

**Appendix 4.8 - Details of Fixed Noise Assessment**  
**Airport Tung Chung Link Project Environmental Impact Assessment**

**Assessed Noise Segments**

Noise Segment ID	Center Point		Start Point		End Point		Source Level, mPD
	X axis	Y axis	X axis	Y axis	X axis	Y axis	
S1N	811629.3	817091.6	811638.4	817087.5	811620.2	817095.7	18.5
S2N	811647.5	817083.3	811656.6	817079.2	811638.4	817087.5	18.5
S3N	811665.7	817075.1	811674.8	817071.0	811656.6	817079.2	18.5
S4N	811683.9	817066.8	811693.1	817062.7	811674.8	817071.0	18.5
S5N	811702.2	817058.6	811711.3	817054.4	811693.1	817062.7	18.5
S6N	811720.3	817050.3	811729.4	817046.0	811711.3	817054.5	18.5
S7N	811738.0	817040.9	811746.7	817035.9	811729.4	817046.0	18.5
S8N	811754.9	817030.2	811763.2	817024.6	811746.7	817035.9	18.5
S9N	811770.9	817018.2	811778.6	817011.8	811763.2	817024.6	18.5
S10N	811786.3	817005.4	811794.0	816999.0	811778.6	817011.8	18.5
S11N	811805.5	816989.4	811817.0	816979.8	811794.0	816999.0	18.5
S12N	811822.8	816975.0	811828.6	816970.2	811817.0	816979.8	18.5
S13N	811832.4	816967.0	811836.3	816963.9	811828.6	816970.2	18.5
S14N	811840.1	816960.7	811844.0	816957.5	811836.3	816963.9	18.5
S15N	811847.8	816954.3	811851.6	816951.1	811844.0	816957.5	18.5
S16N	811855.5	816947.9	811859.3	816944.7	811851.6	816951.1	18.5
S17N	811863.1	816941.4	811866.7	816938.0	811859.3	816944.8	18.5
S18N	811870.4	816934.6	811874.0	816931.2	811866.7	816938.0	18.5
S19N	811877.3	816927.4	811880.6	816923.6	811874.0	816931.2	18.5
S20N	811883.9	816919.9	811887.2	816916.1	811880.6	816923.6	18.5
S21N	811890.1	816912.0	811893.0	816907.9	811887.2	816916.1	18.5
S22N	811896.2	816904.1	811899.4	816900.2	811893.0	816907.9	18.5
S23N	811903.0	816896.8	811906.6	816893.3	811899.4	816900.2	18.5
S24N	811911.7	816889.3	811916.7	816885.4	811906.6	816893.3	18.5
S15	811630.8	817094.9	811639.9	817090.8	811621.7	817099.1	18.5
S25	811649.0	817086.7	811658.1	817082.5	811639.9	817090.8	18.5
S35	811667.2	817078.4	811676.3	817074.3	811658.1	817082.5	18.5
S45	811685.5	817070.2	811694.6	817066.0	811676.3	817074.3	18.5
S55	811703.7	817061.9	811712.8	817057.8	811694.6	817066.0	18.5
S65	811721.9	817053.6	811731.1	817049.3	811712.8	817057.8	18.5
S75	811739.9	817044.1	811748.6	817039.0	811731.1	817049.3	18.5
S85	811757.0	817033.2	811765.4	817027.5	811748.6	817039.0	18.5
S95	811773.2	817021.0	811780.9	817014.6	811765.4	817027.5	18.5
S105	811788.6	817008.2	811796.3	817001.8	811780.9	817014.6	18.5
S115	811807.8	816992.2	811819.4	816982.6	811796.3	817001.8	18.5
S125	811825.1	816977.8	811830.9	816973.1	811819.4	816982.6	18.5
S135	811834.7	816969.9	811838.6	816966.7	811830.9	816973.1	18.5
S145	811842.4	816963.5	811846.3	816960.3	811838.6	816966.7	18.5
S155	811850.1	816957.1	811854.0	816953.9	811846.3	816960.3	18.5
S165	811857.8	816950.7	811861.7	816947.5	811854.0	816953.9	18.5
S175	811865.5	816944.1	811869.4	816940.9	811861.7	816947.4	18.5
S185	811873.0	816937.2	811876.5	816933.5	811869.4	816940.9	18.5
S195	811880.0	816929.9	811883.6	816926.2	811876.5	816933.5	18.5
S205	811886.7	816922.2	811889.8	816918.2	811883.6	816926.2	18.5
S215	811893.0	816914.2	811896.2	816910.3	811889.8	816918.2	18.5
S225	811899.0	816906.4	811901.8	816902.5	811896.2	816910.3	18.5
S235	811905.5	816899.4	811909.2	816896.3	811901.8	816902.5	18.5
S245	811913.9	816892.3	811918.5	816888.2	811909.2	816896.3	18.5
S25	811961.7	816863.7	811918.8	816888.7	812004.7	816838.7	18.5
S26	812009.1	816837.7	812004.7	816838.7	812013.5	816836.6	18.5
S27	812015.8	816833.9	812013.5	816836.6	812018.1	816831.2	18.5
S28	812015.2	816827.4	812018.1	816831.2	812012.2	816823.6	18.5
S29	812008.8	816825.8	812012.2	816823.6	812005.3	816828.0	18.5
S30	812004.1	816831.7	812005.3	816828.0	812002.9	816835.6	18.5
S31	811959.9	816860.6	811916.8	816885.5	812002.9	816835.6	18.5

Note:

The assessed noise segments locations are shown in Figure 4.8.

Appendix 4.8 - Details of Fixed Noise Assessment  
 Airport Tung Chung Link Project Environmental Impact Assessment

Calculation of Operational Noise Level at NSR (N01)

NAP: N01a - Seaview Crescent Block 1

Time Period Day and Evening  
 X-coordinate 811995.1  
 y-coordinate 817095.5  
 Number of Veh per 30 minutes (Two-way) 140  
 Facade Correction 3

Noise Segment ID	Maximum Permissible Sound Power Level, dB(A)	Distance, m	Distance Attenuation, dB(A)	Number of Veh per 30 minutes <sup>[1]</sup>	Vehicle Correction, dB(A)	Length of Segment, m	Speed, kph	Time Duration, s	Time Correction, dB(A)	Facade Correction, dB(A)	Predicted Noise Level, dB(A)
S1N	100.0	365.8	-59.2	70	18.5	20.0	40	1.8	-30.0	3	32.2
S2N	100.0	347.8	-58.8	70	18.5	20.0	40	1.8	-30.0	3	32.6
S3N	100.0	330.0	-58.4	70	18.5	20.0	40	1.8	-30.0	3	33.1
S4N	100.0	312.5	-57.9	70	18.5	20.0	40	1.8	-30.0	3	33.6
S5N	100.0	295.3	-57.4	70	18.5	20.0	40	1.8	-30.0	3	34.1
S6N	100.0	278.5	-56.9	70	18.5	20.0	40	1.8	-30.0	3	34.6
S7N	100.0	262.8	-56.4	70	18.5	20.0	40	1.8	-30.0	3	35.1
S8N	100.0	248.9	-55.9	70	18.5	20.0	40	1.8	-30.0	3	35.6
S9N	100.0	237.2	-55.5	70	18.5	20.0	40	1.8	-30.0	3	36.0
S10N	100.0	227.4	-55.1	70	18.5	20.0	40	1.8	-30.0	3	36.3
S11N	100.0	217.3	-54.7	70	18.5	30.0	40	2.7	-28.2	3	38.5
S12N	100.0	210.2	-54.4	70	18.5	15.0	40	1.3	-31.2	3	35.8
S13N	100.0	207.3	-54.3	70	18.5	10.0	40	0.9	-33.0	3	34.1
S14N	100.0	205.4	-54.2	70	18.5	10.0	40	0.9	-33.0	3	34.2
S15N	100.0	204.1	-54.2	70	18.5	10.0	40	0.9	-33.0	3	34.3
S16N	100.0	203.2	-54.1	70	18.5	10.0	40	0.9	-33.0	3	34.3
S17N	100.0	202.9	-54.1	70	18.5	10.0	40	0.9	-33.0	3	34.3
S18N	100.0	203.6	-54.2	70	18.5	10.0	40	0.9	-33.0	3	34.3
S19N	100.0	205.2	-54.2	70	18.5	10.0	40	0.9	-33.0	3	34.2
S20N	100.0	207.8	-54.3	70	18.5	10.0	40	0.9	-33.0	3	34.1
S21N	100.0	211.4	-54.5	70	18.5	10.0	40	0.9	-33.0	3	34.0
S22N	100.0	215.5	-54.6	70	18.5	10.0	40	0.9	-33.0	3	33.8
S23N	100.0	219.0	-54.8	70	18.5	10.0	40	0.9	-33.0	3	33.7
S24N	100.0	222.4	-54.9	70	18.5	12.9	40	1.2	-31.9	3	34.6
S1S	100.0	364.3	-59.2	70	18.5	20.0	40	1.8	-30.0	3	32.2
S2S	100.0	346.2	-58.8	70	18.5	20.0	40	1.8	-30.0	3	32.7
S3S	100.0	328.3	-58.3	70	18.5	20.0	40	1.8	-30.0	3	33.1
S4S	100.0	310.7	-57.8	70	18.5	20.0	40	1.8	-30.0	3	33.6
S5S	100.0	293.4	-57.3	70	18.5	20.0	40	1.8	-30.0	3	34.1
S6S	100.0	276.4	-56.8	70	18.5	20.2	40	1.8	-30.0	3	34.7
S7S	100.0	260.4	-56.3	70	18.5	20.3	40	1.8	-29.9	3	35.2
S8S	100.0	246.1	-55.8	70	18.5	20.3	40	1.8	-29.9	3	35.7
S9S	100.0	234.1	-55.4	70	18.5	20.2	40	1.8	-30.0	3	36.1
S10S	100.0	224.2	-55.0	70	18.5	20.0	40	1.8	-30.0	3	36.5
S11S	100.0	213.9	-54.6	70	18.5	30.0	40	2.7	-28.2	3	38.6
S12S	100.0	206.7	-54.3	70	18.5	15.0	40	1.3	-31.2	3	35.9
S13S	100.0	203.7	-54.2	70	18.5	10.0	40	0.9	-33.0	3	34.3
S14S	100.0	201.8	-54.1	70	18.5	10.0	40	0.9	-33.0	3	34.4
S15S	100.0	200.4	-54.0	70	18.5	10.0	40	0.9	-33.0	3	34.4
S16S	100.0	199.5	-54.0	70	18.5	10.0	40	0.9	-33.0	3	34.5
S17S	100.0	199.2	-54.0	70	18.5	10.2	40	0.9	-32.9	3	34.6
S18S	100.0	199.9	-54.0	70	18.5	10.2	40	0.9	-32.9	3	34.5
S19S	100.0	201.7	-54.1	70	18.5	10.2	40	0.9	-32.9	3	34.4
S20S	100.0	204.4	-54.2	70	18.5	10.2	40	0.9	-32.9	3	34.3
S21S	100.0	208.0	-54.3	70	18.5	10.1	40	0.9	-33.0	3	34.1
S22S	100.0	212.1	-54.5	70	18.5	9.6	40	0.9	-33.2	3	33.8
S23S	100.0	215.6	-54.7	70	18.5	9.6	40	0.9	-33.2	3	33.6
S24S	100.0	218.9	-54.8	70	18.5	12.3	40	1.1	-32.1	3	34.6
S25	100.0	234.2	-55.4	70	18.5	99.4	20	17.9	-20.0	3	46.1
S26	100.0	237.5	-55.5	70	18.5	9.0	20	1.6	-30.4	3	35.5
S27	100.0	258.2	-56.2	70	18.5	7.1	20	1.3	-31.5	3	33.7
S28	100.0	262.4	-56.4	70	18.5	9.6	20	1.7	-30.2	3	34.9
S29	100.0	268.8	-56.6	70	18.5	8.3	20	1.5	-30.8	3	34.0
S30	100.0	270.0	-56.6	70	18.5	7.9	20	1.4	-31.0	3	33.8
S31	100.0	263.9	-56.4	70	18.5	99.5	20	17.9	-20.0	3	45.0
Predicted Operational Noise Level, dB(A)											54
Day and Evening-time Noise Criterion, dB(A)											65
Exceedance, dB(A)											-

Note:

[1] As two directions are considered as separate segments, one way flow is adopted in the calculation. It is assumed the number of outbound and inbound of zero emission vehicle are same as 70 vehicle per 30 minutes.



**Appendix 4.8 - Details of Fixed Noise Assessment**  
**Airport Tung Chung Link Project Environmental Impact Assessment**

**Calculation of Operational Noise Level at NSR (N01)**  
**NAP: N01b - Seaview Crescent Block 3**

Time Period Day and Evening  
X-coordinate 812061.6  
y-coordinate 817046.4  
Number of Veh per 30 minutes (Two-way) 140  
Facade Correction 3

Noise Segment ID	Maximum Permissible Sound Power Level, dB(A)	Distance, m	Distance Attenuation, dB(A)	Number of Veh per 30 minutes <sup>[1]</sup>	Vehicle Correction, dB(A)	Length of Segment, m	Speed, kph	Time Duration, s	Time Correction, dB(A)	Facade Correction, dB(A)	Predicted Noise Level, dB(A)
S1N	100.0	434.7	-60.7	70	18.5	20.0	40	1.8	-30.0	3	30.7
S2N	100.0	415.8	-60.4	70	18.5	20.0	40	1.8	-30.0	3	31.1
S3N	100.0	396.9	-60.0	70	18.5	20.0	40	1.8	-30.0	3	31.5
S4N	100.0	378.2	-59.5	70	18.5	20.0	40	1.8	-30.0	3	31.9
S5N	100.0	359.7	-59.1	70	18.5	20.0	40	1.8	-30.0	3	32.4
S6N	100.0	341.3	-58.6	70	18.5	20.0	40	1.8	-30.0	3	32.8
S7N	100.0	323.6	-58.2	70	18.5	20.0	40	1.8	-30.0	3	33.3
S8N	100.0	307.1	-57.7	70	18.5	20.0	40	1.8	-30.0	3	33.7
S9N	100.0	292.1	-57.3	70	18.5	20.0	40	1.8	-30.0	3	34.2
S10N	100.0	278.4	-56.9	70	18.5	20.0	40	1.8	-30.0	3	34.6
S11N	100.0	262.4	-56.4	70	18.5	30.0	40	2.7	-28.2	3	36.9
S12N	100.0	249.3	-55.9	70	18.5	15.0	40	1.3	-31.2	3	34.3
S13N	100.0	242.6	-55.7	70	18.5	10.0	40	0.9	-33.0	3	32.8
S14N	100.0	237.5	-55.5	70	18.5	10.0	40	0.9	-33.0	3	32.9
S15N	100.0	232.8	-55.3	70	18.5	10.0	40	0.9	-33.0	3	33.1
S16N	100.0	228.5	-55.2	70	18.5	10.0	40	0.9	-33.0	3	33.3
S17N	100.0	224.6	-55.0	70	18.5	10.0	40	0.9	-33.0	3	33.4
S18N	100.0	221.5	-54.9	70	18.5	10.0	40	0.9	-33.0	3	33.5
S19N	100.0	219.4	-54.8	70	18.5	10.0	40	0.9	-33.0	3	33.6
S20N	100.0	218.1	-54.8	70	18.5	10.0	40	0.9	-33.0	3	33.7
S21N	100.0	217.9	-54.7	70	18.5	10.0	40	0.9	-33.0	3	33.7
S22N	100.0	218.2	-54.8	70	18.5	10.0	40	0.9	-33.0	3	33.7
S23N	100.0	218.1	-54.8	70	18.5	10.0	40	0.9	-33.0	3	33.7
S24N	100.0	217.2	-54.7	70	18.5	12.9	40	1.2	-31.9	3	34.8
S1S	100.0	433.5	-60.7	70	18.5	20.0	40	1.8	-30.0	3	30.7
S2S	100.0	414.6	-60.3	70	18.5	20.0	40	1.8	-30.0	3	31.1
S3S	100.0	395.7	-59.9	70	18.5	20.0	40	1.8	-30.0	3	31.5
S4S	100.0	376.9	-59.5	70	18.5	20.0	40	1.8	-30.0	3	31.9
S5S	100.0	358.3	-59.1	70	18.5	20.0	40	1.8	-30.0	3	32.4
S6S	100.0	339.8	-58.6	70	18.5	20.2	40	1.8	-30.0	3	32.9
S7S	100.0	321.8	-58.1	70	18.5	20.3	40	1.8	-29.9	3	33.4
S8S	100.0	304.9	-57.7	70	18.5	20.3	40	1.8	-29.9	3	33.9
S9S	100.0	289.5	-57.2	70	18.5	20.2	40	1.8	-30.0	3	34.3
S10S	100.0	275.7	-56.8	70	18.5	20.0	40	1.8	-30.0	3	34.7
S11S	100.0	259.5	-56.3	70	18.5	30.0	40	2.7	-28.2	3	36.9
S12S	100.0	246.2	-55.8	70	18.5	15.0	40	1.3	-31.2	3	34.4
S13S	100.0	239.4	-55.6	70	18.5	10.0	40	0.9	-33.0	3	32.9
S14S	100.0	234.3	-55.4	70	18.5	10.0	40	0.9	-33.0	3	33.1
S15S	100.0	229.6	-55.2	70	18.5	10.0	40	0.9	-33.0	3	33.2
S16S	100.0	225.2	-55.0	70	18.5	10.0	40	0.9	-33.0	3	33.4
S17S	100.0	221.2	-54.9	70	18.5	10.2	40	0.9	-32.9	3	33.6
S18S	100.0	218.0	-54.8	70	18.5	10.2	40	0.9	-32.9	3	33.8
S19S	100.0	215.8	-54.7	70	18.5	10.2	40	0.9	-32.9	3	33.9
S20S	100.0	214.5	-54.6	70	18.5	10.2	40	0.9	-32.9	3	33.9
S21S	100.0	214.2	-54.6	70	18.5	10.1	40	0.9	-33.0	3	33.9
S22S	100.0	214.6	-54.6	70	18.5	9.6	40	0.9	-33.2	3	33.7
S23S	100.0	214.4	-54.6	70	18.5	9.6	40	0.9	-33.2	3	33.7
S24S	100.0	213.5	-54.6	70	18.5	12.3	40	1.1	-32.1	3	34.8
S25	100.0	208.2	-54.4	70	18.5	99.4	20	17.9	-20.0	3	47.1
S26	100.0	211.9	-54.5	70	18.5	9.0	20	1.6	-30.4	3	36.5
S27	100.0	215.2	-54.6	70	18.5	7.1	20	1.3	-31.5	3	35.3
S28	100.0	217.4	-54.7	70	18.5	9.6	20	1.7	-30.2	3	36.6
S29	100.0	223.9	-55.0	70	18.5	8.3	20	1.5	-30.8	3	35.6
S30	100.0	226.8	-55.1	70	18.5	7.9	20	1.4	-31.0	3	35.3
S31	100.0	222.3	-54.9	70	18.5	99.5	20	17.9	-20.0	3	46.5
Predicted Operational Noise Level, dB(A)											54
Day and Evening-time Noise Criterion, dB(A)											65
Exceedance, dB(A)											-

Note:

[1] As two directions are considered as separate segments, one way flow is adopted in the calculation. It is assumed the number of outbound and inbound of zero emission vehicle are same as 70 vehicle per 30 minutes.



Appendix 4.8 - Details of Fixed Noise Assessment  
 Airport Tung Chung Link Project Environmental Impact Assessment

Calculation of Fixed Noise Level at NSR (N09)  
 NAP: N09a - Tung Chung Crescent Block 5

Time Period Day and Evening  
 X-coordinate 811873.3  
 y-coordinate 816691.1  
 Number of Veh per 30 minutes (Two-way) 140  
 Facade Correction 3

Noise Segment ID	Maximum Permissible Sound Power Level, dB(A)	Distance, m	Distance Attenuation, dB(A)	Number of Veh per 30 minutes <sup>[1]</sup>	Vehicle Correction, dB(A)	Length of Segment, m	Speed, kph	Time Duration, s	Time Correction, dB(A)	Facade Correction, dB(A)	Predicted Noise Level, dB(A)
S1N	100.0	469.0	-61.4	70	18.5	20.0	40	1.8	-30.0	3	30.0
S2N	100.0	452.6	-61.1	70	18.5	20.0	40	1.8	-30.0	3	30.4
S3N	100.0	436.5	-60.8	70	18.5	20.0	40	1.8	-30.0	3	30.7
S4N	100.0	420.8	-60.5	70	18.5	20.0	40	1.8	-30.0	3	31.0
S5N	100.0	405.4	-60.1	70	18.5	20.0	40	1.8	-30.0	3	31.3
S6N	100.0	390.4	-59.8	70	18.5	20.0	40	1.8	-30.0	3	31.6
S7N	100.0	375.1	-59.5	70	18.5	20.0	40	1.8	-30.0	3	32.0
S8N	100.0	359.2	-59.1	70	18.5	20.0	40	1.8	-30.0	3	32.4
S9N	100.0	342.7	-58.7	70	18.5	20.0	40	1.8	-30.0	3	32.8
S10N	100.0	326.1	-58.3	70	18.5	20.0	40	1.8	-30.0	3	33.2
S11N	100.0	306.0	-57.7	70	18.5	30.0	40	2.7	-28.2	3	35.5
S12N	100.0	288.4	-57.2	70	18.5	15.0	40	1.3	-31.2	3	33.0
S13N	100.0	279.0	-56.9	70	18.5	10.0	40	0.9	-33.0	3	31.5
S14N	100.0	271.6	-56.7	70	18.5	10.0	40	0.9	-33.0	3	31.8
S15N	100.0	264.4	-56.4	70	18.5	10.0	40	0.9	-33.0	3	32.0
S16N	100.0	257.4	-56.2	70	18.5	10.0	40	0.9	-33.0	3	32.2
S17N	100.0	250.6	-56.0	70	18.5	10.0	40	0.9	-33.0	3	32.5
S18N	100.0	243.5	-55.7	70	18.5	10.0	40	0.9	-33.0	3	32.7
S19N	100.0	236.4	-55.5	70	18.5	10.0	40	0.9	-33.0	3	33.0
S20N	100.0	229.1	-55.2	70	18.5	10.0	40	0.9	-33.0	3	33.3
S21N	100.0	221.6	-54.9	70	18.5	10.0	40	0.9	-33.0	3	33.6
S22N	100.0	214.2	-54.6	70	18.5	10.0	40	0.9	-33.0	3	33.8
S23N	100.0	207.8	-54.3	70	18.5	10.0	40	0.9	-33.0	3	34.1
S24N	100.0	202.0	-54.1	70	18.5	12.9	40	1.2	-31.9	3	35.4
S1S	100.0	471.1	-61.4	70	18.5	20.0	40	1.8	-30.0	3	30.0
S2S	100.0	454.7	-61.1	70	18.5	20.0	40	1.8	-30.0	3	30.3
S3S	100.0	438.7	-60.8	70	18.5	20.0	40	1.8	-30.0	3	30.6
S4S	100.0	423.1	-60.5	70	18.5	20.0	40	1.8	-30.0	3	30.9
S5S	100.0	407.8	-60.2	70	18.5	20.0	40	1.8	-30.0	3	31.3
S6S	100.0	392.8	-59.9	70	18.5	20.2	40	1.8	-30.0	3	31.6
S7S	100.0	377.4	-59.5	70	18.5	20.3	40	1.8	-29.9	3	32.0
S8S	100.0	361.4	-59.1	70	18.5	20.3	40	1.8	-29.9	3	32.4
S9S	100.0	344.7	-58.7	70	18.5	20.2	40	1.8	-30.0	3	32.8
S10S	100.0	328.2	-58.3	70	18.5	20.0	40	1.8	-30.0	3	33.1
S11S	100.0	308.2	-57.8	70	18.5	30.0	40	2.7	-28.2	3	35.5
S12S	100.0	290.8	-57.3	70	18.5	15.0	40	1.3	-31.2	3	32.9
S13S	100.0	281.4	-57.0	70	18.5	10.0	40	0.9	-33.0	3	31.5
S14S	100.0	274.1	-56.7	70	18.5	10.0	40	0.9	-33.0	3	31.7
S15S	100.0	267.0	-56.5	70	18.5	10.0	40	0.9	-33.0	3	31.9
S16S	100.0	260.1	-56.3	70	18.5	10.0	40	0.9	-33.0	3	32.2
S17S	100.0	253.2	-56.1	70	18.5	10.2	40	0.9	-32.9	3	32.5
S18S	100.0	246.1	-55.8	70	18.5	10.2	40	0.9	-32.9	3	32.7
S19S	100.0	238.9	-55.5	70	18.5	10.2	40	0.9	-32.9	3	33.0
S20S	100.0	231.5	-55.3	70	18.5	10.2	40	0.9	-32.9	3	33.3
S21S	100.0	224.0	-55.0	70	18.5	10.1	40	0.9	-33.0	3	33.5
S22S	100.0	216.9	-54.7	70	18.5	9.6	40	0.9	-33.2	3	33.6
S23S	100.0	210.8	-54.5	70	18.5	9.6	40	0.9	-33.2	3	33.8
S24S	100.0	205.2	-54.2	70	18.5	12.3	40	1.1	-32.1	3	35.1
S25	100.0	194.0	-53.7	70	18.5	99.4	20	17.9	-20.0	3	47.7
S26	100.0	190.3	-53.6	70	18.5	9.0	20	1.6	-30.4	3	37.4
S27	100.0	199.9	-54.0	70	18.5	7.1	20	1.3	-31.5	3	36.0
S28	100.0	201.8	-54.1	70	18.5	9.6	20	1.7	-30.2	3	37.2
S29	100.0	196.8	-53.9	70	18.5	8.3	20	1.5	-30.8	3	36.8
S30	100.0	191.1	-53.6	70	18.5	7.9	20	1.4	-31.0	3	36.8
S31	100.0	192.1	-53.7	70	18.5	99.5	20	17.9	-20.0	3	47.8
Predicted Operational Noise Level, dB(A)											54
Day and Evening-time Noise Criterion, dB(A)											65
Exceedance, dB(A)											-

Note:

[1] As two directions are considered as separate segments, one way flow is adopted in the calculation. It is assumed the number of outbound and inbound of zero emission vehicle are same as 70 vehicle per 30 minutes.



Appendix 4.8 - Details of Fixed Noise Assessment  
 Airport Tung Chung Link Project Environmental Impact Assessment

Calculation of Fixed Noise Level at NSR (N10)

NAP: N10a - Priests' Quarters of the Planned Visitation Church Development

Time Period Day and Evening  
 X-coordinate 811869.9  
 y-coordinate 816908.2  
 Number of Veh per 30 minutes (Two-way) 140  
 Facade Correction 3

Noise Segment ID	Maximum Permissible Sound Power Level, dB(A)	Distance, m	Distance Attenuation, dB(A)	Number of Veh per 30 minutes <sup>[1]</sup>	Vehicle Correction, dB(A)	Length of Segment, m	Speed, kph	Time Duration, s	Time Correction, dB(A)	Facade Correction, dB(A)	Predicted Noise Level, dB(A)
S1N	100.0	302.6	-57.6	70	18.5	20.0	40	1.8	-30.0	3	33.9
S2N	100.0	283.1	-57.0	70	18.5	20.0	40	1.8	-30.0	3	34.4
S3N	100.0	263.7	-56.4	70	18.5	20.0	40	1.8	-30.0	3	35.0
S4N	100.0	244.5	-55.7	70	18.5	20.0	40	1.8	-30.0	3	35.7
S5N	100.0	225.3	-55.0	70	18.5	20.0	40	1.8	-30.0	3	36.4
S6N	100.0	206.3	-54.3	70	18.5	20.0	40	1.8	-30.0	3	37.2
S7N	100.0	187.1	-53.4	70	18.5	20.0	40	1.8	-30.0	3	38.0
S8N	100.0	167.7	-52.5	70	18.5	20.0	40	1.8	-30.0	3	39.0
S9N	100.0	148.0	-51.4	70	18.5	20.0	40	1.8	-30.0	3	40.1
S10N	100.0	128.3	-50.1	70	18.5	20.0	40	1.8	-30.0	3	41.3
S11N	100.0	103.8	-48.3	70	18.5	30.0	40	2.7	-28.2	3	44.9
S12N	100.0	81.9	-46.2	70	18.5	15.0	40	1.3	-31.2	3	44.0
S13N	100.0	69.9	-44.9	70	18.5	10.0	40	0.9	-33.0	3	43.6
S14N	100.0	60.5	-43.6	70	18.5	10.0	40	0.9	-33.0	3	44.8
S15N	100.0	51.3	-42.2	70	18.5	10.0	40	0.9	-33.0	3	46.2
S16N	100.0	42.5	-40.6	70	18.5	10.0	40	0.9	-33.0	3	47.9
S17N	100.0	34.3	-38.7	70	18.5	10.0	40	0.9	-33.0	3	49.8
S18N	100.0	26.9	-36.6	70	18.5	10.0	40	0.9	-33.0	3	51.9
S19N	100.0	21.2	-34.5	70	18.5	10.0	40	0.9	-33.0	3	53.9
S20N	100.0	19.0	-33.6	70	18.5	10.0	40	0.9	-33.0	3	54.9
S21N	100.0	21.3	-34.5	70	18.5	10.0	40	0.9	-33.0	3	53.9
S22N	100.0	27.1	-36.7	70	18.5	10.0	40	0.9	-33.0	3	51.8
S23N	100.0	35.4	-39.0	70	18.5	10.0	40	0.9	-33.0	3	49.5
S24N	100.0	46.1	-41.3	70	18.5	12.9	40	1.2	-31.9	3	48.3
S1S	100.0	303.4	-57.6	70	18.5	20.0	40	1.8	-30.0	3	33.8
S2S	100.0	284.0	-57.0	70	18.5	20.0	40	1.8	-30.0	3	34.4
S3S	100.0	264.7	-56.4	70	18.5	20.0	40	1.8	-30.0	3	35.0
S4S	100.0	245.5	-55.8	70	18.5	20.0	40	1.8	-30.0	3	35.7
S5S	100.0	226.4	-55.1	70	18.5	20.0	40	1.8	-30.0	3	36.4
S6S	100.0	207.5	-54.3	70	18.5	20.2	40	1.8	-30.0	3	37.2
S7S	100.0	188.1	-53.5	70	18.5	20.3	40	1.8	-29.9	3	38.0
S8S	100.0	168.5	-52.5	70	18.5	20.3	40	1.8	-29.9	3	39.0
S9S	100.0	148.6	-51.4	70	18.5	20.2	40	1.8	-30.0	3	40.1
S10S	100.0	129.0	-50.2	70	18.5	20.0	40	1.8	-30.0	3	41.3
S11S	100.0	104.6	-48.4	70	18.5	30.0	40	2.7	-28.2	3	44.8
S12S	100.0	82.9	-46.4	70	18.5	15.0	40	1.3	-31.2	3	43.8
S13S	100.0	71.1	-45.0	70	18.5	10.0	40	0.9	-33.0	3	43.4
S14S	100.0	61.9	-43.8	70	18.5	10.0	40	0.9	-33.0	3	44.6
S15S	100.0	53.0	-42.5	70	18.5	10.0	40	0.9	-33.0	3	46.0
S16S	100.0	44.5	-40.9	70	18.5	10.0	40	0.9	-33.0	3	47.5
S17S	100.0	36.6	-39.2	70	18.5	10.2	40	0.9	-32.9	3	49.3
S18S	100.0	29.6	-37.4	70	18.5	10.2	40	0.9	-32.9	3	51.1
S19S	100.0	24.5	-35.8	70	18.5	10.2	40	0.9	-32.9	3	52.8
S20S	100.0	22.5	-35.0	70	18.5	10.2	40	0.9	-32.9	3	53.5
S21S	100.0	24.5	-35.8	70	18.5	10.1	40	0.9	-33.0	3	52.7
S22S	100.0	29.6	-37.4	70	18.5	9.6	40	0.9	-33.2	3	50.9
S23S	100.0	37.1	-39.4	70	18.5	9.6	40	0.9	-33.2	3	48.9
S24S	100.0	47.1	-41.4	70	18.5	12.3	40	1.1	-32.1	3	47.9
S25	100.0	102.2	-48.2	70	18.5	99.4	20	17.9	-20.0	3	53.3
S26	100.0	102.0	-48.2	70	18.5	9.0	20	1.6	-30.4	3	42.9
S27	100.0	156.2	-51.9	70	18.5	7.1	20	1.3	-31.5	3	38.1
S28	100.0	163.9	-52.3	70	18.5	9.6	20	1.7	-30.2	3	39.0
S29	100.0	166.3	-52.4	70	18.5	8.3	20	1.5	-30.8	3	38.2
S30	100.0	161.6	-52.1	70	18.5	7.9	20	1.4	-31.0	3	38.3
S31	100.0	154.6	-51.8	70	18.5	99.5	20	17.9	-20.0	3	49.7
Predicted Operational Noise Level, dB(A)											65
Day and Evening-time Noise Criterion, dB(A)											65
Exceedance, dB(A)											-

Note:

[1] As two directions are considered as separate segments, one way flow is adopted in the calculation. It is assumed the number of outbound and inbound of zero emission vehicle are same as 70 vehicle per 30 minutes.



Appendix 4.8 - Details of Fixed Noise Assessment  
 Airport Tung Chung Link Project Environmental Impact Assessment

Calculation of Fixed Noise Level at NSR (N10)

NAP: N10a - Priests' Quarters of the Planned Visitation Church Development

Time Period Nighttime  
 X-coordinate 811869.9  
 y-coordinate 816908.2  
 Number of Veh per 30 minutes (Two-way) 14  
 Facade Correction 3

Noise Segment ID	Maximum Permissible Sound Power Level, dB(A)	Distance, m	Distance Attenuation, dB(A)	Number of Veh per 30 minutes <sup>[1]</sup>	Vehicle Correction, dB(A)	Length of Segment, m	Speed, kph	Time Duration, s	Time Correction, dB(A)	Facade Correction, dB(A)	Predicted Noise Level, dB(A)
S1N	100.0	302.6	-57.6	7	8.5	20.0	40	1.8	-30.0	3	23.9
S2N	100.0	283.1	-57.0	7	8.5	20.0	40	1.8	-30.0	3	24.4
S3N	100.0	263.7	-56.4	7	8.5	20.0	40	1.8	-30.0	3	25.0
S4N	100.0	244.5	-55.7	7	8.5	20.0	40	1.8	-30.0	3	25.7
S5N	100.0	225.3	-55.0	7	8.5	20.0	40	1.8	-30.0	3	26.4
S6N	100.0	206.3	-54.3	7	8.5	20.0	40	1.8	-30.0	3	27.2
S7N	100.0	187.1	-53.4	7	8.5	20.0	40	1.8	-30.0	3	28.0
S8N	100.0	167.7	-52.5	7	8.5	20.0	40	1.8	-30.0	3	29.0
S9N	100.0	148.0	-51.4	7	8.5	20.0	40	1.8	-30.0	3	30.1
S10N	100.0	128.3	-50.1	7	8.5	20.0	40	1.8	-30.0	3	31.3
S11N	100.0	103.8	-48.3	7	8.5	30.0	40	2.7	-28.2	3	34.9
S12N	100.0	81.9	-46.2	7	8.5	15.0	40	1.3	-31.2	3	34.0
S13N	100.0	69.9	-44.9	7	8.5	10.0	40	0.9	-33.0	3	33.6
S14N	100.0	60.5	-43.6	7	8.5	10.0	40	0.9	-33.0	3	34.8
S15N	100.0	51.3	-42.2	7	8.5	10.0	40	0.9	-33.0	3	36.2
S16N	100.0	42.5	-40.6	7	8.5	10.0	40	0.9	-33.0	3	37.9
S17N	100.0	34.3	-38.7	7	8.5	10.0	40	0.9	-33.0	3	39.8
S18N	100.0	26.9	-36.6	7	8.5	10.0	40	0.9	-33.0	3	41.9
S19N	100.0	21.2	-34.5	7	8.5	10.0	40	0.9	-33.0	3	43.9
S20N	100.0	19.0	-33.6	7	8.5	10.0	40	0.9	-33.0	3	44.9
S21N	100.0	21.3	-34.5	7	8.5	10.0	40	0.9	-33.0	3	43.9
S22N	100.0	27.1	-36.7	7	8.5	10.0	40	0.9	-33.0	3	41.8
S23N	100.0	35.4	-39.0	7	8.5	10.0	40	0.9	-33.0	3	39.5
S24N	100.0	46.1	-41.3	7	8.5	12.9	40	1.2	-31.9	3	38.3
S1S	100.0	303.4	-57.6	7	8.5	20.0	40	1.8	-30.0	3	23.8
S2S	100.0	284.0	-57.0	7	8.5	20.0	40	1.8	-30.0	3	24.4
S3S	100.0	264.7	-56.4	7	8.5	20.0	40	1.8	-30.0	3	25.0
S4S	100.0	245.5	-55.8	7	8.5	20.0	40	1.8	-30.0	3	25.7
S5S	100.0	226.4	-55.1	7	8.5	20.0	40	1.8	-30.0	3	26.4
S6S	100.0	207.5	-54.3	7	8.5	20.2	40	1.8	-30.0	3	27.2
S7S	100.0	188.1	-53.5	7	8.5	20.3	40	1.8	-29.9	3	28.0
S8S	100.0	168.5	-52.5	7	8.5	20.3	40	1.8	-29.9	3	29.0
S9S	100.0	148.6	-51.4	7	8.5	20.2	40	1.8	-30.0	3	30.1
S10S	100.0	129.0	-50.2	7	8.5	20.0	40	1.8	-30.0	3	31.3
S11S	100.0	104.6	-48.4	7	8.5	30.0	40	2.7	-28.2	3	34.8
S12S	100.0	82.9	-46.4	7	8.5	15.0	40	1.3	-31.2	3	33.8
S13S	100.0	71.1	-45.0	7	8.5	10.0	40	0.9	-33.0	3	33.4
S14S	100.0	61.9	-43.8	7	8.5	10.0	40	0.9	-33.0	3	34.6
S15S	100.0	53.0	-42.5	7	8.5	10.0	40	0.9	-33.0	3	36.0
S16S	100.0	44.5	-40.9	7	8.5	10.0	40	0.9	-33.0	3	37.5
S17S	100.0	36.6	-39.2	7	8.5	10.2	40	0.9	-32.9	3	39.3
S18S	100.0	29.6	-37.4	7	8.5	10.2	40	0.9	-32.9	3	41.1
S19S	100.0	24.5	-35.8	7	8.5	10.2	40	0.9	-32.9	3	42.8
S20S	100.0	22.5	-35.0	7	8.5	10.2	40	0.9	-32.9	3	43.5
S21S	100.0	24.5	-35.8	7	8.5	10.1	40	0.9	-33.0	3	42.7
S22S	100.0	29.6	-37.4	7	8.5	9.6	40	0.9	-33.2	3	40.9
S23S	100.0	37.1	-39.4	7	8.5	9.6	40	0.9	-33.2	3	38.9
S24S	100.0	47.1	-41.4	7	8.5	12.3	40	1.1	-32.1	3	37.9
S25	100.0	102.2	-48.2	7	8.5	99.4	20	17.9	-20.0	3	43.3
S26	100.0	102.0	-48.2	7	8.5	9.0	20	1.6	-30.4	3	32.9
S27	100.0	156.2	-51.9	7	8.5	7.1	20	1.3	-31.5	3	28.1
S28	100.0	163.9	-52.3	7	8.5	9.6	20	1.7	-30.2	3	29.0
S29	100.0	166.3	-52.4	7	8.5	8.3	20	1.5	-30.8	3	28.2
S30	100.0	161.6	-52.1	7	8.5	7.9	20	1.4	-31.0	3	28.3
S31	100.0	154.6	-51.8	7	8.5	99.5	20	17.9	-20.0	3	39.7
Predicted Operational Noise Level, dB(A)											55
Night-time Noise Criterion, dB(A)											55
Exceedance, dB(A)											-

Note:

[1] As two directions are considered as separate segments, one way flow is adopted in the calculation. It is assumed the number of outbound and inbound of zero emission vehicle are same as 7 vehicle per 30 minutes.