REVISED
Noise Quota Count Pilot Scheme for
Hong Kong International Airport

Introduction

1. At the beginning of Summer 2014 Season, an interim administrative measure was introduced by the Airport Authority Hong Kong ("AAHK") to maintain the day/night slot allocation ratio (80:20) in order to control the overall noise performance of the Hong Kong International Airport ("HKIA").

2. Having consulted the Scheduling Advisory Committee ("SAC") between August and November 2016, the AAHK will implement the "Noise Quota Count ("QC") Pilot Scheme" (the Pilot Scheme) with effect from Summer 2017 season. The Pilot Scheme aims to provide a more effective aircraft noise management measure for the night period (2200-0659 LT) to replace the current administrative measure.

3. The Pilot Scheme has the following merits –

   (a) it offers an incentive to airlines to deploy quieter aircraft at HKIA;

   (b) it aims to control the total noise level of aircraft (through QC) operating at HKIA, which is a much more effective way of managing aircraft noise than imposing restriction based solely on the number of aircraft movements; and

   (c) it is commonly understood around the world as it has been practiced for many years in the UK and some European airports.

Principle of the Noise Quota Count (QC) Pilot Scheme

4. The Pilot Scheme models primarily on similar schemes adopted in major UK airports, with suitable adjustments made to cater for local circumstances. The whole idea is to set an annual QC limit for each airline but airlines will have the flexibility to adjust their aircraft mix to optimize their operation as long as the overall noise impact of their operation is within the limits of their allocated QC. Since the QC scheme takes account of both the number of aircraft movements and the noise level of individual aircraft type, it is a more effective way of managing

the overall noise performance of the airport. Details of the Pilot Scheme are set out below.

Noise Quota Count ("QC")

5. The Pilot Scheme will apply only to the night period, i.e. (i.e. 2200 – 0659 local time) as this period is given a disproportionate weighting in the assessment and modeling of aircraft noise impact.

6. Each aircraft type will be given a QC classification, which will be based on the prototype and noise data of the aircraft/engine combinations in the Federal Aviation Administration ("FAA") aircraft noise contour model (called INM). This is the same model adopted in the Environmental Impact Assessment ("EIA") of the Three Runway System ("3RS") which has been approved by the Environmental Protection Department. The list of aircraft types operating at HKIA and their QC classification are set out at **Appendix 1**.

7. In short, the quieter the aircraft, the smaller its QC value. Following the UK practices, aircraft types with departure or arrival noise level below 84EPNdB are exempted from the Pilot Scheme as their noise levels do not cause significant noise disturbance.

Baseline of the Pilot Scheme

8. Under the EIA for the expansion of the HKIA into 3RS, 2011 was selected as the year for establishing the baseline for the noise impact of the two-runway system ("2RS"). AAHK has committed under the 3RS EIA that the noise contour in the remaining years of 2RS operation would not expand into any new Noise Sensitive Receivers ("NSRs") beyond those identified under the 2011 baseline.

9. Accordingly, the total QC of night-time flights in 2011 will be adopted as the baseline to set the overall annual QC Budget for HKIA. The Pilot Scheme aims to ensure that the annual total QC for the remaining years of 2RS operation will not exceed that limit.

Allocation of QC

10. The overall QC budget of HKIA will be allocated annually into the following three pools:

    (a) Scheduled Pool: total QC allocated to airlines to cater for their scheduled services;

    (b) Reserve Pool: QC set aside to cater for unplanned operations due to unforeseen circumstances; and

    (c) Growth Pool: surplus QC transferred from (a) and/or (b) to cater for the possible growth of night flights.

Implementation of the Pilot Scheme

Scheduled Pool

11. The Pilot Scheme is operating on annual basis starting from April to March the following year. Airlines will be given a final annual QC allocation in April every year (c.f. paragraph 16 below). However, for the purpose of facilitating airlines' planning, a provisional annual QC allocation for that year would be provided to airlines in September of the preceding year. Within the limits of the final annual QC allocation, airlines have the flexibility to adjust their aircraft fleet mix as they see fit during the year to meet their business requirements.

12. For the purpose of implementing the Pilot Scheme in Summer 2017, AAHK has already provided airlines with their provisional 2017 annual QC in September 2016, on the basis of their scheduled night slots approval in S16 and W16 seasons combined. This will ensure that their current level of operations can be maintained for 2017.

13. Every year, upon receipt of the Initial Submissions from airlines for their historic scheduled night operation for both Winter and Summer seasons (i.e. in May and October each year), HKSCO will work on the initial slot allocation of the historic scheduled night slot and provide such information to AAHK to work out or update the Annual QC Plan of that year for all relevant airlines within one week upon receipt of the initial slot allocation. If the Annual QC Plans of airlines do not exceed their respective Annual QC allocations, HKSCO will process their seasonal slot applications in accordance with the Schedule Coordination Guidelines. Otherwise, HKSCO may request the airline concerned to

suitably adjust its filed schedule and/or aircraft types to avoid such exceedance. AA will then issue the approved Annual QC Plans to all airlines on the basis and within 7 days of the Slot Preliminary Allocation List ("SAL") issued by HKSCO for each season.

14. If airlines plan to switch into quieter QC aircraft type for their existing scheduled night flights from Summer 2017 onwards that results in savings in QC, they are entitled to keep parts of the QC so saved and the rest will be transferred to the Growth Pool in accordance with the following formulae –

QC to be transferred to the Growth Pool due to airlines' change to use quieter aircraft*		**New Aircraft Type QC Classification**				
		4	**2**	**1**	**0.5**	**0.25**
Original Aircraft Type QC Classification	**4**	-	2	2	2	2
	2	-	-	(2-1)/2=0.5	(2-0.5)/2=0.75	(2-0.25)/2=0.875
	1	-	-	-	(1-0.5)/2=0.25	(1-0.25)/2=0.375
	0.5	-	-	-	-	(0.5-0.25)/2=0.125
	0.25	-	-	-	-	-

15. Airlines are allowed to keep the saved and unused QC for a period of up to one year only for the purpose of catering for their unplanned operation, e.g. off-scheduled operation or ad hoc aircraft change. Such QC saved should not be used to apply for new scheduled services or any new ad hoc services involving new slots.

16. Historic QC allocation to airlines in the following year will be the sum of the actual QC they have flown within their annual QC allocation and the grant back of a prescribed percentage of its un-used QC, if any, in the current year depending on its time of return to AAHK as set out in **Appendix 2.**

17. It should be noted that the timeline of QC grant back stated in **Appendix 2** does not apply to the following circumstances –

(a) for flight cancellation or non-operation in the night period beyond airlines' control, if they are considered by HKSCO to be incompliance with the criteria set out in IATA WSG Paragraph 8.8 (Appendix 3), unused QC will be fully granted back to the airlines concerned; and

(b) for small scale operators (i.e. airlines holding no more than 2 night slots a day), they would be able to retain all their annual QC provided that any unused QC are returned to AAHK within 7 days after flight cancellation or non-operation.

18. AAHK will closely monitor the utilization of QC by airlines throughout the year. Should any airline, on a year-to-date basis, over-use its approved Annual QC Plan by an amount equivalent to 10% of its annual QC allocation, AAHK will inform HKSCO and require the airline concerned to take necessary action to prevent any exceedance of their QC allocation by the end of the year, including rescheduling and/or cancellation of flights for the remaining months of the year as illustrated in **Appendix 4**.

19. Airlines which have eventually exceeded their annual QC allocation in any particular year would be subject to penalty measures such as: AAHK will reduce their annual QC allocations and SCO will (notwithstanding the provisions set out in paragraph 8.7 "Eligibility for Historic Precedence" of the IATA Worldwide Slot Guidelines) disapprove their historic night slots applications in the following year by the same extent as the amount of QC it has over-used in the subject year.

Reserve Pool

20. In order to cater for unplanned night operations due to unforeseen circumstances such as inclement weather, flow control, etc., AAHK will set aside a suitable amount of QC every year (with reference to relevant historical data) under a Reserve Pool. Unplanned night operations that fall within the Dispensation Category as defined in **Appendix 5** will be covered by the Reserve Pool.

21. Airlines may apply for QC from the Reserve Pool, with documentary support, to cater for their unplanned operations that fall within the scope of Dispensation Category. Applications have to be made within 7 calendar days from operation except for the following two items, which will automatically be covered by the Reserve Pool –

(a) widespread and prolonged air traffic disruption due to weather when Airport Lightning Warning System ("ALWS"), Flight Rescheduling Control System ("FRCS") were activated by AAHK and Flow Control announced by Hong Kong Civil Aviation Department;

and

(b) Flights with actual on or off block time within 15 mins of the slot time and landing/takeoff in the night period.

If approved, the QC involved in such unplanned operation will be accounted for from the Reserve Pool.

22. Airlines are responsible for using their own QC allocations to cover their own unplanned operations that fall outside the Dispensation Category. This could be achieved through using their QC savings as described in paragraph 15 above, or adjustment made to their scheduled services for the remainder of the year as described in paragraph 18 above.

23. For off-scheduled operations from day into the night period by airlines without any night QC allocation, AAHK will have to absorb them under the Reserve Pool. As set out in the SAC paper entitled "On-Time Performance ("OTP") at Hong Kong International Airport" of 21 April 2016, if such misuse of slots are repeated on a frequent basis and proven to be intentional, HKSCO in consultation with AA will request the airlines concerned to take remedial action, including but not limited to cancellation of their flights for the remainder of the season, to prevent further QC overuse. This penalty applies to both scheduled and ad hoc services. HKSCO will also consider confiscating the airlines' day time slots in the later part of the season to preempt future occurrence.

24. AAHK will monitor the utilization of the Reserve Pool closely throughout the year. As and when the QC in the Reserve Pool is reduced to 10% of the full year allocation, AAHK will initiate consultation with airlines on necessary measures to pre-empt the exceedance of the annual QC budget -

(a) the use of QC from the Reserve Pool to cater for night flights falling within the Dispensation Category may be suspended. Airlines may be requested to use their unused annual QC allocation (if any) to cover their own such operations;

(b) airlines may be asked by AAHK to offer their un-used QC to replenish the Reserve Pool, with their historic right fully protected in the following year; and/or

(c) H K SCO may take action against airlines without an allocation who have already drawn heavily on the pool, or airlines with an allocation who have used in excess of its allocation (year-to-date), to reschedule or cancel flights to prevent further operations of daytime flights into the night period with reference to paragraph 18 and paragraph 23.

25. Concerted efforts from all airlines are required to ensure that the amount of unplanned night operations would not exceed the capacity of the Reserve Pool by the end of each year. AAHK will have to rely on airlines' cooperation and HKSCO's close monitoring and enforcement to maintain good on-time performance and that the overall QC budget of HKIA would not be exceeded.

Growth Pool

26. The Growth Pool is designed to provide QC to cater for new night slots applications (i.e. new scheduled services or ad hoc services within the night period). There are three main sources of QC for the Growth Pool –

(a) QC saved from airlines having switched into quieter aircraft (see paragraph 14 above);

(b) unused QC that are retained by AAHK if they are not returned in accordance with the timeline set out in Appendix 2 (see paragraph 16 above); and

(c) improved OTP such that less QC needs to be set aside in the Reserve Pool (see paragraph 25 above).

27. AAHK will keep HKSCO informed of the QC availability under the Growth Pool for HKSCO to determine, in accordance with the prevailing Schedule Coordination Guidelines for HKIA, the total number of new night slots that would be granted. Accordingly, new night slots, when approved, would be automatically granted together with the supporting QC.

28. For the first year of implementation of the Pilot Scheme in Summer 2017, a reasonable amount of QC will be set aside in the Growth Pool to support any new night slots HKSCO may approve in 2017.

Management of the Pilot Scheme

29. AAHK is responsible for managing the Pilot scheme. AAHK will regularly monitor the utilization of both the airlines' annual QC allocation and the Reserve Pool to ensure that they will not cause the overall QC budget of HKIA to be exceeded by the end of each year.

Transparency of the Pilot Scheme

30. To enhance transparency of the Pilot Scheme, aggregate data of the QC utilization of the Scheduled Pool, Reserve Pool and Growth Pool will be provided to the SAC on a regular basis.

Review of the Pilot Scheme

31. AAHK will monitor the performance of the proposed QC Pilot Scheme in consultation with the industry to ensure that its objectives are met and that stakeholders' feedback on the administration process are addressed. An "interim review" would be undertaken one year after the implementation of the Pilot Scheme. Refinement, if necessary, may be proposed in the light of experience gained from actual operation. The Pilot Scheme will be reviewed again at the end of the second year of its operation and, subject to the outcome of the review, AAHK will then decide on the way forward of the scheme.

Appendix 1

QC Classification of Aircraft Types under the proposed QC Pilot Scheme for HKIA

QC Classification of each Aircraft Type is based on the prototype and noise data of the aircraft/engine combination in the Federal Aviation Administration (FAA) Integrated Noise Model (INM) adopted in the 3RS EIA to represent the Aircraft Type in modelling the aircraft noise contour.

Aircraft Type	INM AC Identifier	INM AC Type and Engine Type Names	HKIA QC (A[1])	HKIA QC (D[2])
Airbus A300	A300-622R	A300-622R\PW4168	2	2
Airbus A310	A310-304	A310-304\GE CF6-80 C2A2	1	1
Airbus A318 / A319	A319-131	A319-131\IAE V2522-A5	0.25	0.5
Airbus A320	A320-211	A320-211\CFM56-5A1	0.5	1
	A320-232	A320-232\V2527-A5	0.25	0.5
Airbus A321	A321-232	A321-232\V2530-A5	0.25	0.5
Airbus A330-200/300	A330-343	A330-343\RR TRENT 772B	0.5	1
	A330-301	A330-301\GE CF6-80 E1A2	1	2
Airbus A340-200/300	A340-211	A340-211\CFM56-5C2	0.5	2
Airbus A340-500/600	A340-642	A340-642\Trent 556	1	2
Airbus A380	A380-861	A380-861\EA GP7270	0.5	2
	A380-841	A380-841\RR trent970	0.5	2
Boeing 737-200	737N17	B737-200/JT8D-17 Nordam B737 LGW Hushkit	0.5	4
Boeing 737-300	737300	Boeing 737-300/CFM56-3B-1	0.5	0.5
Boeing 737-400	737400	Boeing 737-400/CFM56-3C-1	0.5	0.5
Boeing 737-700	737700	Boeing 737-700/CFM56-7B24	0.5	1
Boeing 737-800/900	737800	Boeing 737-800/CFM56-7B26	0.5	1
Boeing 747-200/300	74720B	Boeing 747-200/JT9D-7Q	4	8
Boeing 747-400	747400	Boeing 747-400/PW4056	2	4
Boeing 747-8	7478	Boeing 747-8F/GEnx-2B67	1	2
Boeing 747SP	747SP	Boeing 747SP/JT9D-7	2	8
Boeing 757-200	757PW	Boeing 757-200/PW2037	0.5	1
	757RR	Boeing 757-200/RB211-535E4	0.25	1
Boeing 757-300	757300	Boeing 757-300/RB211-535E4B	0.25	2
Boeing 767-200	767CF6	Boeing 767-200/CF6-80A	1	2
Boeing 767-300	767300	Boeing 767-300/PW4060	2	4
Boeing 767-400ER	767400	Boeing 767-400ER/CF6-80C2B(F)	0.5	2

[1] Arrival QC classification by aircraft types for HKIA
[2] Departure QC classification by aircraft types for HKIA

Aircraft Type	INM AC Identifier	INM AC Type and Engine Type Names	HKIA QC (A)	HKIA QC (D)
Boeing 777-200	777200	Boeing 777-200ER/GE90-90B	0.5	1
Boeing 777-200LR / 300ER / Freighter	7773ER	Boeing 777-300ER/GE90-115B-EIS	1	2
Boeing 777-300	777300	Boeing 777-300/TRENT892	1	2
Boeing 787	7878R	Boeing 787-8/T1000-C/01 Family Plan Cert	0.25	0.5
McDonnell Douglas DC-10 Freighter	DC1010	DC10-10/CF6-6D	1	4
McDonnell Douglas DC-10-30	DC1030	DC10-30/CF6-50C2	2	8
McDonnell Douglas MD-11	MD11GE	MD-11/CF6-80C2D1F	0.25	1
McDonnell Douglas MD-80/81/87	MD81	MD-81/JT8D-217	EXEMPT	2
McDonnell Douglas MD-82	MD82	MD-82/JT8D-217A	EXEMPT	2
McDonnell Douglas MD-83	MD83	MD-83/JT8D-219	EXEMPT	4
McDonnell Douglas MD-90	MD9028	MD-90/V2528-D5	EXEMPT	0.25
Embraer ERJ 145	EMB145	Embraer 145 ER/Allison AE3007	EXEMPT	EXEMPT
Embraer ERJ 190	EMB190	ERJ190-100	0.25	0.5

INM Substitution List for New Generation Aircraft

Aircraft Type (New Generation AC)	INM AC Identifier	INM AC Type and Engine Type Names	HKIA QC (A)	HKIA QC (D)
Airbus A319neo	A319-131	A319-131\IAE V2522-A5	0.25	0.5
Airbus A320neo	A320-232	A320-232\V2527-A5	0.25	0.5
Airbus A321neo	A321-232	A321-232\V2530-A5	0.25	0.5
Boeing 737 MAX	737800	Boeing 737-800/CFM56-7B26	0.5	1
Airbus A350	777200	Boeing 777-200ER/GE90-90B	0.5	1
Boeing 777X	7773ER	Boeing 777-300ER/GE90-115B-EIS	1	2

List of Exempted Aircraft Type

ICAO Type	Aircraft Description	Exempt from HKIA QC (A)	Exempt from HKIA QC (D)
AC90	Gulfstream Aerospace / Rockwell Turbo Commander 840/900	✓	✓
ASTR	Gulfstream G100 / IAI-1125 Astra	✓	
B350	Beechcraft / Raytheon Super King Air 350		✓
BE40	Beech 400 Beechjet / Beech Jayhawk / Raytheon Hawker 400/Beechjet/Jayhawk	✓	
BE58	Beechcraft Baron/58 Baron	✓	
BE9L	Beechcraft / Raytheon King Air 90	✓	✓
C25A	Cessna Citation CJ2 / Cessna 525A Citation CJ2	✓	
C25B	Cessna Citation CJ3 / Cessna 525B Citation CJ3	✓	
C25C	Cessna Citation CJ4 / Cessna 525C Citation CJ4	✓	
C501	Cessna Citation 1SP / Cessna 501 Citation 1SP	✓	
C510	Cessna Citation Mustang / Cessna 510 Citation Mustang	✓	✓
C550	Cessna Citation 2/S2 / Cessna 550 Citation 2 / Cessna S550 Citation S2	✓	

Appendix 1 (Cont'd)

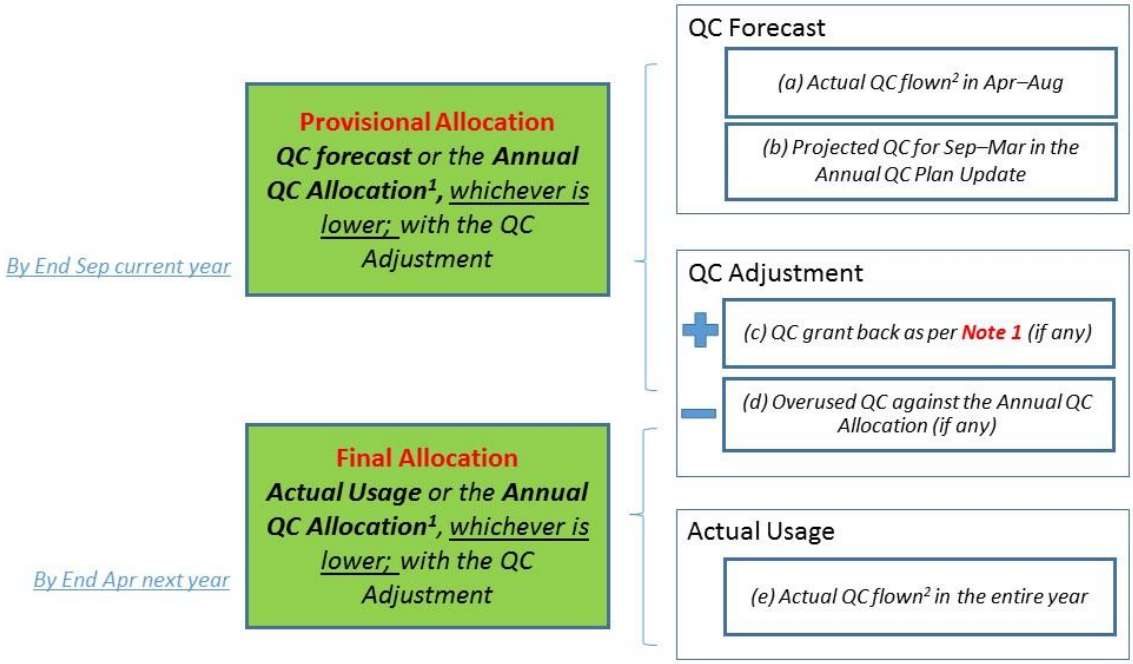
ICAO Type	Aircraft Description	Exempt from HKIA QC (A)	Exempt from HKIA QC (D)
C560	Cessna Citation 5/Ultra/Encore / Cessna 560 Citation 5/Ultra/Encore/Encore	✓	✓
C56X	Cessna Citation XLS/Excel / Cessna 560XL Citation XLS/Excel	✓	✓
C680	Cessna Citation Sovereign / Cessna 680 Citation Sovereign	✓	✓
C750	Cessna Citation 10 / Cessna 750 Citation 10		✓
CL30	Bombardier Challenger 300 / Bombardier BD-100 Challenger 300	✓	✓
CL60	Canadair CL-600 Challenger 600/601/604/605/650	✓	✓
CRJ1	Canadair Regional Jet RJ-100/CRJ-100	✓	✓
CRJ2	Canadair Regional Jet RJ-200/CRJ-200/CRJ-440 / CL-600 Challenger 800/850	✓	✓
D328	Dornier 328 / Dornier C-146		✓
DA42	Diamond DA-42 Twin Turbo/Guardian	✓	
E135	Embraer EMB-135 (all types) / Embraer VC-99C / Embraer ERJ-140	✓	✓
E145	Embraer EMB-145 (all types) / Embraer C-99/R-99	✓	✓
E35L	Embraer EMB-135BJ Legacy 600/650 / Harbin Legacy 650 / Harbin EMB-135BJ Legacy 650	✓	✓
E550	Embraer EBM-550 Legacy 500	✓	✓
E55P	Embraer Phenom 300 / Embraer 505 Phenom 300	✓	✓
F2TH	Dassault Falcon 2000	✓	✓
FA20	Dassault Falcon 20/200	✓	✓
FA7X	Dassault Falcon 7X	✓	
G150	Gulfstream G150	✓	
G200	Akrotech G-200 / Giles G-200	✓	✓
G280	IAI Gulfstream G280	✓	✓
GALX	IAI Gulfstream G200/Galaxy	✓	✓
GL5T	Bombardier BD-700 Global 5000	✓	
GLEX	Bombardier BD-700 Global Express / Bombardier E-11/Sentinel / Raytheon Sentinel	✓	
GLF4	Gulfstream 4/4SP/G300/G350/G400/G450 / Gulfstream SRA-4	✓	✓
GLF5	Gulfstream 5/5SP/G500/G550 / Gulfstream Eitam / Gulfstream Shavit	✓	
GLF6	Gulfstream G650	✓	
H25B	BAe BAe-125-800/C-29/U-125 / Beechcraft Hawker 750/800/850/900 / Hawker Siddeley HS-125-700 / Raytheon U-125 / Raytheon Hawker 800/850	✓	
H25C	BAe BAe-125-1000 / Raytheon Hawker 1000	✓	
HA4T	Hawker Beechcraft 4000 / Raytheon Hawker 4000 Horizon	✓	✓
JS41	BAe Jetstream 41 / BAe-4100 Jetstream 41	✓	✓
LJ35	Learjet 35 / 36 / C-21 / U-36 / UC-35 / UC-36 / RC-35 / RC-36 / VU-35	✓	
LJ45	Learjet 45	✓	
LJ55	Learjet 55 / Learjet VU-55	✓	
LJ60	Learjet 60	✓	✓
LJ75	Learjet 75	✓	
NOMA	GAF N22/N24 Nomad	✓	✓
P180	Piaggio P-180 Avanti	✓	
P68	Partenavia P-68	✓	
PC12	Pilatus PC-12 Eagle / Spectre / U-28		✓
PRM1	Beechcraft Hawker 200 / Beechcraft Premier 1 / Raytheon Premier 1	✓	
TBM7	Socata TBM-700		✓
TBM8	Socata TBM-850		✓
WW24	IAI Westwind 1/2 / IAI-1124 Westwind 1/2 / IAI-1124 Sea Scan	✓	
Y12	Harbin Y-12 Harbinger	✓	✓

Note: There are seven QC bands which increase by multiples of two representing a doubling of noise energy in step of 3-EPNdB:

INM modelled Aircraft Noise Level in EPNdB	Quota Count Bands
84 - 86.9	0.25
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
> 101.9	16

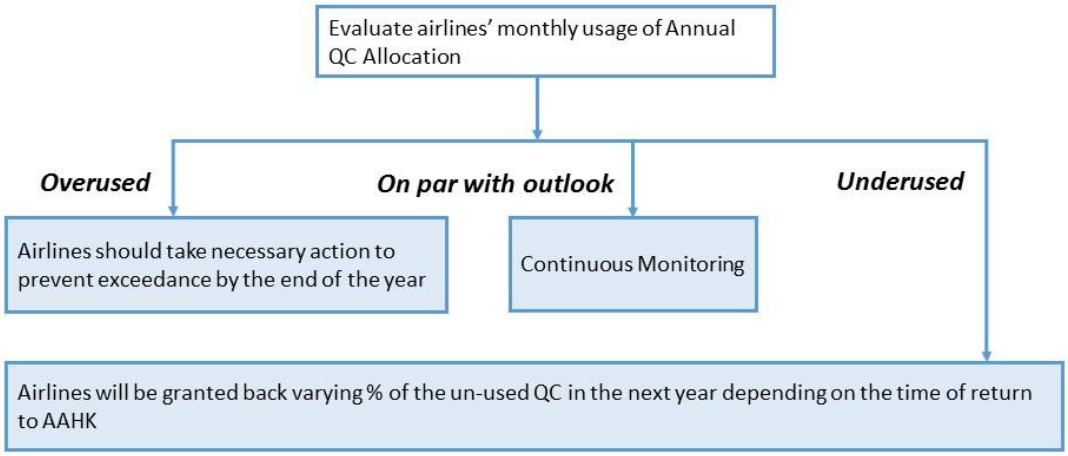
Appendix 2

Historic QC Allocation to Airlines



Remarks:
[1]Annual QC Allocation will be updated subject to QC return and Growth Pool allocation for new scheduled night slots (if any).
[2]Actual QC flown within the Annual QC Allocation.

Note 1 – Handling of airlines' utilization of Annual QC Allocation:



Unused QC returned by	End Oct	End Jan	End Feb	End Mar
% of QC granted back	100%	75%	50%	5%

Remarks: For QC saving due to long term switching into quieter aircraft, please refer to Para. 14 & 15 of the Scheme Paper.

Appendix 3

IATA Worldwide Slots Guideline

8.8 JUSTIFIED NON-UTILIZATION OF SLOTS

8.8.1 When calculating the 80% usage of a series of slots, slots not used will be considered as operated if the non-utilization is justified for any of the following reasons:

(a) Interruption of the air services of the airline due to unforeseeable and unavoidable causes outside the airline's control, for example a closure of an airport or airspace or severe weather; or

(b) Action intended to affect these services that prevents the airline from carrying out operations as planned, for example, industrial action or strikes.

8.8.2 Airlines should contact the coordinator as soon as possible after the flight cancellation or non-operation occurs to confirm that such flights will be treated as operated.

Appendix 4

Monitoring of Airlines' over utilisation of annual QC allocation

Example of an Approved Annual QC Plan of an airline operating daily B747-8F arrival @ QC/1:

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
31	28	31	30	31	30	31	31	30	31	30	31

Year to Date Plan : use 151 QC

2017 Annual QC Allocation = 365

Example of Actual Usage by the airline (7 days in each month has used B747-400F @ QC/2):

the airline may choose 5 night slots a month to cancel or reschedule to day time for the remainder of the year to offset the over-used QC

+7	+7	+7	+7	+7	- 5	- 5	- 5	- 5	- 5	- 5	- 5

Year-to Date Actual : Over-used 35 QC;
35/365 hits 10% of Annual QC Allocation

Revised Annual QC Plan = 365

Appendix 5

Dispensation Category covered by AAHK's Reserve Pool

The following flights may operate within the night period without requiring QC allocation. The necessary QC would be covered by AAHK's Reserve Pool:

i. *Flights involving State VIPs*

ii. *Relief Flights*

iii. *Military Aircraft and Flights affected by War/Hostilities*

iv. *Other Exceptional Circumstances deemed by the Government*

v. *Emergencies*

vi. *Widespread and Prolonged Air Traffic Disruption due to:*

- *Weather: activation of ALWS[3] and FRCS[4] (all destinations delayed into the night period will be covered)*

- *Flow Control: announced by CAD (only those destinations which use the air route under flow control will be covered; consequential aircraft rotation delay to other destinations will not be covered)*

vii. *Flights affected by exceptional circumstances that involve serious congestion at the aerodrome or serious hardship or suffering to passengers or animals (e.g. strike by unions, blockage of the road link to the airport, etc.)*

viii. *Flights with actual on or off block time within 15 mins of the slot time and landing/takeoff in the night period.*

[3] Airport Lightning Warning System (ALWS)
[4] Flight Rescheduling Control System (FRCS)