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AIR TRAFFIC MANAGEMENT DIVISION
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**HONG KONG INTERNATIONAL AIRPORT
OPERATING RESTRICTION OF NOISE QUOTA COUNT 4 (“QC4”) AIRCRAFT
OPERATIONS DURING NIGHT PERIOD**

1 Introduction

- 1.1 In order to manage the total noise level of aircraft operating at the Hong Kong International Airport (HKIA) between 1400 UTC and 2259 UTC (“Night Period”), the Noise Quota Count Scheme (“QC Scheme”) has been implemented by the Airport Authority Hong Kong (AAHK) at the HKIA since Summer Season of 2017 to regulate aircraft operations of different noise level during the Night Period.
- 1.2 For the purpose of further managing noise concern from the neighboring communities of the HKIA, an operating restriction will be imposed on noisier aircraft, also referred as Noise Quota Count 4 (“QC4”) aircraft, during the Night Period (“QC4 Restriction”). The QC4 Restriction had been identified as a measure to balance the need for managing aircraft noise environment and maintaining sustainable air traffic growth at the HKIA.
- 1.3 To fully implement the QC4 Restriction while giving more preparation time to the affected airlines, the QC4 Restriction will come into effect by two phases as stipulated in Table 1. With effect from Summer 2021 scheduling season¹, the scheduling of operations with QC4 aircraft will not be allowed during the specified QC4 Restriction Hours.

Table 1: QC4 Restriction (Effective Date, Restriction Hours and Periods)

| Phase 1 QC4 Restriction | |
|--------------------------------------|--|
| Effective Period: | From 28 March 2021 (Start of Summer 2021) to 26 March 2022 |
| QC4 Restriction Hours (runway time): | 1700 UTC to 2259 UTC |
| Restricted Flight Plan EOBT Period : | 1640 UTC to 2245 UTC |
| Restricted Pushback Period: | 1635 UTC to 2240 UTC |
| Phase 2 QC4 Restriction | |
| Effective Date: | From 27 March 2022 (Start of Summer 2022) |
| QC4 Restriction Hours (runway time): | 1400 UTC to 2259 UTC |
| Restricted Flight Plan EOBT Period : | 1335 UTC to 2245 UTC |
| Restricted Pushback Period: | 1330 UTC to 2240 UTC |

¹ Start of Season on 28 March 2021.

2 QC4 Aircraft

- 2.1 Each aircraft type is given a quota count classification, which is based on the prototype and noise data of the aircraft/engine combinations in the Federal Aviation Administration (FAA) aircraft noise contour model called Aviation Environmental Design Tool (AEDT). The list of aircraft types operating at the HKIA and their quota count classification are set out at Appendix 1 of the QC Scheme paper titled “[Noise Quota Count Scheme](#)² for Hong Kong International Airport”.
- 2.2 According to the prevailing QC Scheme, departures of Boeing 747-400 are classified as QC4 aircraft.

3 Airlines’ Real Time Operation

- 3.1 To ensure compliance with the QC4 Restriction, airlines should submit flight plan for QC4 operations with the Estimated Off-Block Time (“EOBT”) that falls outside the Restricted Flight Plan EOBT Period and report ready for pushback outside the Restricted Pushback Period as stipulated in Table 1 above.
- 3.2 To strike a balance between aircraft noise management and operational requirement; and after communications with concerned airlines, the real time operation for any QC4 aircraft will not be affected. However, such operation will be considered as a non-compliance of the QC4 Restriction and subject to the consequence as stated in paragraphs 5.2 and 5.3.

4 Exemptions under the QC4 Restriction

- 4.1 Circumstances and operations set out in Appendix 5 of the QC Scheme paper titled “Noise Quota Count Scheme for Hong Kong International Airport” are exempted from the QC4 Restriction. Applications for approval of QC4 operations for the exempted operations are not required.

5 Non-compliance and Consequence

- 5.1 For any QC4 operations without exemption, it will be treated as non-compliance with the QC4 Restriction.
- 5.2 For any non-compliance of the QC4 Restriction, submission of a detailed review report of the occurrence and the solid action for recurrence prevention to AAHK will be required within 24 hours from occurrence. In-depth interviews with concerned station manager will be arranged at AAHK’s discretion.
- 5.3 AAHK will closely monitor the cases falling under the above-mentioned discretion and regularly review the arrangement. Airlines may not be granted with any discretion or loss of priority for parking stand allocation when repetitive occurrence is observed, as far as apron efficiency is concerned.

² The QC Scheme paper (latest version) is available [here](#) and subject to revision from time to time.

6 Enquiry

6.1 Further information regarding the QC4 Restriction may be obtained from:

Airport Authority Hong Kong
HKIA Tower, 1 Sky Plaza Road,
Hong Kong International Airport,
Lantau, Hong Kong

Email: HKIAQC@hkgair.com

This Circular is issued for information, guidance and necessary action
for and on behalf of Airport Authority Hong Kong