

Appendix 5.3.5-6 GFS - Aviation Record and Information.txt
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----- Forwarded by Dai EVANS/GFS/HKSARG on 03/09/2012 12:24 -----

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03/09/2012 12:00

To

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Subject

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Fw: Expansion of Hong Kong International Airport into a
Three-Runway System Request for GFS Aviation Record
and Information

Dear Mr Lo,

Please find the EXCEL file with total number of movements for each aircraft type,
divide the numbers by
2 to get the number of flights.

I attach the raw data that we hold on the flights and you will understand the
enormity of the task that you
have requested, if you wish to work out the details from that date, please go
ahead.

The routes are the possible combinations and we do not hold any definite
information on what routes are
used, sometimes 2 or more are attempted due to bad weather. An estimate is the
best that I can give:

Fixed wing
will always use the runway in use.

Helicopters	
Silvermine pass	70%
North Lantau Highway	15%
West Lantau	10%
Others	5%

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FUTURE USE

The flying hours will I suspect remain roughly the same but as about 40% of our
task is emergency
response, this is a pure estimate. Our CASEVAC rate for example has increased by
a substantial
percentage over the last 4 years but I cannot predict the future.

The future fixed wing aircraft will be the Bombardier Challenger 605 with General
Electric CF 34-3B
engines, I would expect the hours flown to be similar to the J41 that it will
replace starting in late 2013.

The Zlin will probably be replaced by a Diamond DA42NG with 2 x Austro Engine
A300, with a higher
hours usage but both will be used simultaneously initially.

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The helicopter fleet will probably be replaced in the next 5 years but I have no indication of type.

You may also be aware that there is a study by your company to move the helicopters from the present location to another location in Hong Kong.

I hope that I have given you enough information to keep you occupied.

The detailed raw information included in this email is sensitive and should not be disseminated to any outside party without agreement by myself or any of the Chief Pilots at GFS.

Regards

Dai Evans

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