM&A regime in place, the latest situation focusing on aircraft noise and associated modelling assumptions should be quantitatively reviewed regularly as recommended in the 3RS EIA EM&A Manual during the operation of 3RS to ensure that aircraft noise will not result in any additional unacceptable impact to the nearby sensitive receivers and that the environmental performance requirements set out in the EIA report for the 3RS project are met based on the EIAO-TM requirements.	