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ATMOSPHERIC STABILITY IN THE EASTERN VICTORIA HARBOUR, HONG KONG

by

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CONTENTS

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TABLES

1. INTRODUCTION

Site-specific wind fluctuation measurements are fundamental to the estimation of dispersion of windborne material. However, such wind fluctuation data are not usually available. Pasquill (1961) related these parameters to observed surface meteorological variables and expressed them as functions of six atmospheric stability classes designated 'A' to 'F'. 'A' represents the most unstable conditions, 'D' neutral and 'F' the most stable.

The Pasquill stability classes are specified in terms of wind speed, insolation (during day time) and cloudiness (during night time). Insolation is classified rather qualitatively as slight, moderate and strong. Turner (1964) suggested a version of Pasquill's scheme in which the insolation is classified in terms of the sun's elevation, cloud amount and height. However, if insolation measurements are available, Smith's (1973) nomogram based on Pasquill's original formulation is preferred, because Turner's scheme tends to underestimate the frequency of very unstable conditions (Turner 1985). Smith's nomogram is shown in Fig. 1. In Smith's nomogram there is an additional stability class 'G'. This was introduced by Turner (1964) to include night-time occasions with very light winds and clear sky, when vertical dispersion is even less than for class 'F' and when a plume emitted from a surface source is unlikely to have any definable travel in the horizontal direction.

This report presents results of statistical analysis of atmospheric stability in the eastern Victoria Harbour area. Wind and cloud data observed at the Hong Kong International Airport, together with insolation data obtained at King's Park, were used to determine the atmospheric stability using Smith's nomogram.

2. DATA

The present analysis covers a 6-year period from 1979 to 1984.

Wind speeds and directions obtained at the southeast end of the Hong Kong International Airport runway are mean values for the 10 minutes ending on each hour. Wind directions are given in tens of degrees. A description of the site and the anemometer used can be found in Chen (1975).

Visual observations of the cloud type and amount are made every hour at the Airport.

Hourly values of global solar radiation have become available on an hourly basis since December 1978. Measurements by means of a thermoelectric pyranometer are made at King's Park, which is about 4 km to the west of the southeast end of the Airport runway. A description of the instruments used can be found in the Royal Observatory "Meteorological Results Part I - Surface Observations".

3. METHODOLOGY AND RESULTS

(a) Determination of atmospheric stability

For daylight hours, the atmospheric stability is determined from the insolation and the 10-metre wind speed using the left-hand side of Smith's nomogram shown in Fig. 1. For night time, the right-hand side of the nomogram relating the cloud cover and wind speed to the atmospheric stability is used.

According to Pasquill (1974), 'night' refers to the period from one hour before sunset to one hour after sunrise. The times of sunset and sunrise in Hong Kong were determined to the nearest clock hour using the solar data presented by Peacock (1978). As the day and night hours determined in this manner can be in error of up to half an hour, it was noticed during analysis that there were a few occasions (on average less than 15 per year) just before sunrise and just after sunset when the insolation exceeded the value of 100 W m^{-2} which, according to the nomogram, signify day time occasions. In the present analysis, these occasions were treated as day-time occasions.

Also, extremely stable conditions, 'G', do not normally occur in urban areas because of the influence of a city's larger surface roughness and the release of stored heat from structural surfaces, i.e. urban heat island effect (see for example, USEPA 1977). In the present analysis, 'G' occasions derived from the nomogram were combined with 'F' occasions.

(b) Stability-wind rose

A stability-wind rose is constructed the same way as an ordinary wind rose, except that the wind data are stratified according to unstable ('A' to 'C'), neutral ('D') and stable ('E' to 'G') conditions. The 16-point (22.5-degree sector) stability-wind rose for these conditions are shown in Fig. 2. Also shown in Fig. 2 is the overall wind rose, which depicts the predominant east winds at the Airport.

During day time, sea breezes from the southeast are often noticed at the Airport. This is evident from the higher percentage frequency of winds from this general direction under unstable conditions than that under stable conditions. Also, such sea breezes are comparatively higher in wind speed than the night-time, stable flow.

It is also observed that southwest winds are more frequently associated with unstable conditions than with stable conditions.

(c) Stability-wind summary

Normally referred to as 'STAR' data for input into the widely-used UNAMAP (User's Network for Applied Modelling of Air Pollution) system organized by the U.S. Environmental Protection Agency, the stability-wind summary provides frequencies of occurrence of six wind-speed classes by 16 wind directions and by six stability classes.

The six wind-speed classes normally used are 0-1.5, 2.0-3.0, 3.5-5.0, 5.5-8.0, 8.5-11.0 and >11.0 m s^{-1} (0-3, 4-6, 7-10, 11-16, 17-21 and >21 knots) (USEPA 1977).

As mentioned in Section 2, wind direction is given in tens of degrees, i.e. 36 directions. This cannot readily be resolved into 16 major directions (22.5-degree sectors). A scheme similar to that suggested by Lea et al. (1971) was adopted and is illustrated by the following example for winds from the northeast quadrant:-

Wind direction (degree)	Method of counting
360	1 count to N
010	0.625 count to N 0.375 count to NNE
020	1 count to NNE
030	0.875 count to NNE 0.125 count to NE
040	1 count to NE
050	1 count to NE
060	0.125 count to NE 0.875 count to ENE
070	1 count to ENE
080	0.375 count to ENE 0.625 count to E
090	1 count to E.

It is also desired to distribute calm and variable wind occasions among the 16 direction classes. The scheme suggested by USEPA (1975) was adopted and is described as follows. If N_{cv} is the total number of calm or variable wind occasions, N_w is the total frequency of winds in the 0.5-3.5 m s^{-1} (1-7 knots), and n_w is the frequency of winds in the 0.5-3.5 m s^{-1} range for one direction, the number of calm or variable wind occasions assigned to this direction will be:

$$\frac{n_w N_{cv}}{N_w}$$

The stability-wind summary for each month is presented in Tables 1 to 12. The annual stability-wind summary is given in Table 13.

(d) Monthly and annual stability distribution

The monthly and annual percentage frequency distributions of different stability classes were summarized from the results given in Tables 1 to 13, and is presented in Table 14.

Decreased cloudiness early in the cool season (October to December) causes the highest occurrences of stable conditions. On the other hand, increased cloudiness coupled with relatively higher wind speed late in the cool season (February to April) results in more occurrences of neutral conditions and less occurrences of stable conditions. Unstable conditions are most frequent during the warmer months (June to August) because of stronger insolation.

A brief summary of stability distribution in other places of the world can be found in Koo et al. (1984). In comparison there are generally more occasions of neutral condition in the eastern Victoria Harbour.

4. DISCUSSION AND CONCLUSIONS

Atmospheric stability classifications useful for dispersion modelling have been compiled for the eastern Victoria Harbour area. They were determined from Smith's nomogram, using wind, insolation and cloud data as input. The stability classifications obtained were then analysed with respect to the wind direction and wind speed. Stability-wind roses and stability-wind summaries were also presented. To facilitate direct use by dispersion modellers, the stability-wind summaries were compiled in a format readily applicable to most of the commonly used Gaussian computer models.

Smith's nomogram (Fig. 1) is based on an aerodynamic roughness of 0.1 m. To estimate the dispersion of windborne material in a terrain likely to have a different roughness, Smith recommended that correction factors be made to the suggested values of the wind fluctuation in the vertical direction for each stability class. Representative values of roughness for different types of land use can be found in Counihan (1975). Lettau (1969) also proposed a useful formula to estimate the roughness from the effective height of the obstacle, the subtended area encountered by the wind, and the area covered.

Data presented in this paper can be directly applied to simple and commonly used atmospheric dispersion models. Over the years many other dispersion models have been developed, some for application to special environs such as shorelines and highly developed urban areas. Before applying the presented stability-wind data to estimate dispersion, users should ascertain the need, if any, to adjust stability classes as required by individual dispersion models to suit the particular applications.

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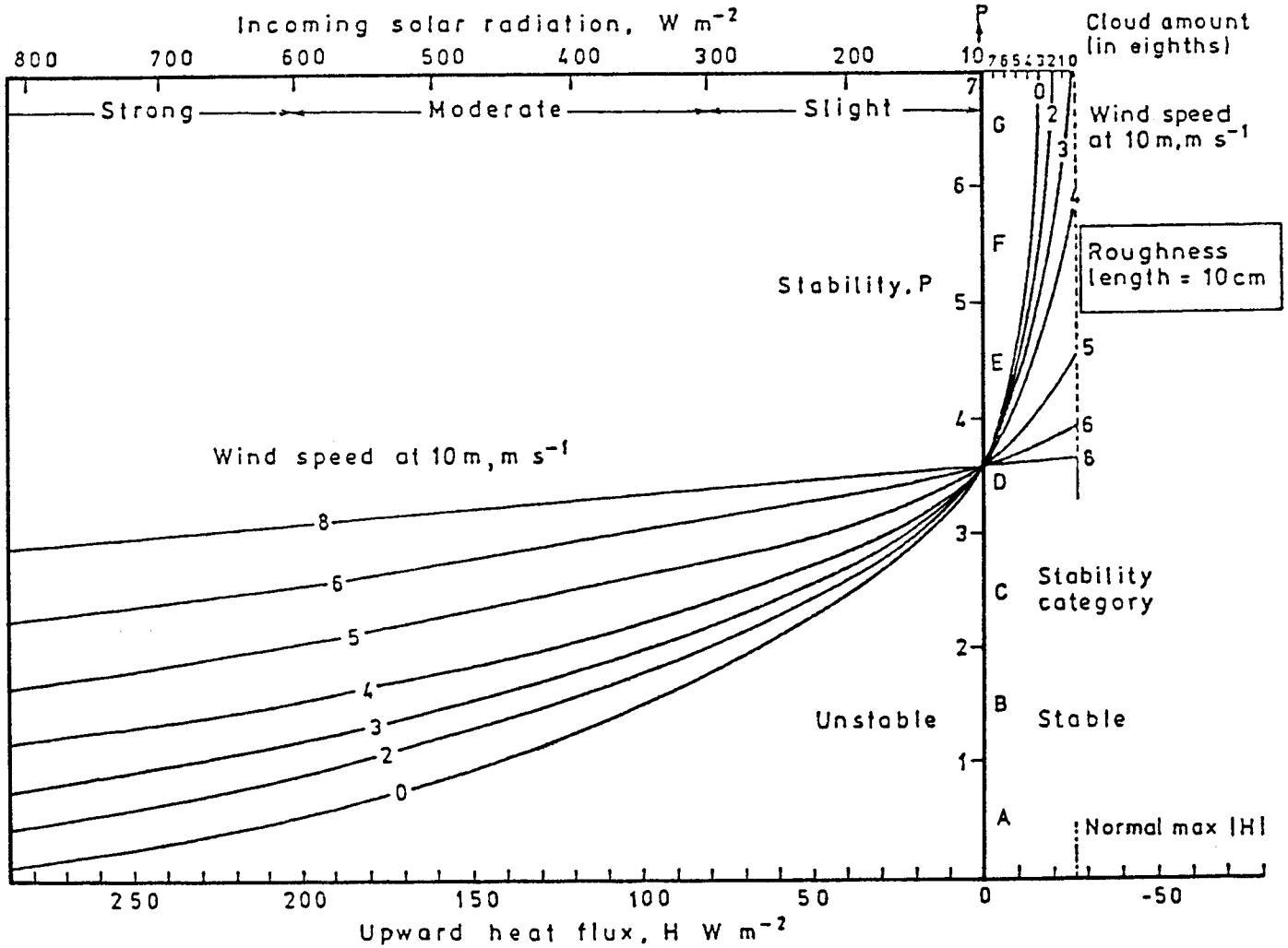

FIGURE 1. Smith's nomogram for the determination of stability

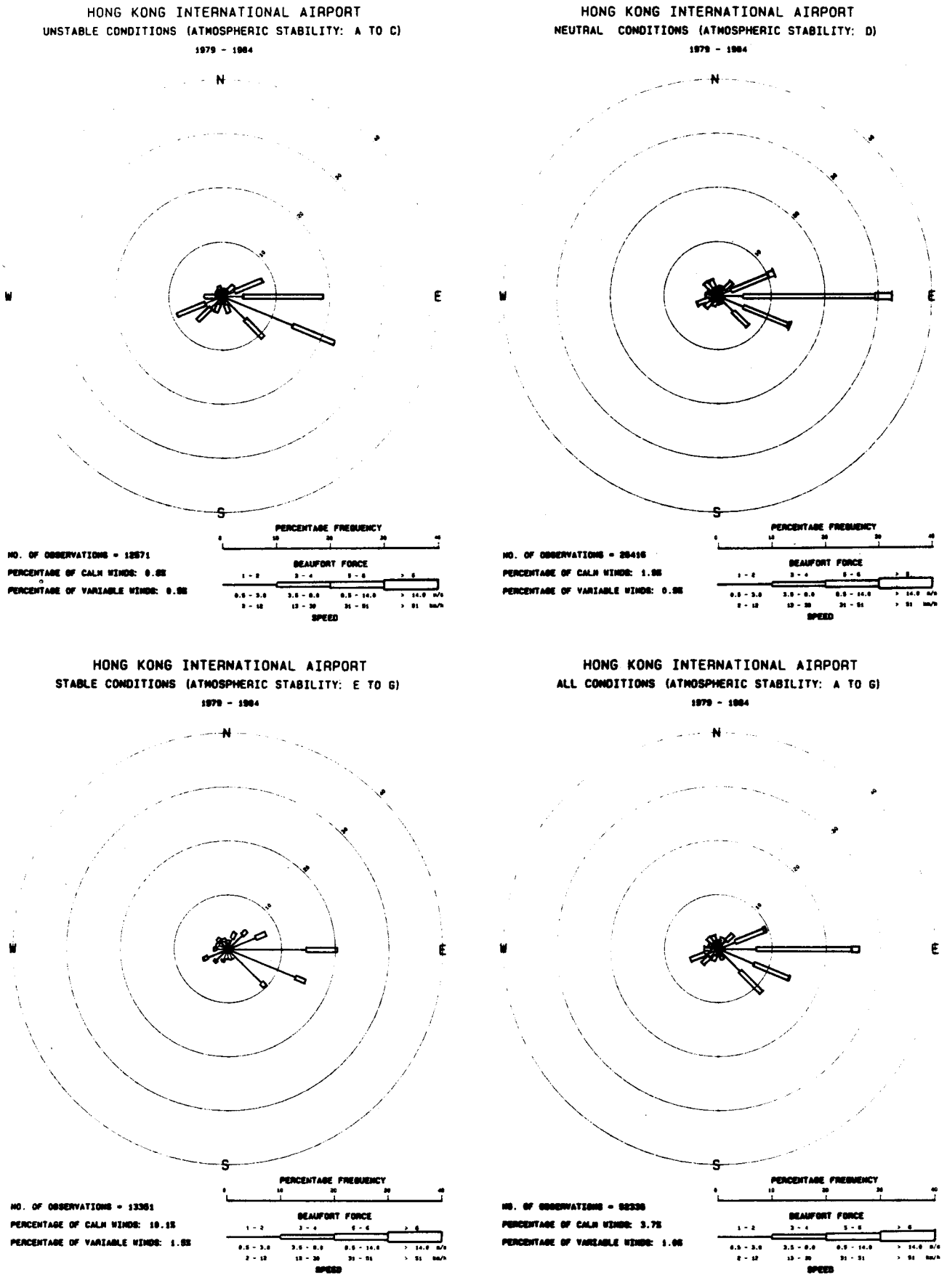

FIGURE 2. Stability-wind roses for Hong Kong International Airport (1979-1984)

JANUARY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0004	.0000	.0000	.0000	.0000
	NNE	.0002	.0001	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0002	.0004	.0000	.0000	.0000	.0000
	E	.0000	.0007	.0000	.0000	.0000	.0000
	ESE	.0003	.0009	.0000	.0000	.0000	.0000
	SE	.0002	.0003	.0000	.0000	.0000	.0000
	SSE	.0001	.0004	.0000	.0000	.0000	.0000
	S	.0003	.0000	.0000	.0000	.0000	.0000
	SSW	.0003	.0000	.0000	.0000	.0000	.0000
	SW	.0005	.0000	.0000	.0000	.0000	.0000
	WSW	.0006	.0002	.0000	.0000	.0000	.0000
	W	.0000	.0000	.0000	.0000	.0000	.0000
	WNW	.0002	.0000	.0000	.0000	.0000	.0000
	NW	.0003	.0002	.0000	.0000	.0000	.0000
	NNW	.0002	.0000	.0000	.0000	.0000	.0000
B	N	.0000	.0000	.0006	.0000	.0000	.0000
	NNE	.0000	.0004	.0004	.0000	.0000	.0000
	NE	.0003	.0008	.0009	.0000	.0000	.0000
	ENE	.0006	.0023	.0035	.0000	.0000	.0000
	E	.0013	.0031	.0085	.0000	.0000	.0000
	ESE	.0010	.0022	.0066	.0000	.0000	.0000
	SE	.0015	.0038	.0076	.0000	.0000	.0000
	SSE	.0009	.0014	.0040	.0000	.0000	.0000
	S	.0008	.0006	.0001	.0000	.0000	.0000
	SSW	.0005	.0006	.0000	.0000	.0000	.0000
	SW	.0008	.0013	.0010	.0000	.0000	.0000
	WSW	.0028	.0015	.0007	.0000	.0000	.0000
	W	.0005	.0004	.0001	.0000	.0000	.0000
	WNW	.0000	.0011	.0002	.0000	.0000	.0000
	NW	.0003	.0010	.0010	.0000	.0000	.0000
	NNW	.0003	.0004	.0006	.0000	.0000	.0000
C	N	.0002	.0002	.0010	.0008	.0000	.0000
	NNE	.0005	.0002	.0006	.0006	.0000	.0000
	NE	.0005	.0015	.0019	.0001	.0000	.0000
	ENE	.0013	.0033	.0040	.0034	.0000	.0000
	E	.0014	.0033	.0150	.0155	.0000	.0000
	ESE	.0010	.0032	.0116	.0042	.0000	.0000
	SE	.0013	.0042	.0132	.0111	.0000	.0000
	SSE	.0017	.0005	.0064	.0010	.0000	.0000
	S	.0009	.0004	.0000	.0000	.0000	.0000
	SSW	.0007	.0002	.0000	.0000	.0000	.0000
	SW	.0004	.0009	.0007	.0002	.0000	.0000
	WSW	.0008	.0019	.0018	.0007	.0000	.0000
	W	.0005	.0005	.0010	.0004	.0000	.0000
	WNW	.0006	.0005	.0011	.0000	.0000	.0000
	NW	.0008	.0003	.0019	.0005	.0000	.0000
	NNW	.0005	.0008	.0022	.0011	.0000	.0000

TABLE 1. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - January
(Note : sum total of all entries is close to 1)

JANUARY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0019	.0023	.0024	.0021	.0006	.0000
	NNE	.0031	.0052	.0036	.0013	.0002	.0000
	NE	.0063	.0113	.0089	.0019	.0000	.0000
	ENE	.0090	.0158	.0126	.0272	.0025	.0001
	E	.0103	.0220	.0449	.0689	.0068	.0004
	ESE	.0111	.0243	.0287	.0113	.0006	.0000
	SE	.0074	.0112	.0124	.0055	.0000	.0000
	SSE	.0039	.0025	.0008	.0002	.0000	.0000
	S	.0019	.0005	.0003	.0000	.0000	.0000
	SSW	.0012	.0005	.0004	.0000	.0000	.0000
	SW	.0027	.0006	.0003	.0008	.0000	.0000
	WSW	.0028	.0025	.0020	.0025	.0000	.0000
	W	.0019	.0024	.0027	.0009	.0000	.0000
	WNW	.0029	.0037	.0052	.0015	.0000	.0000
	NW	.0033	.0099	.0219	.0098	.0000	.0000
	NNW	.0042	.0073	.0111	.0118	.0014	.0000
E	N	.0002	.0006	.0006	.0000	.0000	.0000
	NNE	.0008	.0004	.0032	.0000	.0000	.0000
	NE	.0025	.0033	.0034	.0000	.0000	.0000
	ENE	.0030	.0048	.0057	.0000	.0000	.0000
	E	.0025	.0085	.0168	.0000	.0000	.0000
	ESE	.0036	.0106	.0068	.0000	.0000	.0000
	SE	.0038	.0043	.0018	.0000	.0000	.0000
	SSE	.0008	.0018	.0002	.0000	.0000	.0000
	S	.0003	.0001	.0000	.0000	.0000	.0000
	SSW	.0000	.0001	.0000	.0000	.0000	.0000
	SW	.0003	.0000	.0000	.0000	.0000	.0000
	WSW	.0003	.0000	.0000	.0000	.0000	.0000
	W	.0003	.0001	.0002	.0000	.0000	.0000
	WNW	.0003	.0005	.0006	.0000	.0000	.0000
	NW	.0016	.0011	.0011	.0000	.0000	.0000
	NNW	.0019	.0011	.0017	.0000	.0000	.0000
F + G	N	.0019	.0018	.0008	.0000	.0000	.0000
	NNE	.0029	.0027	.0019	.0000	.0000	.0000
	NE	.0058	.0038	.0027	.0000	.0000	.0000
	ENE	.0070	.0062	.0038	.0000	.0000	.0000
	E	.0103	.0146	.0098	.0000	.0000	.0000
	ESE	.0184	.0103	.0022	.0000	.0000	.0000
	SE	.0183	.0068	.0012	.0000	.0000	.0000
	SSE	.0066	.0031	.0000	.0000	.0000	.0000
	S	.0017	.0000	.0000	.0000	.0000	.0000
	SSW	.0013	.0000	.0000	.0000	.0000	.0000
	SW	.0013	.0000	.0000	.0000	.0000	.0000
	WSW	.0030	.0003	.0000	.0000	.0000	.0000
	W	.0013	.0003	.0000	.0000	.0000	.0000
	WNW	.0025	.0007	.0002	.0000	.0000	.0000
	NW	.0053	.0032	.0005	.0000	.0000	.0000
	NNW	.0047	.0032	.0013	.0000	.0000	.0000

TABLE 1. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - January
(Note : sum total of all entries is close to 1)

FEBRUARY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0003	.0006	.0000	.0000	.0000	.0000
	E	.0000	.0003	.0000	.0000	.0000	.0000
	ESE	.0003	.0001	.0000	.0000	.0000	.0000
	SE	.0001	.0007	.0000	.0000	.0000	.0000
	SSE	.0004	.0001	.0000	.0000	.0000	.0000
	S	.0007	.0002	.0000	.0000	.0000	.0000
	SSW	.0011	.0005	.0000	.0000	.0000	.0000
	SW	.0005	.0000	.0000	.0000	.0000	.0000
	WSW	.0000	.0000	.0000	.0000	.0000	.0000
	W	.0000	.0000	.0000	.0000	.0000	.0000
	WNW	.0000	.0000	.0000	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
B	N	.0002	.0000	.0002	.0000	.0000	.0000
	NNE	.0001	.0007	.0002	.0000	.0000	.0000
	NE	.0000	.0008	.0003	.0000	.0000	.0000
	ENE	.0007	.0008	.0005	.0000	.0000	.0000
	E	.0000	.0006	.0036	.0000	.0000	.0000
	ESE	.0000	.0010	.0028	.0000	.0000	.0000
	SE	.0016	.0025	.0058	.0000	.0000	.0000
	SSE	.0010	.0007	.0023	.0000	.0000	.0000
	S	.0010	.0002	.0002	.0000	.0000	.0000
	SSW	.0009	.0000	.0000	.0000	.0000	.0000
	SW	.0003	.0010	.0001	.0000	.0000	.0000
	WSW	.0005	.0008	.0012	.0000	.0000	.0000
	W	.0000	.0002	.0002	.0000	.0000	.0000
	WNW	.0000	.0000	.0002	.0000	.0000	.0000
	NW	.0003	.0002	.0003	.0000	.0000	.0000
	NNW	.0002	.0000	.0003	.0000	.0000	.0000
C	N	.0000	.0006	.0002	.0000	.0000	.0000
	NNE	.0003	.0006	.0001	.0000	.0000	.0000
	NE	.0004	.0003	.0008	.0000	.0000	.0000
	ENE	.0002	.0009	.0036	.0032	.0000	.0000
	E	.0007	.0010	.0143	.0142	.0000	.0000
	ESE	.0012	.0006	.0086	.0049	.0000	.0000
	SE	.0012	.0026	.0116	.0090	.0000	.0000
	SSE	.0010	.0012	.0035	.0015	.0000	.0000
	S	.0010	.0002	.0002	.0000	.0000	.0000
	SSW	.0009	.0000	.0001	.0000	.0000	.0000
	SW	.0014	.0007	.0007	.0001	.0000	.0000
	WSW	.0014	.0022	.0012	.0013	.0000	.0000
	W	.0005	.0006	.0009	.0005	.0000	.0000
	WNW	.0004	.0009	.0001	.0000	.0000	.0000
	NW	.0007	.0013	.0020	.0003	.0000	.0000
	NNW	.0003	.0002	.0002	.0002	.0000	.0000

TABLE 2. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - February

FEBRUARY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0016	.0016	.0013	.0010	.0000	.0002
	NNE	.0029	.0039	.0049	.0005	.0000	.0000
	NE	.0053	.0115	.0205	.0051	.0000	.0000
	ENE	.0091	.0169	.0227	.0214	.0025	.0000
	E	.0099	.0208	.0799	.1066	.0134	.0006
	ESE	.0116	.0192	.0496	.0598	.0011	.0002
	SE	.0161	.0228	.0265	.0069	.0005	.0000
	SSE	.0065	.0046	.0045	.0002	.0000	.0000
	S	.0028	.0010	.0003	.0000	.0000	.0000
	SSW	.0036	.0013	.0005	.0007	.0000	.0000
	SW	.0066	.0030	.0027	.0004	.0000	.0000
	WSW	.0055	.0036	.0045	.0018	.0007	.0000
	W	.0039	.0021	.0011	.0008	.0002	.0002
	WNW	.0084	.0028	.0024	.0009	.0001	.0000
	NW	.0064	.0085	.0158	.0056	.0009	.0000
	NNW	.0044	.0057	.0133	.0083	.0009	.0001
E	N	.0003	.0002	.0002	.0000	.0000	.0000
	NNE	.0004	.0010	.0001	.0000	.0000	.0000
	NE	.0016	.0009	.0017	.0000	.0000	.0000
	ENE	.0016	.0020	.0047	.0000	.0000	.0000
	E	.0034	.0030	.0094	.0000	.0000	.0000
	ESE	.0029	.0032	.0024	.0000	.0000	.0000
	SE	.0058	.0051	.0032	.0000	.0000	.0000
	SSE	.0019	.0011	.0011	.0000	.0000	.0000
	S	.0001	.0000	.0000	.0000	.0000	.0000
	SSW	.0001	.0000	.0002	.0000	.0000	.0000
	SW	.0013	.0005	.0008	.0000	.0000	.0000
	WSW	.0007	.0006	.0007	.0000	.0000	.0000
	W	.0005	.0004	.0002	.0000	.0000	.0000
	WNW	.0009	.0000	.0012	.0000	.0000	.0000
	NW	.0012	.0010	.0003	.0000	.0000	.0000
	NNW	.0005	.0004	.0000	.0000	.0000	.0000
F + G	N	.0007	.0008	.0000	.0000	.0000	.0000
	NNE	.0005	.0016	.0000	.0000	.0000	.0000
	NE	.0019	.0009	.0001	.0000	.0000	.0000
	ENE	.0023	.0028	.0013	.0000	.0000	.0000
	E	.0037	.0061	.0018	.0000	.0000	.0000
	ESE	.0048	.0051	.0016	.0000	.0000	.0000
	SE	.0113	.0035	.0017	.0000	.0000	.0000
	SSE	.0018	.0002	.0001	.0000	.0000	.0000
	S	.0010	.0000	.0002	.0000	.0000	.0000
	SSW	.0008	.0000	.0000	.0000	.0000	.0000
	SW	.0018	.0004	.0000	.0000	.0000	.0000
	WSW	.0030	.0011	.0002	.0000	.0000	.0000
	W	.0014	.0002	.0000	.0000	.0000	.0000
	WNW	.0015	.0010	.0005	.0000	.0000	.0000
	NW	.0028	.0002	.0000	.0000	.0000	.0000
	NNW	.0015	.0004	.0007	.0000	.0000	.0000

TABLE 2. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - February

MARCH

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0001	.0002	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0000	.0000	.0000	.0000	.0000	.0000
	E	.0002	.0000	.0000	.0000	.0000	.0000
	ESE	.0004	.0002	.0000	.0000	.0000	.0000
	SE	.0001	.0005	.0000	.0000	.0000	.0000
	SSE	.0001	.0002	.0000	.0000	.0000	.0000
	S	.0004	.0000	.0000	.0000	.0000	.0000
	SSW	.0000	.0000	.0000	.0000	.0000	.0000
	SW	.0000	.0002	.0000	.0000	.0000	.0000
	WSW	.0000	.0000	.0000	.0000	.0000	.0000
	W	.0000	.0000	.0000	.0000	.0000	.0000
	WNW	.0000	.0000	.0000	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0001	.0000	.0000	.0000	.0000	.0000
B	N	.0000	.0002	.0004	.0000	.0000	.0000
	NNE	.0000	.0000	.0001	.0000	.0000	.0000
	NE	.0002	.0003	.0002	.0000	.0000	.0000
	ENE	.0001	.0006	.0008	.0000	.0000	.0000
	E	.0007	.0005	.0027	.0000	.0000	.0000
	ESE	.0015	.0010	.0049	.0000	.0000	.0000
	SE	.0007	.0029	.0074	.0002	.0000	.0000
	SSE	.0007	.0006	.0010	.0000	.0000	.0000
	S	.0004	.0000	.0000	.0000	.0000	.0000
	SSW	.0000	.0002	.0000	.0000	.0000	.0000
	SW	.0012	.0004	.0010	.0000	.0000	.0000
	WSW	.0004	.0013	.0008	.0002	.0000	.0000
	W	.0000	.0003	.0002	.0000	.0000	.0000
	WNW	.0000	.0001	.0000	.0000	.0000	.0000
	NW	.0002	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
C	N	.0000	.0001	.0001	.0000	.0000	.0000
	NNE	.0000	.0003	.0002	.0000	.0000	.0000
	NE	.0003	.0003	.0001	.0000	.0000	.0000
	ENE	.0011	.0011	.0018	.0016	.0000	.0000
	E	.0004	.0023	.0134	.0135	.0000	.0000
	ESE	.0025	.0025	.0109	.0036	.0000	.0000
	SE	.0032	.0055	.0150	.0135	.0000	.0000
	SSE	.0011	.0008	.0012	.0006	.0000	.0000
	S	.0004	.0000	.0004	.0000	.0000	.0000
	SSW	.0010	.0006	.0000	.0000	.0000	.0000
	SW	.0011	.0005	.0018	.0001	.0000	.0000
	WSW	.0009	.0006	.0011	.0014	.0000	.0000
	W	.0000	.0004	.0004	.0006	.0000	.0000
	WNW	.0004	.0001	.0002	.0001	.0000	.0000
	NW	.0003	.0003	.0003	.0003	.0000	.0000
	NNW	.0000	.0002	.0003	.0004	.0000	.0000

TABLE 3. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - March

MARCH

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0018	.0013	.0008	.0010	.0000	.0000
	NNE	.0030	.0022	.0012	.0005	.0000	.0002
	NE	.0044	.0079	.0064	.0015	.0000	.0000
	ENE	.0084	.0103	.0149	.0233	.0050	.0006
	E	.0133	.0163	.0748	.1487	.0197	.0021
	ESE	.0238	.0266	.0833	.0575	.0028	.0002
	SE	.0296	.0216	.0433	.0134	.0000	.0000
	SSE	.0061	.0046	.0036	.0011	.0000	.0000
	S	.0042	.0012	.0007	.0004	.0000	.0000
	SSW	.0016	.0015	.0000	.0000	.0000	.0000
	SW	.0052	.0035	.0014	.0005	.0000	.0000
	WSW	.0085	.0054	.0046	.0034	.0000	.0000
	W	.0041	.0021	.0024	.0012	.0000	.0000
	WNW	.0054	.0025	.0042	.0009	.0000	.0000
	NW	.0055	.0035	.0048	.0020	.0002	.0000
	NNW	.0054	.0028	.0045	.0015	.0002	.0002
E	N	.0002	.0001	.0004	.0000	.0000	.0000
	NNE	.0004	.0001	.0004	.0000	.0000	.0000
	NE	.0004	.0004	.0001	.0000	.0000	.0000
	ENE	.0011	.0013	.0015	.0000	.0000	.0000
	E	.0015	.0050	.0067	.0000	.0000	.0000
	ESE	.0044	.0034	.0030	.0000	.0000	.0000
	SE	.0062	.0065	.0029	.0000	.0000	.0000
	SSE	.0012	.0004	.0004	.0000	.0000	.0000
	S	.0004	.0000	.0000	.0000	.0000	.0000
	SSW	.0005	.0000	.0002	.0000	.0000	.0000
	SW	.0006	.0000	.0000	.0000	.0000	.0000
	WSW	.0003	.0005	.0003	.0000	.0000	.0000
	W	.0001	.0003	.0001	.0000	.0000	.0000
	WNW	.0005	.0003	.0000	.0000	.0000	.0000
	NW	.0006	.0010	.0002	.0000	.0000	.0000
	NNW	.0001	.0006	.0000	.0000	.0000	.0000
F + G	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0005	.0000	.0000	.0000	.0000	.0000
	NE	.0009	.0000	.0000	.0000	.0000	.0000
	ENE	.0005	.0007	.0001	.0000	.0000	.0000
	E	.0019	.0006	.0012	.0000	.0000	.0000
	ESE	.0048	.0012	.0009	.0000	.0000	.0000
	SE	.0105	.0029	.0008	.0000	.0000	.0000
	SSE	.0019	.0006	.0000	.0000	.0000	.0000
	S	.0002	.0000	.0000	.0000	.0000	.0000
	SSW	.0004	.0000	.0000	.0000	.0000	.0000
	SW	.0009	.0000	.0000	.0000	.0000	.0000
	WSW	.0018	.0004	.0002	.0000	.0000	.0000
	W	.0012	.0003	.0000	.0000	.0000	.0000
	WNW	.0006	.0006	.0002	.0000	.0000	.0000
	NW	.0006	.0003	.0000	.0000	.0000	.0000
	NNW	.0001	.0000	.0000	.0000	.0000	.0000

TABLE 3. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - March

APRIL

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0002	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0002	.0001	.0000	.0000	.0000	.0000
	E	.0000	.0006	.0003	.0000	.0000	.0000
	ESE	.0000	.0006	.0004	.0000	.0000	.0000
	SE	.0015	.0015	.0001	.0000	.0000	.0000
	SSE	.0002	.0004	.0002	.0000	.0000	.0000
	S	.0005	.0004	.0000	.0000	.0000	.0000
	SSW	.0000	.0003	.0000	.0000	.0000	.0000
	SW	.0003	.0000	.0000	.0000	.0000	.0000
	WSW	.0008	.0002	.0000	.0000	.0000	.0000
	W	.0003	.0005	.0002	.0000	.0000	.0000
	WNW	.0000	.0002	.0000	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
B	N	.0002	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0004	.0000	.0000	.0000	.0000
	NE	.0000	.0001	.0000	.0000	.0000	.0000
	ENE	.0001	.0005	.0013	.0001	.0000	.0000
	E	.0004	.0022	.0065	.0008	.0000	.0000
	ESE	.0008	.0026	.0062	.0003	.0000	.0000
	SE	.0022	.0036	.0169	.0012	.0000	.0000
	SSE	.0010	.0012	.0015	.0000	.0000	.0000
	S	.0002	.0005	.0000	.0000	.0000	.0000
	SSW	.0004	.0003	.0004	.0000	.0000	.0000
	SW	.0015	.0010	.0011	.0000	.0000	.0000
	WSW	.0003	.0004	.0008	.0000	.0000	.0000
	W	.0009	.0003	.0005	.0000	.0000	.0000
	WNW	.0002	.0002	.0004	.0000	.0000	.0000
	NW	.0000	.0003	.0000	.0000	.0000	.0000
	NNW	.0000	.0002	.0004	.0000	.0000	.0000
C	N	.0000	.0001	.0000	.0000	.0000	.0000
	NNE	.0000	.0001	.0000	.0000	.0000	.0000
	NE	.0005	.0002	.0001	.0000	.0000	.0000
	ENE	.0001	.0000	.0036	.0024	.0000	.0000
	E	.0007	.0019	.0170	.0112	.0000	.0000
	ESE	.0019	.0057	.0094	.0035	.0000	.0000
	SE	.0037	.0077	.0161	.0165	.0000	.0000
	SSE	.0003	.0016	.0010	.0004	.0000	.0000
	S	.0005	.0006	.0001	.0000	.0000	.0000
	SSW	.0004	.0008	.0012	.0002	.0000	.0000
	SW	.0016	.0011	.0013	.0007	.0000	.0000
	WSW	.0015	.0015	.0009	.0003	.0000	.0000
	W	.0003	.0000	.0004	.0005	.0000	.0000
	WNW	.0001	.0002	.0000	.0001	.0000	.0000
	NW	.0005	.0000	.0002	.0000	.0000	.0000
	NNW	.0000	.0002	.0000	.0000	.0000	.0000

TABLE 4. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - April

APRIL

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0009	.0004	.0006	.0010	.0000	.0000
	NNE	.0018	.0014	.0022	.0003	.0000	.0000
	NE	.0019	.0029	.0024	.0004	.0000	.0000
	ENE	.0038	.0083	.0137	.0339	.0065	.0004
	E	.0198	.0249	.0828	.1276	.0200	.0007
	ESE	.0283	.0242	.0410	.0342	.0012	.0001
	SE	.0292	.0199	.0216	.0105	.0000	.0000
	SSE	.0083	.0055	.0026	.0020	.0002	.0000
	S	.0035	.0020	.0014	.0010	.0005	.0000
	SSW	.0041	.0036	.0035	.0050	.0002	.0000
	SW	.0085	.0029	.0038	.0031	.0000	.0000
	WSW	.0086	.0044	.0050	.0028	.0000	.0000
	W	.0028	.0013	.0032	.0017	.0004	.0000
	WNW	.0033	.0016	.0019	.0017	.0005	.0000
	NW	.0018	.0013	.0021	.0022	.0004	.0000
	NNW	.0011	.0013	.0016	.0020	.0006	.0000
E	N	.0002	.0000	.0000	.0000	.0000	.0000
	NNE	.0001	.0000	.0000	.0000	.0000	.0000
	NE	.0006	.0014	.0002	.0000	.0000	.0000
	ENE	.0013	.0018	.0009	.0000	.0000	.0000
	E	.0041	.0056	.0047	.0000	.0000	.0000
	ESE	.0116	.0064	.0057	.0000	.0000	.0000
	SE	.0118	.0068	.0027	.0000	.0000	.0000
	SSE	.0022	.0006	.0002	.0000	.0000	.0000
	S	.0009	.0008	.0000	.0000	.0000	.0000
	SSW	.0013	.0008	.0007	.0000	.0000	.0000
	SW	.0012	.0003	.0000	.0000	.0000	.0000
	WSW	.0019	.0002	.0000	.0000	.0000	.0000
	W	.0014	.0005	.0001	.0000	.0000	.0000
	WNW	.0014	.0006	.0003	.0000	.0000	.0000
	NW	.0004	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
F + G	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0001	.0002	.0000	.0000	.0000	.0000
	NE	.0011	.0008	.0000	.0000	.0000	.0000
	ENE	.0006	.0008	.0000	.0000	.0000	.0000
	E	.0048	.0020	.0006	.0000	.0000	.0000
	ESE	.0090	.0021	.0003	.0000	.0000	.0000
	SE	.0103	.0032	.0001	.0000	.0000	.0000
	SSE	.0017	.0002	.0004	.0000	.0000	.0000
	S	.0005	.0000	.0000	.0000	.0000	.0000
	SSW	.0006	.0000	.0000	.0000	.0000	.0000
	SW	.0011	.0000	.0000	.0000	.0000	.0000
	WSW	.0014	.0002	.0000	.0000	.0000	.0000
	W	.0016	.0000	.0000	.0000	.0000	.0000
	WNW	.0014	.0000	.0000	.0000	.0000	.0000
	NW	.0006	.0001	.0000	.0000	.0000	.0000
	NNW	.0001	.0004	.0000	.0000	.0000	.0000

TABLE 4. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - April

MAY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0002	.0004	.0000	.0000	.0000	.0000
	E	.0007	.0010	.0006	.0000	.0000	.0000
	ESE	.0004	.0012	.0003	.0000	.0000	.0000
	SE	.0015	.0013	.0005	.0000	.0000	.0000
	SSE	.0004	.0001	.0000	.0000	.0000	.0000
	S	.0004	.0004	.0000	.0000	.0000	.0000
	SSW	.0003	.0004	.0000	.0000	.0000	.0000
	SW	.0006	.0005	.0000	.0000	.0000	.0000
	WSW	.0004	.0015	.0002	.0000	.0000	.0000
	W	.0002	.0005	.0006	.0000	.0000	.0000
	WNW	.0001	.0002	.0001	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
B	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0002	.0002	.0001	.0000	.0000	.0000
	ENE	.0000	.0008	.0015	.0001	.0000	.0000
	E	.0002	.0029	.0060	.0006	.0000	.0000
	ESE	.0010	.0029	.0057	.0000	.0000	.0000
	SE	.0032	.0046	.0142	.0014	.0000	.0000
	SSE	.0006	.0009	.0010	.0000	.0000	.0000
	S	.0003	.0010	.0002	.0000	.0000	.0000
	SSW	.0004	.0017	.0013	.0000	.0000	.0000
	SW	.0018	.0013	.0018	.0000	.0000	.0000
	WSW	.0019	.0017	.0031	.0002	.0000	.0000
	W	.0008	.0011	.0019	.0001	.0000	.0000
	WNW	.0004	.0005	.0009	.0001	.0000	.0000
	NW	.0000	.0003	.0003	.0000	.0000	.0000
	NNW	.0000	.0000	.0002	.0002	.0000	.0000
C	N	.0002	.0000	.0000	.0013	.0000	.0000
	NNE	.0000	.0000	.0002	.0002	.0000	.0000
	NE	.0005	.0000	.0026	.0001	.0000	.0000
	ENE	.0008	.0014	.0040	.0041	.0000	.0000
	E	.0009	.0030	.0112	.0148	.0000	.0000
	ESE	.0040	.0020	.0102	.0069	.0000	.0000
	SE	.0033	.0029	.0142	.0215	.0000	.0000
	SSE	.0004	.0009	.0004	.0002	.0000	.0000
	S	.0003	.0007	.0005	.0007	.0000	.0000
	SSW	.0010	.0012	.0036	.0013	.0000	.0000
	SW	.0013	.0020	.0044	.0015	.0000	.0000
	WSW	.0020	.0022	.0017	.0054	.0000	.0000
	W	.0009	.0010	.0016	.0009	.0000	.0000
	WNW	.0007	.0005	.0008	.0016	.0000	.0000
	NW	.0004	.0003	.0009	.0000	.0000	.0000
	NNW	.0005	.0002	.0002	.0010	.0000	.0000

TABLE 5. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - May

MAY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0012	.0007	.0004	.0013	.0002	.0000
	NNE	.0012	.0012	.0005	.0007	.0004	.0000
	NE	.0018	.0029	.0022	.0017	.0005	.0003
	ENE	.0054	.0065	.0133	.0233	.0068	.0017
	E	.0163	.0189	.0490	.0897	.0209	.0025
	ESE	.0321	.0201	.0305	.0182	.0013	.0000
	SE	.0226	.0123	.0102	.0053	.0000	.0000
	SSE	.0063	.0033	.0023	.0000	.0000	.0000
	S	.0036	.0026	.0007	.0007	.0000	.0000
	SSW	.0061	.0046	.0070	.0023	.0000	.0002
	SW	.0074	.0052	.0096	.0086	.0006	.0005
	WSW	.0067	.0045	.0145	.0151	.0015	.0000
	W	.0050	.0012	.0057	.0034	.0018	.0000
	WNW	.0037	.0017	.0050	.0036	.0005	.0000
	NW	.0026	.0022	.0019	.0027	.0007	.0000
	NNW	.0021	.0023	.0018	.0027	.0004	.0000
E	N	.0002	.0002	.0002	.0000	.0000	.0000
	NNE	.0001	.0002	.0002	.0000	.0000	.0000
	NE	.0005	.0005	.0003	.0000	.0000	.0000
	ENE	.0016	.0011	.0008	.0000	.0000	.0000
	E	.0046	.0077	.0083	.0000	.0000	.0000
	ESE	.0117	.0094	.0040	.0000	.0000	.0000
	SE	.0114	.0058	.0017	.0000	.0000	.0000
	SSE	.0028	.0012	.0000	.0000	.0000	.0000
	S	.0010	.0001	.0004	.0000	.0000	.0000
	SSW	.0003	.0018	.0005	.0000	.0000	.0000
	SW	.0032	.0020	.0005	.0000	.0000	.0000
	WSW	.0026	.0029	.0007	.0000	.0000	.0000
	W	.0013	.0008	.0008	.0000	.0000	.0000
	WNW	.0007	.0004	.0006	.0000	.0000	.0000
	NW	.0010	.0003	.0006	.0000	.0000	.0000
	NNW	.0009	.0004	.0006	.0000	.0000	.0000
F + G	N	.0001	.0000	.0000	.0000	.0000	.0000
	NNE	.0002	.0002	.0000	.0000	.0000	.0000
	NE	.0003	.0007	.0000	.0000	.0000	.0000
	ENE	.0022	.0020	.0010	.0000	.0000	.0000
	E	.0103	.0058	.0024	.0000	.0000	.0000
	ESE	.0151	.0032	.0005	.0000	.0000	.0000
	SE	.0082	.0027	.0005	.0000	.0000	.0000
	SSE	.0016	.0000	.0000	.0000	.0000	.0000
	S	.0010	.0000	.0000	.0000	.0000	.0000
	SSW	.0017	.0000	.0000	.0000	.0000	.0000
	SW	.0025	.0000	.0000	.0000	.0000	.0000
	WSW	.0049	.0002	.0000	.0000	.0000	.0000
	W	.0019	.0001	.0002	.0000	.0000	.0000
	WNW	.0010	.0007	.0006	.0000	.0000	.0000
	NW	.0011	.0007	.0008	.0000	.0000	.0000
	NNW	.0005	.0000	.0000	.0000	.0000	.0000

TABLE 5. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - May

JUNE

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0002	.0000	.0000	.0000	.0000	.0000
	NNE	.0001	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0000	.0000	.0000	.0000	.0000	.0000
	E	.0002	.0001	.0000	.0000	.0000	.0000
	ESE	.0011	.0009	.0004	.0000	.0000	.0000
	SE	.0014	.0016	.0015	.0000	.0000	.0000
	SSE	.0005	.0004	.0000	.0000	.0000	.0000
	S	.0005	.0005	.0000	.0000	.0000	.0000
	SSW	.0009	.0006	.0000	.0000	.0000	.0000
	SW	.0011	.0021	.0002	.0000	.0000	.0000
	WSW	.0012	.0010	.0002	.0000	.0000	.0000
	W	.0005	.0000	.0000	.0000	.0000	.0000
	WNW	.0001	.0000	.0000	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
B	N	.0000	.0001	.0005	.0001	.0000	.0000
	NNE	.0000	.0001	.0000	.0001	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0002	.0004	.0038	.0001	.0000	.0000
	E	.0007	.0014	.0080	.0001	.0000	.0000
	ESE	.0017	.0029	.0070	.0006	.0000	.0000
	SE	.0011	.0034	.0188	.0015	.0000	.0000
	SSE	.0003	.0013	.0016	.0000	.0000	.0000
	S	.0001	.0007	.0008	.0000	.0000	.0000
	SSW	.0005	.0011	.0026	.0002	.0000	.0000
	SW	.0008	.0032	.0089	.0001	.0000	.0000
	WSW	.0025	.0031	.0094	.0006	.0000	.0000
	W	.0005	.0011	.0003	.0000	.0000	.0000
	WNW	.0000	.0002	.0005	.0000	.0000	.0000
	NW	.0005	.0003	.0002	.0000	.0000	.0000
	NNW	.0002	.0002	.0002	.0000	.0000	.0000
C	N	.0000	.0000	.0006	.0000	.0000	.0000
	NNE	.0000	.0002	.0000	.0000	.0000	.0000
	NE	.0003	.0005	.0002	.0001	.0000	.0000
	ENE	.0005	.0003	.0024	.0064	.0000	.0000
	E	.0010	.0034	.0145	.0200	.0000	.0000
	ESE	.0029	.0039	.0086	.0133	.0000	.0000
	SE	.0046	.0026	.0094	.0159	.0000	.0000
	SSE	.0005	.0012	.0007	.0008	.0000	.0000
	S	.0009	.0015	.0007	.0014	.0000	.0000
	SSW	.0003	.0027	.0057	.0036	.0000	.0000
	SW	.0013	.0021	.0071	.0066	.0000	.0000
	WSW	.0033	.0013	.0049	.0089	.0000	.0000
	W	.0014	.0009	.0015	.0004	.0000	.0000
	WNW	.0004	.0001	.0004	.0002	.0000	.0000
	NW	.0003	.0000	.0001	.0003	.0000	.0000
	NNW	.0002	.0002	.0005	.0004	.0000	.0000

TABLE 6. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - June

JUNE

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	> 11.0 (M/S)
D	N	.0019	.0001	.0000	.0009	.0003	.0000
	NNE	.0005	.0000	.0004	.0009	.0002	.0000
	NE	.0014	.0010	.0015	.0009	.0004	.0003
	ENE	.0032	.0029	.0099	.0200	.0059	.0005
	E	.0119	.0125	.0420	.0720	.0150	.0016
	ESE	.0168	.0084	.0152	.0201	.0021	.0006
	SE	.0126	.0048	.0058	.0057	.0010	.0000
	SSE	.0038	.0026	.0022	.0018	.0006	.0000
	S	.0032	.0023	.0067	.0041	.0004	.0000
	SSW	.0052	.0047	.0101	.0089	.0001	.0000
	SW	.0051	.0042	.0150	.0140	.0024	.0001
	WSW	.0085	.0038	.0070	.0167	.0034	.0004
	W	.0047	.0015	.0036	.0041	.0008	.0000
	WNW	.0006	.0011	.0018	.0004	.0002	.0002
	NW	.0035	.0016	.0015	.0007	.0000	.0000
	NNW	.0020	.0012	.0009	.0003	.0002	.0000
E	N	.0002	.0001	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0003	.0002	.0000	.0000	.0000	.0000
	ENE	.0013	.0020	.0029	.0000	.0000	.0001
	E	.0099	.0174	.0162	.0000	.0000	.0001
	ESE	.0163	.0137	.0067	.0000	.0000	.0000
	SE	.0052	.0025	.0007	.0000	.0000	.0000
	SSE	.0017	.0012	.0002	.0000	.0000	.0000
	S	.0053	.0038	.0008	.0000	.0000	.0000
	SSW	.0053	.0078	.0020	.0000	.0000	.0000
	SW	.0041	.0042	.0029	.0000	.0000	.0000
	WSW	.0038	.0032	.0008	.0000	.0000	.0000
	W	.0012	.0009	.0012	.0000	.0000	.0000
	WNW	.0004	.0005	.0011	.0000	.0000	.0000
	NW	.0004	.0005	.0004	.0000	.0000	.0000
	NNW	.0010	.0003	.0000	.0000	.0000	.0000
F + G	N	.0001	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0001	.0000	.0000	.0000	.0000	.0000
	ENE	.0015	.0005	.0000	.0000	.0000	.0000
	E	.0127	.0057	.0008	.0000	.0000	.0000
	ESE	.0251	.0056	.0002	.0000	.0000	.0000
	SE	.0070	.0009	.0000	.0000	.0000	.0000
	SSE	.0047	.0000	.0000	.0000	.0000	.0000
	S	.0041	.0000	.0000	.0000	.0000	.0000
	SSW	.0040	.0002	.0000	.0000	.0000	.0000
	SW	.0039	.0006	.0000	.0000	.0000	.0000
	WSW	.0042	.0014	.0000	.0000	.0000	.0000
	W	.0016	.0003	.0000	.0000	.0000	.0000
	WNW	.0007	.0006	.0000	.0000	.0000	.0000
	NW	.0004	.0002	.0000	.0000	.0000	.0000
	NNW	.0001	.0000	.0000	.0000	.0000	.0000

TABLE 6. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - June

JULY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0000	.0003	.0000	.0000	.0000	.0000
	E	.0002	.0004	.0000	.0000	.0000	.0000
	ESE	.0012	.0010	.0002	.0000	.0000	.0000
	SE	.0031	.0055	.0007	.0000	.0000	.0000
	SSE	.0005	.0008	.0000	.0000	.0000	.0000
	S	.0004	.0007	.0000	.0000	.0000	.0000
	SSW	.0009	.0019	.0005	.0000	.0000	.0000
	SW	.0016	.0031	.0008	.0000	.0000	.0000
	WSW	.0035	.0058	.0015	.0000	.0000	.0000
	W	.0010	.0009	.0001	.0000	.0000	.0000
	WNW	.0003	.0001	.0000	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0002	.0000	.0000	.0000	.0000	.0000
B	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0002	.0000	.0000	.0000
	ENE	.0002	.0000	.0018	.0000	.0000	.0000
	E	.0004	.0004	.0020	.0001	.0000	.0000
	ESE	.0022	.0027	.0068	.0003	.0000	.0000
	SE	.0030	.0066	.0172	.0012	.0000	.0000
	SSE	.0005	.0005	.0009	.0002	.0000	.0000
	S	.0010	.0001	.0006	.0000	.0000	.0000
	SSW	.0013	.0021	.0061	.0000	.0000	.0000
	SW	.0015	.0048	.0139	.0013	.0000	.0000
	WSW	.0017	.0032	.0224	.0035	.0000	.0000
	W	.0013	.0011	.0047	.0004	.0000	.0000
	WNW	.0008	.0005	.0004	.0002	.0000	.0000
	NW	.0003	.0000	.0002	.0000	.0000	.0000
	NNW	.0000	.0000	.0000	.0000	.0000	.0000
C	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0003	.0000	.0000
	ENE	.0003	.0003	.0007	.0023	.0000	.0000
	E	.0005	.0014	.0039	.0054	.0000	.0000
	ESE	.0029	.0041	.0072	.0054	.0000	.0000
	SE	.0026	.0028	.0104	.0153	.0000	.0000
	SSE	.0017	.0006	.0008	.0004	.0000	.0000
	S	.0011	.0008	.0008	.0004	.0000	.0000
	SSW	.0020	.0023	.0100	.0041	.0000	.0000
	SW	.0020	.0024	.0097	.0075	.0000	.0000
	WSW	.0026	.0014	.0138	.0167	.0000	.0000
	W	.0011	.0008	.0033	.0078	.0000	.0000
	WNW	.0005	.0002	.0019	.0013	.0000	.0000
	NW	.0003	.0000	.0001	.0000	.0000	.0000
	NNW	.0002	.0002	.0002	.0000	.0000	.0000

TABLE 7. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - July

JULY

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0012	.0002	.0001	.0000	.0000	.0000
	NNE	.0004	.0000	.0000	.0002	.0000	.0000
	NE	.0004	.0005	.0006	.0008	.0003	.0004
	ENE	.0007	.0009	.0044	.0090	.0059	.0034
	E	.0036	.0047	.0132	.0170	.0117	.0086
	ESE	.0100	.0079	.0128	.0144	.0066	.0039
	SE	.0072	.0044	.0088	.0128	.0014	.0015
	SSE	.0022	.0011	.0015	.0018	.0009	.0000
	S	.0029	.0007	.0032	.0038	.0006	.0000
	SSW	.0023	.0040	.0095	.0118	.0025	.0010
	SW	.0037	.0048	.0144	.0078	.0030	.0008
	WSW	.0044	.0032	.0119	.0134	.0036	.0004
	W	.0021	.0023	.0063	.0099	.0021	.0010
	WNW	.0025	.0010	.0036	.0037	.0005	.0004
	NW	.0015	.0017	.0020	.0012	.0009	.0007
	NNW	.0017	.0006	.0003	.0000	.0002	.0000
E	N	.0001	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0002	.0000	.0000	.0000
	NE	.0001	.0005	.0001	.0000	.0000	.0000
	ENE	.0007	.0004	.0013	.0000	.0000	.0000
	E	.0073	.0044	.0052	.0000	.0000	.0000
	ESE	.0148	.0074	.0046	.0000	.0000	.0000
	SE	.0161	.0059	.0032	.0000	.0000	.0000
	SSE	.0040	.0010	.0006	.0000	.0000	.0000
	S	.0097	.0060	.0028	.0000	.0000	.0000
	SSW	.0099	.0102	.0065	.0000	.0000	.0000
	SW	.0067	.0164	.0083	.0000	.0000	.0000
	WSW	.0087	.0116	.0127	.0000	.0000	.0000
	W	.0035	.0021	.0042	.0000	.0000	.0000
	WNW	.0019	.0005	.0019	.0000	.0000	.0000
	NW	.0012	.0003	.0012	.0000	.0000	.0000
	NNW	.0001	.0002	.0000	.0000	.0000	.0000
F + G	N	.0001	.0001	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0001	.0002	.0000	.0000	.0000	.0000
	ENE	.0015	.0003	.0000	.0000	.0000	.0000
	E	.0088	.0025	.0004	.0000	.0000	.0000
	ESE	.0215	.0029	.0003	.0000	.0000	.0000
	SE	.0141	.0010	.0000	.0000	.0000	.0000
	SSE	.0043	.0009	.0000	.0000	.0000	.0000
	S	.0098	.0005	.0000	.0000	.0000	.0000
	SSW	.0093	.0020	.0000	.0000	.0000	.0000
	SW	.0106	.0021	.0003	.0000	.0000	.0000
	WSW	.0155	.0034	.0005	.0000	.0000	.0000
	W	.0041	.0014	.0001	.0000	.0000	.0000
	WNW	.0029	.0006	.0002	.0000	.0000	.0000
	NW	.0019	.0005	.0000	.0000	.0000	.0000
	NNW	.0004	.0001	.0000	.0000	.0000	.0000

TABLE 7. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - July

AUGUST

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0000	.0000	.0000	.0000	.0000	.0000
	ENE	.0002	.0004	.0000	.0000	.0000	.0000
	E	.0005	.0008	.0004	.0000	.0000	.0000
	ESE	.0009	.0011	.0001	.0000	.0000	.0000
	SE	.0035	.0038	.0009	.0000	.0000	.0000
	SSE	.0009	.0006	.0002	.0000	.0000	.0000
	S	.0010	.0002	.0000	.0000	.0000	.0000
	SSW	.0008	.0004	.0000	.0000	.0000	.0000
	SW	.0018	.0026	.0000	.0000	.0000	.0000
	WSW	.0026	.0044	.0007	.0000	.0000	.0000
	W	.0007	.0016	.0000	.0000	.0000	.0000
	WNW	.0004	.0001	.0002	.0000	.0000	.0000
	NW	.0000	.0000	.0000	.0000	.0000	.0000
	NNW	.0000	.0002	.0002	.0000	.0000	.0000
B	N	.0000	.0001	.0004	.0000	.0000	.0000
	NNE	.0000	.0002	.0008	.0000	.0000	.0000
	NE	.0000	.0003	.0001	.0000	.0000	.0000
	ENE	.0004	.0009	.0026	.0003	.0000	.0000
	E	.0003	.0023	.0067	.0006	.0000	.0000
	ESE	.0023	.0024	.0065	.0005	.0000	.0000
	SE	.0040	.0052	.0146	.0007	.0000	.0000
	SSE	.0007	.0006	.0008	.0000	.0000	.0000
	S	.0007	.0009	.0002	.0000	.0000	.0000
	SSW	.0013	.0011	.0023	.0002	.0000	.0000
	SW	.0026	.0059	.0073	.0005	.0000	.0000
	WSW	.0038	.0050	.0184	.0011	.0000	.0000
	W	.0012	.0018	.0063	.0007	.0000	.0000
	WNW	.0003	.0009	.0015	.0001	.0000	.0000
	NW	.0007	.0003	.0003	.0000	.0000	.0000
	NNW	.0000	.0001	.0009	.0000	.0000	.0000
C	N	.0004	.0000	.0009	.0003	.0000	.0000
	NNE	.0002	.0000	.0000	.0000	.0000	.0000
	NE	.0003	.0003	.0002	.0005	.0000	.0000
	ENE	.0009	.0017	.0030	.0044	.0000	.0000
	E	.0011	.0026	.0066	.0090	.0000	.0000
	ESE	.0031	.0021	.0057	.0090	.0000	.0000
	SE	.0034	.0050	.0111	.0086	.0000	.0000
	SSE	.0010	.0006	.0002	.0005	.0000	.0000
	S	.0008	.0004	.0005	.0000	.0000	.0000
	SSW	.0029	.0014	.0033	.0009	.0000	.0000
	SW	.0033	.0016	.0071	.0052	.0000	.0000
	WSW	.0031	.0027	.0077	.0126	.0000	.0000
	W	.0016	.0018	.0058	.0048	.0000	.0000
	WNW	.0001	.0009	.0014	.0015	.0000	.0000
	NW	.0005	.0000	.0005	.0003	.0000	.0000
	NNW	.0001	.0004	.0003	.0004	.0000	.0000

TABLE 8. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - August

AUGUST

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0006	.0006	.0008	.0015	.0008	.0000
	NNE	.0007	.0009	.0005	.0003	.0000	.0000
	NE	.0006	.0008	.0015	.0008	.0003	.0003
	ENE	.0027	.0039	.0087	.0098	.0024	.0005
	E	.0084	.0104	.0233	.0349	.0077	.0011
	ESE	.0140	.0089	.0129	.0145	.0024	.0013
	SE	.0135	.0053	.0056	.0061	.0006	.0010
	SSE	.0035	.0012	.0010	.0004	.0002	.0004
	S	.0027	.0024	.0018	.0001	.0000	.0005
	SSW	.0050	.0036	.0042	.0020	.0000	.0000
	SW	.0077	.0086	.0100	.0103	.0008	.0000
	WSW	.0131	.0062	.0143	.0163	.0009	.0002
	W	.0082	.0061	.0094	.0055	.0012	.0003
	WNW	.0040	.0028	.0058	.0038	.0018	.0009
	NW	.0056	.0023	.0032	.0013	.0001	.0000
	NNW	.0016	.0025	.0017	.0010	.0001	.0000
E	N	.0003	.0002	.0001	.0000	.0000	.0000
	NNE	.0003	.0002	.0002	.0000	.0000	.0000
	NE	.0005	.0008	.0000	.0000	.0000	.0000
	ENE	.0027	.0033	.0017	.0000	.0000	.0000
	E	.0111	.0109	.0063	.0000	.0000	.0000
	ESE	.0184	.0091	.0035	.0000	.0000	.0000
	SE	.0102	.0028	.0034	.0000	.0000	.0000
	SSE	.0021	.0004	.0006	.0000	.0000	.0000
	S	.0029	.0011	.0008	.0000	.0000	.0000
	SSW	.0035	.0026	.0001	.0000	.0000	.0000
	SW	.0091	.0069	.0027	.0000	.0000	.0000
	WSW	.0108	.0073	.0095	.0000	.0000	.0000
	W	.0065	.0046	.0052	.0000	.0000	.0000
	WNW	.0037	.0022	.0022	.0000	.0000	.0000
	NW	.0019	.0007	.0012	.0000	.0000	.0000
	NNW	.0015	.0012	.0001	.0000	.0000	.0000
F + G	N	.0001	.0000	.0000	.0000	.0000	.0000
	NNE	.0003	.0000	.0000	.0000	.0000	.0000
	NE	.0010	.0001	.0000	.0000	.0000	.0000
	ENE	.0031	.0012	.0004	.0000	.0000	.0000
	E	.0126	.0024	.0004	.0000	.0000	.0000
	ESE	.0190	.0017	.0001	.0000	.0000	.0000
	SE	.0144	.0010	.0000	.0000	.0000	.0000
	SSE	.0021	.0000	.0000	.0000	.0000	.0000
	S	.0045	.0005	.0000	.0000	.0000	.0000
	SSW	.0041	.0009	.0000	.0000	.0000	.0000
	SW	.0099	.0006	.0000	.0000	.0000	.0000
	WSW	.0128	.0021	.0002	.0000	.0000	.0000
	W	.0071	.0020	.0007	.0000	.0000	.0000
	WNW	.0045	.0004	.0010	.0000	.0000	.0000
	NW	.0022	.0005	.0001	.0000	.0000	.0000
	NNW	.0010	.0002	.0000	.0000	.0000	.0000

TABLE 8. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - August

SEPTEMBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0004	.0002	.0000	.0000	.0000	.0000
	NE	.0009	.0005	.0000	.0000	.0000	.0000
	ENE	.0008	.0015	.0002	.0000	.0000	.0000
	E	.0015	.0022	.0000	.0000	.0000	.0000
	ESE	.0012	.0023	.0006	.0000	.0000	.0000
	SE	.0026	.0021	.0001	.0000	.0000	.0000
	SSE	.0005	.0004	.0000	.0000	.0000	.0000
	S	.0014	.0002	.0000	.0000	.0000	.0000
	SSW	.0004	.0002	.0000	.0000	.0000	.0000
	SW	.0014	.0020	.0007	.0000	.0000	.0000
	WSW	.0011	.0025	.0005	.0000	.0000	.0000
	W	.0011	.0011	.0001	.0000	.0000	.0000
	WNW	.0001	.0001	.0000	.0000	.0000	.0000
	NW	.0000	.0002	.0000	.0000	.0000	.0000
	NNW	.0000	.0002	.0000	.0000	.0000	.0000
B	N	.0003	.0002	.0007	.0001	.0000	.0000
	NNE	.0003	.0009	.0003	.0000	.0000	.0000
	NE	.0004	.0015	.0008	.0000	.0000	.0000
	ENE	.0010	.0022	.0057	.0006	.0000	.0000
	E	.0017	.0045	.0094	.0003	.0000	.0000
	ESE	.0021	.0022	.0048	.0001	.0000	.0000
	SE	.0028	.0051	.0122	.0005	.0000	.0000
	SSE	.0017	.0010	.0005	.0002	.0000	.0000
	S	.0007	.0003	.0001	.0000	.0000	.0000
	SSW	.0014	.0007	.0004	.0000	.0000	.0000
	SW	.0025	.0024	.0012	.0000	.0000	.0000
	WSW	.0020	.0028	.0077	.0006	.0000	.0000
	W	.0010	.0008	.0054	.0008	.0000	.0000
	WNW	.0002	.0006	.0008	.0001	.0000	.0000
	NW	.0001	.0002	.0005	.0000	.0000	.0000
	NNW	.0000	.0005	.0003	.0001	.0000	.0000
C	N	.0000	.0005	.0017	.0009	.0000	.0000
	NNE	.0003	.0002	.0011	.0005	.0000	.0000
	NE	.0007	.0012	.0027	.0015	.0000	.0000
	ENE	.0012	.0014	.0072	.0118	.0000	.0000
	E	.0018	.0035	.0132	.0188	.0000	.0000
	ESE	.0031	.0021	.0057	.0029	.0000	.0000
	SE	.0011	.0028	.0098	.0052	.0000	.0000
	SSE	.0008	.0004	.0015	.0012	.0000	.0000
	S	.0008	.0001	.0000	.0000	.0000	.0000
	SSW	.0006	.0003	.0002	.0002	.0000	.0000
	SW	.0007	.0008	.0023	.0006	.0000	.0000
	WSW	.0011	.0018	.0029	.0042	.0000	.0000
	W	.0005	.0008	.0030	.0031	.0000	.0000
	WNW	.0007	.0001	.0018	.0010	.0000	.0000
	NW	.0006	.0000	.0003	.0008	.0000	.0000
	NNW	.0002	.0008	.0017	.0020	.0000	.0000

TABLE 9. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - September

SEPTEMBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0003	.0010	.0017	.0024	.0002	.0000
	NNE	.0011	.0017	.0036	.0023	.0000	.0000
	NE	.0028	.0050	.0052	.0068	.0012	.0011
	ENE	.0044	.0048	.0176	.0505	.0120	.0028
	E	.0104	.0097	.0321	.0716	.0184	.0029
	ESE	.0191	.0052	.0088	.0105	.0023	.0009
	SE	.0122	.0028	.0043	.0039	.0008	.0010
	SSE	.0022	.0013	.0000	.0012	.0004	.0003
	S	.0022	.0008	.0004	.0011	.0002	.0001
	SSW	.0016	.0011	.0012	.0012	.0000	.0005
	SW	.0027	.0016	.0011	.0014	.0000	.0002
	WSW	.0061	.0027	.0030	.0052	.0003	.0000
	W	.0034	.0031	.0065	.0045	.0013	.0001
	WNW	.0023	.0018	.0059	.0024	.0004	.0008
	NW	.0023	.0020	.0024	.0015	.0010	.0003
	NNW	.0017	.0017	.0024	.0044	.0011	.0000
E	N	.0006	.0011	.0015	.0000	.0000	.0000
	NNE	.0012	.0018	.0017	.0000	.0000	.0000
	NE	.0019	.0030	.0017	.0000	.0000	.0000
	ENE	.0051	.0060	.0049	.0000	.0000	.0000
	E	.0119	.0139	.0102	.0000	.0000	.0000
	ESE	.0139	.0053	.0033	.0000	.0000	.0000
	SE	.0111	.0020	.0005	.0000	.0000	.0000
	SSE	.0021	.0003	.0000	.0000	.0000	.0000
	S	.0032	.0004	.0000	.0000	.0000	.0000
	SSW	.0018	.0002	.0000	.0000	.0000	.0000
	SW	.0040	.0029	.0011	.0000	.0000	.0000
	WSW	.0069	.0029	.0031	.0000	.0000	.0000
	W	.0032	.0008	.0032	.0000	.0000	.0000
	WNW	.0020	.0021	.0027	.0000	.0000	.0000
	NW	.0013	.0026	.0007	.0000	.0000	.0000
	NNW	.0009	.0010	.0009	.0000	.0000	.0000
F + G	N	.0012	.0015	.0004	.0000	.0000	.0000
	NNE	.0024	.0013	.0000	.0000	.0000	.0000
	NE	.0049	.0014	.0000	.0000	.0000	.0000
	ENE	.0111	.0023	.0004	.0000	.0000	.0000
	E	.0249	.0070	.0011	.0000	.0000	.0000
	ESE	.0167	.0025	.0004	.0000	.0000	.0000
	SE	.0148	.0003	.0000	.0000	.0000	.0000
	SSE	.0035	.0000	.0000	.0000	.0000	.0000
	S	.0025	.0000	.0000	.0000	.0000	.0000
	SSW	.0030	.0004	.0000	.0000	.0000	.0000
	SW	.0044	.0010	.0000	.0000	.0000	.0000
	WSW	.0105	.0028	.0002	.0000	.0000	.0000
	W	.0074	.0024	.0005	.0000	.0000	.0000
	WNW	.0035	.0017	.0015	.0000	.0000	.0000
	NW	.0024	.0013	.0003	.0000	.0000	.0000
	NNW	.0013	.0003	.0001	.0000	.0000	.0000

TABLE 9. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - September

OCTOBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0001	.0004	.0000	.0000	.0000
	NNE	.0005	.0006	.0001	.0000	.0000	.0000
	NE	.0009	.0012	.0000	.0000	.0000	.0000
	ENE	.0029	.0017	.0007	.0000	.0000	.0000
	E	.0009	.0038	.0012	.0000	.0000	.0000
	ESE	.0007	.0030	.0003	.0000	.0000	.0000
	SE	.0015	.0016	.0003	.0000	.0000	.0000
	SSE	.0014	.0009	.0002	.0000	.0000	.0000
	S	.0007	.0004	.0000	.0000	.0000	.0000
	SSW	.0002	.0002	.0000	.0000	.0000	.0000
	SW	.0005	.0002	.0000	.0000	.0000	.0000
	WSW	.0000	.0002	.0000	.0000	.0000	.0000
	W	.0000	.0004	.0000	.0000	.0000	.0000
	WNW	.0004	.0003	.0000	.0000	.0000	.0000
	NW	.0003	.0005	.0000	.0000	.0000	.0000
	NNW	.0002	.0003	.0000	.0000	.0000	.0000
B	N	.0004	.0004	.0011	.0000	.0000	.0000
	NNE	.0002	.0009	.0044	.0002	.0000	.0000
	NE	.0010	.0032	.0047	.0000	.0000	.0000
	ENE	.0010	.0043	.0106	.0001	.0000	.0000
	E	.0015	.0040	.0182	.0006	.0000	.0000
	ESE	.0014	.0029	.0108	.0004	.0000	.0000
	SE	.0023	.0030	.0120	.0003	.0000	.0000
	SSE	.0011	.0006	.0019	.0004	.0000	.0000
	S	.0004	.0000	.0001	.0000	.0000	.0000
	SSW	.0002	.0000	.0000	.0000	.0000	.0000
	SW	.0007	.0006	.0001	.0000	.0000	.0000
	WSW	.0006	.0010	.0004	.0000	.0000	.0000
	W	.0000	.0000	.0006	.0000	.0000	.0000
	WNW	.0000	.0002	.0001	.0000	.0000	.0000
	NW	.0003	.0002	.0005	.0000	.0000	.0000
	NNW	.0003	.0002	.0014	.0000	.0000	.0000
C	N	.0001	.0016	.0016	.0019	.0000	.0000
	NNE	.0018	.0016	.0028	.0016	.0000	.0000
	NE	.0013	.0028	.0057	.0014	.0000	.0000
	ENE	.0012	.0038	.0125	.0075	.0000	.0000
	E	.0015	.0049	.0184	.0177	.0000	.0000
	ESE	.0011	.0023	.0070	.0051	.0000	.0000
	SE	.0013	.0046	.0081	.0107	.0000	.0000
	SSE	.0001	.0005	.0004	.0008	.0000	.0000
	S	.0007	.0000	.0000	.0000	.0000	.0000
	SSW	.0002	.0000	.0000	.0000	.0000	.0000
	SW	.0003	.0003	.0002	.0000	.0000	.0000
	WSW	.0002	.0010	.0001	.0000	.0000	.0000
	W	.0005	.0004	.0004	.0000	.0000	.0000
	WNW	.0001	.0000	.0000	.0000	.0000	.0000
	NW	.0001	.0003	.0001	.0005	.0000	.0000
	NNW	.0001	.0009	.0023	.0026	.0000	.0000

TABLE 10. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - October

OCTOBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0016	.0017	.0022	.0008	.0028	.0010
	NNE	.0023	.0037	.0064	.0035	.0008	.0002
	NE	.0034	.0075	.0130	.0079	.0001	.0001
	ENE	.0057	.0083	.0220	.0342	.0053	.0009
	E	.0116	.0140	.0378	.0770	.0206	.0040
	ESE	.0067	.0036	.0085	.0095	.0016	.0014
	SE	.0034	.0022	.0034	.0031	.0007	.0000
	SSE	.0020	.0002	.0000	.0008	.0003	.0000
	S	.0005	.0000	.0000	.0002	.0001	.0000
	SSW	.0001	.0000	.0004	.0002	.0000	.0000
	SW	.0008	.0001	.0003	.0000	.0000	.0000
	WSW	.0016	.0006	.0000	.0002	.0000	.0000
	W	.0007	.0009	.0005	.0002	.0000	.0000
	WNW	.0023	.0011	.0004	.0002	.0000	.0000
	NW	.0022	.0015	.0008	.0020	.0004	.0000
	NNW	.0013	.0010	.0023	.0056	.0026	.0003
E	N	.0007	.0014	.0012	.0000	.0000	.0000
	NNE	.0013	.0040	.0041	.0000	.0000	.0000
	NE	.0036	.0035	.0026	.0000	.0000	.0000
	ENE	.0045	.0072	.0103	.0000	.0000	.0000
	E	.0101	.0153	.0218	.0000	.0000	.0000
	ESE	.0061	.0053	.0035	.0000	.0000	.0000
	SE	.0027	.0003	.0006	.0000	.0000	.0000
	SSE	.0005	.0000	.0000	.0000	.0000	.0000
	S	.0002	.0000	.0000	.0000	.0000	.0000
	SSW	.0003	.0000	.0000	.0000	.0000	.0000
	SW	.0001	.0002	.0000	.0000	.0000	.0000
	WSW	.0008	.0000	.0000	.0000	.0000	.0000
	W	.0007	.0004	.0001	.0000	.0000	.0000
	WNW	.0008	.0005	.0009	.0000	.0000	.0000
	NW	.0007	.0012	.0005	.0000	.0000	.0000
	NNW	.0011	.0010	.0020	.0000	.0000	.0000
F + G	N	.0026	.0022	.0008	.0000	.0000	.0000
	NNE	.0063	.0037	.0032	.0000	.0000	.0000
	NE	.0111	.0083	.0021	.0000	.0000	.0000
	ENE	.0160	.0087	.0025	.0000	.0000	.0000
	E	.0472	.0213	.0036	.0000	.0000	.0000
	ESE	.0316	.0068	.0005	.0000	.0000	.0000
	SE	.0106	.0020	.0009	.0000	.0000	.0000
	SSE	.0034	.0002	.0000	.0000	.0000	.0000
	S	.0009	.0000	.0000	.0000	.0000	.0000
	SSW	.0005	.0000	.0000	.0000	.0000	.0000
	SW	.0010	.0000	.0000	.0000	.0000	.0000
	WSW	.0027	.0000	.0000	.0000	.0000	.0000
	W	.0022	.0004	.0006	.0000	.0000	.0000
	WNW	.0031	.0012	.0003	.0000	.0000	.0000
	NW	.0032	.0020	.0003	.0000	.0000	.0000
	NNW	.0034	.0014	.0005	.0000	.0000	.0000

TABLE 10. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - October

NOVEMBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0006	.0006	.0000	.0000	.0000	.0000
	NNE	.0003	.0007	.0000	.0000	.0000	.0000
	NE	.0007	.0009	.0000	.0000	.0000	.0000
	ENE	.0004	.0024	.0000	.0000	.0000	.0000
	E	.0010	.0008	.0000	.0000	.0000	.0000
	ESE	.0003	.0005	.0000	.0000	.0000	.0000
	SE	.0012	.0005	.0000	.0000	.0000	.0000
	SSE	.0003	.0004	.0000	.0000	.0000	.0000
	S	.0017	.0000	.0000	.0000	.0000	.0000
	SSW	.0003	.0000	.0000	.0000	.0000	.0000
	SW	.0010	.0002	.0000	.0000	.0000	.0000
	WSW	.0006	.0000	.0000	.0000	.0000	.0000
	W	.0000	.0000	.0000	.0000	.0000	.0000
	WNW	.0002	.0000	.0000	.0000	.0000	.0000
	NW	.0002	.0005	.0000	.0000	.0000	.0000
	NNW	.0002	.0001	.0000	.0000	.0000	.0000
B	N	.0002	.0011	.0029	.0000	.0000	.0000
	NNE	.0004	.0009	.0013	.0000	.0000	.0000
	NE	.0006	.0026	.0047	.0000	.0000	.0000
	ENE	.0014	.0047	.0074	.0000	.0000	.0000
	E	.0019	.0041	.0101	.0000	.0000	.0000
	ESE	.0010	.0016	.0059	.0000	.0000	.0000
	SE	.0007	.0027	.0061	.0000	.0000	.0000
	SSE	.0011	.0006	.0011	.0000	.0000	.0000
	S	.0008	.0009	.0001	.0000	.0000	.0000
	SSW	.0004	.0001	.0000	.0000	.0000	.0000
	SW	.0012	.0011	.0008	.0000	.0000	.0000
	WSW	.0000	.0013	.0008	.0000	.0000	.0000
	W	.0002	.0006	.0003	.0000	.0000	.0000
	WNW	.0002	.0009	.0011	.0000	.0000	.0000
	NW	.0001	.0013	.0019	.0000	.0000	.0000
	NNW	.0002	.0012	.0033	.0000	.0000	.0000
C	N	.0002	.0008	.0024	.0039	.0000	.0000
	NNE	.0008	.0019	.0043	.0018	.0000	.0000
	NE	.0007	.0022	.0047	.0051	.0000	.0000
	ENE	.0024	.0027	.0087	.0069	.0000	.0000
	E	.0030	.0042	.0145	.0188	.0000	.0000
	ESE	.0007	.0026	.0064	.0035	.0000	.0000
	SE	.0006	.0017	.0081	.0047	.0000	.0000
	SSE	.0006	.0000	.0010	.0011	.0000	.0000
	S	.0000	.0000	.0000	.0000	.0000	.0000
	SSW	.0002	.0000	.0000	.0000	.0000	.0000
	SW	.0014	.0002	.0010	.0000	.0000	.0000
	WSW	.0002	.0002	.0007	.0007	.0000	.0000
	W	.0000	.0000	.0002	.0000	.0000	.0000
	WNW	.0007	.0009	.0002	.0002	.0000	.0000
	NW	.0008	.0022	.0020	.0020	.0000	.0000
	NNW	.0000	.0008	.0026	.0060	.0000	.0000

TABLE 11. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - November

NOVEMBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0012	.0021	.0050	.0126	.0051	.0029
	NNE	.0031	.0062	.0058	.0105	.0021	.0011
	NE	.0061	.0118	.0100	.0045	.0005	.0000
	ENE	.0079	.0114	.0203	.0187	.0008	.0000
	E	.0096	.0150	.0393	.0850	.0104	.0011
	ESE	.0065	.0086	.0091	.0079	.0011	.0001
	SE	.0044	.0023	.0019	.0020	.0000	.0000
	SSE	.0016	.0000	.0002	.0002	.0000	.0000
	S	.0005	.0000	.0000	.0000	.0000	.0000
	SSW	.0011	.0002	.0000	.0000	.0000	.0000
	SW	.0005	.0005	.0005	.0000	.0000	.0000
	WSW	.0019	.0007	.0007	.0000	.0000	.0000
	W	.0018	.0012	.0006	.0000	.0000	.0000
	WNW	.0016	.0021	.0014	.0011	.0000	.0000
	NW	.0014	.0030	.0044	.0052	.0005	.0000
	NNW	.0014	.0028	.0065	.0113	.0019	.0007
E	N	.0011	.0023	.0029	.0000	.0000	.0000
	NNE	.0021	.0054	.0061	.0000	.0000	.0000
	NE	.0031	.0053	.0042	.0000	.0000	.0000
	ENE	.0041	.0082	.0053	.0000	.0000	.0000
	E	.0078	.0135	.0164	.0000	.0000	.0000
	ESE	.0039	.0053	.0030	.0000	.0000	.0000
	SE	.0031	.0008	.0000	.0000	.0000	.0000
	SSE	.0010	.0000	.0000	.0000	.0000	.0000
	S	.0003	.0000	.0000	.0000	.0000	.0000
	SSW	.0000	.0000	.0000	.0000	.0000	.0000
	SW	.0003	.0000	.0000	.0000	.0000	.0000
	WSW	.0002	.0003	.0002	.0000	.0000	.0000
	W	.0006	.0002	.0004	.0000	.0000	.0000
	WNW	.0011	.0006	.0003	.0000	.0000	.0000
	NW	.0014	.0021	.0017	.0000	.0000	.0000
	NNW	.0016	.0013	.0039	.0000	.0000	.0000
F + G	N	.0027	.0044	.0033	.0000	.0000	.0000
	NNE	.0085	.0064	.0039	.0000	.0000	.0000
	NE	.0118	.0105	.0021	.0000	.0000	.0000
	ENE	.0157	.0077	.0024	.0000	.0000	.0000
	E	.0294	.0195	.0060	.0000	.0000	.0000
	ESE	.0240	.0085	.0013	.0000	.0000	.0000
	SE	.0127	.0023	.0005	.0000	.0000	.0000
	SSE	.0020	.0001	.0000	.0000	.0000	.0000
	S	.0007	.0006	.0000	.0000	.0000	.0000
	SSW	.0006	.0004	.0000	.0000	.0000	.0000
	SW	.0011	.0003	.0002	.0000	.0000	.0000
	WSW	.0022	.0005	.0000	.0000	.0000	.0000
	W	.0022	.0005	.0000	.0000	.0000	.0000
	WNW	.0030	.0014	.0002	.0000	.0000	.0000
	NW	.0056	.0035	.0023	.0000	.0000	.0000
	NNW	.0025	.0059	.0019	.0000	.0000	.0000

TABLE 11. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - November

DECEMBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0000	.0000	.0000	.0000	.0000
	NNE	.0000	.0000	.0000	.0000	.0000	.0000
	NE	.0006	.0007	.0000	.0000	.0000	.0000
	ENE	.0016	.0002	.0000	.0000	.0000	.0000
	E	.0011	.0007	.0000	.0000	.0000	.0000
	ESE	.0007	.0002	.0000	.0000	.0000	.0000
	SE	.0003	.0005	.0000	.0000	.0000	.0000
	SSE	.0004	.0002	.0000	.0000	.0000	.0000
	S	.0007	.0000	.0000	.0000	.0000	.0000
	SSW	.0001	.0002	.0000	.0000	.0000	.0000
	SW	.0003	.0003	.0000	.0000	.0000	.0000
	WSW	.0002	.0000	.0000	.0000	.0000	.0000
	W	.0000	.0000	.0000	.0000	.0000	.0000
	WNW	.0000	.0004	.0000	.0000	.0000	.0000
	NW	.0003	.0001	.0000	.0000	.0000	.0000
	NNW	.0003	.0005	.0000	.0000	.0000	.0000
B	N	.0003	.0011	.0012	.0000	.0000	.0000
	NNE	.0003	.0010	.0010	.0000	.0000	.0000
	NE	.0014	.0014	.0016	.0000	.0000	.0000
	ENE	.0017	.0043	.0050	.0000	.0000	.0000
	E	.0010	.0079	.0150	.0000	.0000	.0000
	ESE	.0013	.0053	.0069	.0000	.0000	.0000
	SE	.0014	.0029	.0048	.0000	.0000	.0000
	SSE	.0004	.0008	.0014	.0000	.0000	.0000
	S	.0002	.0005	.0000	.0000	.0000	.0000
	SSW	.0005	.0002	.0000	.0000	.0000	.0000
	SW	.0003	.0003	.0009	.0000	.0000	.0000
	WSW	.0007	.0003	.0002	.0000	.0000	.0000
	W	.0004	.0006	.0000	.0000	.0000	.0000
	WNW	.0004	.0012	.0009	.0000	.0000	.0000
	NW	.0009	.0012	.0012	.0000	.0000	.0000
	NNW	.0009	.0008	.0014	.0000	.0000	.0000
C	N	.0002	.0005	.0008	.0039	.0000	.0000
	NNE	.0004	.0012	.0021	.0002	.0000	.0000
	NE	.0007	.0034	.0040	.0017	.0000	.0000
	ENE	.0010	.0023	.0057	.0060	.0000	.0000
	E	.0018	.0068	.0239	.0117	.0000	.0000
	ESE	.0013	.0025	.0096	.0036	.0000	.0000
	SE	.0020	.0013	.0098	.0102	.0000	.0000
	SSE	.0007	.0007	.0020	.0010	.0000	.0000
	S	.0001	.0003	.0000	.0000	.0000	.0000
	SSW	.0002	.0003	.0000	.0000	.0000	.0000
	SW	.0007	.0005	.0003	.0001	.0000	.0000
	WSW	.0008	.0005	.0008	.0006	.0000	.0000
	W	.0006	.0000	.0000	.0000	.0000	.0000
	WNW	.0008	.0010	.0010	.0000	.0000	.0000
	NW	.0004	.0006	.0038	.0020	.0000	.0000
	NNW	.0001	.0013	.0038	.0034	.0000	.0000

TABLE 12. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - December

DECEMBER

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0023	.0027	.0029	.0082	.0022	.0002
	NNE	.0029	.0032	.0044	.0074	.0005	.0002
	NE	.0054	.0069	.0077	.0044	.0001	.0003
	ENE	.0084	.0141	.0108	.0160	.0014	.0000
	E	.0071	.0170	.0401	.0457	.0030	.0016
	ESE	.0046	.0106	.0125	.0061	.0000	.0000
	SE	.0037	.0060	.0047	.0033	.0000	.0000
	SSE	.0025	.0008	.0006	.0000	.0000	.0000
	S	.0016	.0002	.0000	.0000	.0000	.0000
	SSW	.0011	.0000	.0000	.0000	.0000	.0000
	SW	.0004	.0001	.0005	.0000	.0000	.0000
	WSW	.0005	.0009	.0002	.0000	.0000	.0000
	W	.0007	.0002	.0003	.0000	.0000	.0000
	WNW	.0026	.0019	.0006	.0007	.0002	.0000
	NW	.0045	.0122	.0113	.0067	.0014	.0000
	NNW	.0018	.0053	.0156	.0141	.0027	.0000
E	N	.0008	.0003	.0025	.0000	.0000	.0000
	NNE	.0020	.0015	.0061	.0006	.0000	.0000
	NE	.0004	.0050	.0053	.0000	.0000	.0000
	ENE	.0008	.0061	.0087	.0000	.0000	.0000
	E	.0032	.0107	.0198	.0000	.0000	.0000
	ESE	.0058	.0065	.0030	.0000	.0000	.0000
	SE	.0022	.0033	.0005	.0000	.0000	.0000
	SSE	.0008	.0004	.0004	.0000	.0000	.0000
	S	.0003	.0000	.0000	.0000	.0000	.0000
	SSW	.0001	.0000	.0000	.0000	.0000	.0000
	SW	.0000	.0000	.0000	.0000	.0000	.0000
	WSW	.0001	.0000	.0000	.0000	.0000	.0000
	W	.0005	.0006	.0007	.0000	.0000	.0000
	WNW	.0005	.0000	.0011	.0000	.0000	.0000
	NW	.0012	.0035	.0027	.0000	.0000	.0000
	NNW	.0003	.0016	.0022	.0000	.0000	.0000
F + G	N	.0027	.0042	.0024	.0000	.0000	.0000
	NNE	.0065	.0078	.0049	.0000	.0000	.0000
	NE	.0101	.0122	.0050	.0000	.0000	.0000
	ENE	.0160	.0102	.0026	.0000	.0000	.0000
	E	.0294	.0262	.0082	.0000	.0000	.0000
	ESE	.0260	.0124	.0035	.0000	.0000	.0000
	SE	.0182	.0061	.0008	.0000	.0000	.0000
	SSE	.0037	.0004	.0000	.0000	.0000	.0000
	S	.0005	.0000	.0000	.0000	.0000	.0000
	SSW	.0009	.0004	.0000	.0000	.0000	.0000
	SW	.0023	.0003	.0000	.0000	.0000	.0000
	WSW	.0041	.0008	.0000	.0000	.0000	.0000
	W	.0033	.0013	.0002	.0000	.0000	.0000
	WNW	.0054	.0024	.0009	.0000	.0000	.0000
	NW	.0057	.0052	.0033	.0000	.0000	.0000
	NNW	.0039	.0045	.0019	.0000	.0000	.0000

TABLE 12. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - December

ANNUAL

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
A	N	.0000	.0001	.0000	.0000	.0000	.0000
	NNE	.0001	.0001	.0000	.0000	.0000	.0000
	NE	.0003	.0003	.0000	.0000	.0000	.0000
	ENE	.0005	.0007	.0001	.0000	.0000	.0000
	E	.0005	.0009	.0002	.0000	.0000	.0000
	ESE	.0006	.0011	.0002	.0000	.0000	.0000
	SE	.0014	.0017	.0003	.0000	.0000	.0000
	SSE	.0005	.0004	.0001	.0000	.0000	.0000
	S	.0007	.0002	.0000	.0000	.0000	.0000
	SSW	.0005	.0004	.0000	.0000	.0000	.0000
	SW	.0008	.0009	.0002	.0000	.0000	.0000
	WSW	.0009	.0013	.0003	.0000	.0000	.0000
	W	.0003	.0004	.0001	.0000	.0000	.0000
	WNW	.0002	.0001	.0000	.0000	.0000	.0000
	NW	.0001	.0001	.0000	.0000	.0000	.0000
	NNW	.0001	.0001	.0000	.0000	.0000	.0000
B	N	.0001	.0003	.0007	.0000	.0000	.0000
	NNE	.0001	.0005	.0007	.0000	.0000	.0000
	NE	.0004	.0009	.0011	.0000	.0000	.0000
	ENE	.0006	.0018	.0037	.0001	.0000	.0000
	E	.0008	.0028	.0081	.0003	.0000	.0000
	ESE	.0014	.0025	.0063	.0002	.0000	.0000
	SE	.0020	.0039	.0115	.0006	.0000	.0000
	SSE	.0008	.0008	.0015	.0001	.0000	.0000
	S	.0006	.0005	.0002	.0000	.0000	.0000
	SSW	.0006	.0007	.0011	.0000	.0000	.0000
	SW	.0013	.0019	.0032	.0002	.0000	.0000
	WSW	.0015	.0019	.0055	.0005	.0000	.0000
	W	.0006	.0007	.0017	.0002	.0000	.0000
	WNW	.0002	.0005	.0005	.0000	.0000	.0000
	NW	.0003	.0004	.0005	.0000	.0000	.0000
	NNW	.0002	.0003	.0008	.0000	.0000	.0000
C	N	.0001	.0004	.0008	.0011	.0000	.0000
	NNE	.0004	.0005	.0010	.0004	.0000	.0000
	NE	.0005	.0011	.0019	.0007	.0000	.0000
	ENE	.0009	.0016	.0048	.0030	.0000	.0000
	E	.0012	.0032	.0135	.0142	.0000	.0000
	ESE	.0021	.0028	.0084	.0055	.0000	.0000
	SE	.0024	.0037	.0112	.0119	.0000	.0000
	SSE	.0008	.0007	.0016	.0008	.0000	.0000
	S	.0006	.0004	.0003	.0002	.0000	.0000
	SSW	.0009	.0008	.0020	.0009	.0000	.0000
	SW	.0013	.0011	.0031	.0019	.0000	.0000
	WSW	.0015	.0014	.0032	.0044	.0000	.0000
	W	.0007	.0006	.0015	.0016	.0000	.0000
	WNW	.0005	.0004	.0007	.0005	.0000	.0000
	NW	.0005	.0005	.0010	.0006	.0000	.0000
	NNW	.0002	.0005	.0012	.0015	.0000	.0000

TABLE 13. Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - Annual)
(Note : sum total of all entries is close to 1)

ANNUAL

STABILITY CLASS	WIND DIRECTION/SPEED	0 - 1.5	2.0 - 3.0	3.5 - 5.0	5.5 - 8.0	8.5 - 11.0	=> 11.0 (M/S)
D	N	.0014	.0012	.0015	.0032	.0009	.0004
	NNE	.0019	.0026	.0028	.0024	.0003	.0001
	NE	.0033	.0058	.0066	.0031	.0003	.0002
	ENE	.0057	.0087	.0142	.0239	.0047	.0009
	E	.0106	.0155	.0464	.0783	.0138	.0023
	ESE	.0147	.0141	.0244	.0203	.0019	.0007
	SE	.0135	.0096	.0124	.0066	.0004	.0003
	SSE	.0039	.0023	.0016	.0008	.0002	.0001
	S	.0024	.0011	.0013	.0010	.0002	.0001
	SSW	.0027	.0021	.0031	.0027	.0002	.0001
	SW	.0043	.0029	.0050	.0039	.0006	.0001
	WSW	.0057	.0032	.0056	.0065	.0009	.0001
	W	.0033	.0020	.0035	.0027	.0006	.0001
	WNW	.0036	.0020	.0030	.0017	.0004	.0002
	NW	.0034	.0042	.0060	.0036	.0005	.0001
	NNW	.0022	.0029	.0051	.0057	.0010	.0001
E	N	.0004	.0006	.0008	.0000	.0000	.0000
	NNE	.0007	.0012	.0019	.0000	.0000	.0000
	NE	.0016	.0021	.0016	.0000	.0000	.0000
	ENE	.0027	.0037	.0041	.0000	.0000	.0000
	E	.0066	.0097	.0118	.0000	.0000	.0000
	ESE	.0095	.0071	.0041	.0000	.0000	.0000
	SE	.0075	.0038	.0018	.0000	.0000	.0000
	SSE	.0018	.0007	.0003	.0000	.0000	.0000
	S	.0020	.0010	.0004	.0000	.0000	.0000
	SSW	.0020	.0020	.0009	.0000	.0000	.0000
	SW	.0026	.0028	.0014	.0000	.0000	.0000
	WSW	.0031	.0025	.0027	.0000	.0000	.0000
	W	.0017	.0009	.0014	.0000	.0000	.0000
	WNW	.0012	.0007	.0011	.0000	.0000	.0000
	NW	.0011	.0012	.0009	.0000	.0000	.0000
	NNW	.0008	.0008	.0009	.0000	.0000	.0000
F + G	N	.0010	.0013	.0006	.0000	.0000	.0000
	NNE	.0024	.0020	.0012	.0000	.0000	.0000
	NE	.0041	.0035	.0010	.0000	.0000	.0000
	ENE	.0065	.0036	.0012	.0000	.0000	.0000
	E	.0164	.0095	.0030	.0000	.0000	.0000
	ESE	.0179	.0052	.0010	.0000	.0000	.0000
	SE	.0126	.0027	.0005	.0000	.0000	.0000
	SSE	.0031	.0005	.0000	.0000	.0000	.0000
	S	.0023	.0001	.0000	.0000	.0000	.0000
	SSW	.0023	.0004	.0000	.0000	.0000	.0000
	SW	.0034	.0005	.0000	.0000	.0000	.0000
	WSW	.0055	.0011	.0001	.0000	.0000	.0000
	W	.0030	.0008	.0002	.0000	.0000	.0000
	WNW	.0025	.0009	.0005	.0000	.0000	.0000
	NW	.0027	.0016	.0006	.0000	.0000	.0000
	NNW	.0016	.0014	.0005	.0000	.0000	.0000

TABLE 13. (cont'd) Joint frequency distribution of atmospheric stability class for each wind direction and speed class at Hong Kong International Airport (1979-1984) - Annual
(Note : sum total of all entries is close to 1)

TABLE 14. PERCENTAGE FREQUENCY DISTRIBUTION OF ATMOSPHERIC STABILITY FOR HONG KONG INTERNATIONAL AIRPORT (1979-1984)

Stability / Month	A	B	C	D	E	F+G
Jan	0.7	6.8	13.7	46.8	13.0	19.0
Feb	0.6	3.4	10.9	67.1	9.4	8.6
Mar	0.3	3.4	10.9	70.9	9.7	4.8
Apr	1.0	6.1	12.1	61.7	12.4	6.7
May	1.5	7.2	15.4	50.9	15.3	9.7
Jun	1.7	9.5	17.5	41.0	17.7	12.6
Jul	3.8	12.1	16.5	31.0	18.1	18.5
Aug	3.2	12.1	15.7	34.1	18.5	16.4
Sep	3.1	9.9	14.1	38.3	15.3	19.3
Oct	2.8	10.2	14.1	35.0	13.3	24.6
Nov	1.7	8.4	14.2	36.7	14.1	24.9
Dec	1.1	8.2	14.7	33.7	14.0	28.3
Year	1.8	8.1	14.2	45.5	14.2	16.2