

## 5.2 UNLICENSED PILOTS

- 5.2.1 Unlicensed pilots are restricted to flights within UCARAs Port Shelter and those parts of Tolo and New Town, south of 'line a'. (See Uncontrolled Airspace Reporting Areas (UCARAs) and CTR Zones chart, page AD2-102, for delineation of 'line a'.)

## VHHH AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 ICAO Noise Abatement Departure Procedure RWY 07L / RWY 07R

- 1.1 ICAO have developed aircraft operating procedures, Noise Abatement Departure Procedure 1 (NADP 1) and Noise Abatement Departure Procedure 2 (NADP 2), for the take-off climb to ensure that the necessary safety of flight operations is maintained whilst minimizing exposure to noise on the ground.
- 1.2 NADP 1 is intended to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. NADP 2 provides noise reduction to areas more distant from the runway end.
- 1.3 All operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs on RWY 07L or RWY 07R. Operators are not required to inform CAD of the adopted procedure.
- 1.4 Full details of NADP 1 and NADP 2 are contained in ICAO Procedures for Air Navigation Services – Aircraft Operations, Volume 1 – Flight Procedures, (PANS-OPS, Doc 8168 Volume 1).

### 2 Noise Mitigating Measures

#### 2.1 GENERAL

- 2.1.1 The following procedures are implemented daily to reduce aircraft noise levels when operating conditions permit. These measures include :

- a) Continuous Descent Approach (CDA) procedure for RWY 25L/25R;
- b) Preferential use of RWY 07L/07R;
- c) Noise mitigating SIDs RWY 07L/07R;
- d) Special ATC handling procedures.

- 2.1.2 Noise mitigating procedures are not applicable to flights necessary for the calibration of procedures, navigation aids and landing aids.

#### 2.2 CONTINUOUS DESCENT APPROACH (CDA) PROCEDURE FOR RWY 25L/25R

- 2.2.1 As a noise mitigating measure, between 1501 and 2300 UTC, arrivals to RWY 25L/25R may expect an ILS/DME approach with a continuous descent approach (CDA) procedure subject to the prevailing traffic situation.

#### 2.2.2 CDA Procedure

- a) Aircraft are expected to achieve a continuous descent profile from a distance of 32NM to touchdown. This should approximate a 3° vertical profile from 8000ft or higher for an intercept of the glidepath at 4500ft or above. Subject to ATC clearance, low thrust settings and a relatively clean configuration

should be maintained to minimise noise nuisance.

- b) If radar vectors are given to aircraft, pilots can expect to intercept the LOC outside of the FAP (e.g. LOTUS IFL DME 15NM for RWY 25L, RIVER ITFR DME 15NM for RWY 25R). The estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.
- c) The recommended speed for the CDA intermediate approach segment is 210 - 230 KIAS, this should permit a relatively clean configuration for as long as practicable. The published speed restrictions for the final approach segment are applicable for the CDA procedure, viz. 180 KIAS at FAP and between 150 - 160 KIAS at OMF, 4 NM from touchdown.
- d) If aircraft cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

### 2.3 PREFERENTIAL USE OF RWY 07L/07R

- 2.3.1 As a noise mitigating measure, between 1601 and 2300 UTC, RWY 07L/07R will be selected as the runway-in-use whenever the tailwind component is not greater than 5 knots. During this period RWY 25L/25R may be used if operationally required, e.g. unserviceability of navigation aids, adverse weather conditions, aircraft performance, traffic situations, etc.

### 2.4 NOISE MITIGATING SIDS RWY 07L/07R

- 2.4.1 As a noise mitigating measure between 1501 and 2300 UTC, all departures from RWY 07L/07R east-bound (e.g. via ELATO), north-bound (e.g. via BEKOL), or southeast-bound (e.g. via NOMAN), may expect the appropriate ATENA, LOGAN, RASSE or SKATE SID via RAMEN (see list of Hong Kong International Airport SIDs page AD2-31). These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.
- 2.4.2 Pilots should comply with the published speed control restriction (220 KIAS maximum) until established on track to RAMEN. Pilots of aircraft flying with on-board FMS/RNAV equipment are reminded that the waypoints PORPA and ROVER are 'fly-over' positions. To ensure clearance from terrain the initial right turn to RAMEN must not be commenced until passing PORPA or ROVER.

### 2.5 SPECIAL ATC HANDLING PROCEDURES FOR RWY 25L/25R DEPARTURES

- 2.5.1 As a noise mitigating measure between 1501 and 2300 UTC, departures from RWY 25L/25R may expect to remain on the appropriate SID track until passing 9 000 ft or until they are south of Lantau Island, before being provided with radar vectors, as appropriate.

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