

Head 166 — GOVERNMENT FLYING SERVICE

Controlling officer: the Controller, Government Flying Service will account for expenditure under this Head.

Estimate 2015–16	\$583.3m
Establishment ceiling 2015–16 (notional annual mid-point salary value) representing an estimated 225 non-directorate posts as at 31 March 2015 rising by one post to 226 posts as at 31 March 2016	\$133.0m
In addition, there will be an estimated four directorate posts as at 31 March 2015 and as at 31 March 2016.	
Commitment balance	\$2,400.2m

Controlling Officer's Report

Programme

Government Flying Service

This programme contributes to Policy Area 9: Internal Security (Secretary for Security).

Detail

	2013–14 (Actual)	2014–15 (Original)	2014–15 (Revised)	2015–16 (Estimate)
Financial provision (\$m)	312.2	367.3	360.5 (–1.9%)	583.3 (+61.8%)
				(or +58.8% on 2014–15 Original)

Aim

2 The aim is to provide a safe, efficient and cost-effective flying service to support the work of various departments and agencies of the Government, and to provide a 24-hour coverage of search and rescue (SAR) as well as air ambulance services.

Brief Description

3 The Government Flying Service (GFS) operates four fixed-wing aircraft and seven helicopters providing a wide range of flying services. The GFS's major tasks are to:

- carry out SAR both over land and at sea,
- provide emergency air medical service,
- support the Hong Kong Police Force and other disciplined services in carrying out their law enforcement duties and training for such duties,
- assist in fighting fires and in responding to any other emergencies which threaten life or property,
- carry out photography for aerial surveys, and
- carry such persons as the Secretary for Security may authorise as passengers.

4 The key performance measures are:

Targets

	Target	2013 (Actual)	2014 (Actual)	2015 (Plan)
<i>Air ambulance service</i> #				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations within Island Zone^ within 20 minutes (%)¶	90	87	87	90
outside Island Zone^ within 30 minutes (%)¶	90	N.A.	N.A.	90
on-scene time for call-outs for Type B Casevac within 120 minutes (%)	100	100	99	100

Head 166 — GOVERNMENT FLYING SERVICE

	Target	2013 (Actual)	2014 (Actual)	2015 (Plan)
<i>SAR</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%).....	90	96	96	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	78	76	90
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	100	100	90
on-scene time for offshore SAR				
call-outs				
between 0700 and 2159 hours				
less than 50 nm (92.5 km)				
from GFS				
Headquarters (HQ)				
within 60 minutes (%).....	90	N.A.	100	90
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
60 minutes plus an				
extra 30 minutes per				
50 nm (%).....	90	100	N.A.	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
120 minutes (%).....	90	100	100	90
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
120 minutes plus an				
extra 30 minutes per				
50 nm (%).....	90	N.A.	N.A.	90
fixed-wing aircraft				
on-scene time for SAR call-outs				
between 0700 and 2159 hours				
less than 50 nm				
(92.5 km) from				
GFS HQ within				
50 minutes (%).....	90	100	100	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
65 minutes (%).....	90	100	100	90
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%).....	90	80	78	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	100	N.A.	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%).....	90	100	N.A.	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an extra				
15 minutes per				
50 nm (%).....	90	100	80	90

Head 166 — GOVERNMENT FLYING SERVICE

	Target	2013 (Actual)	2014 (Actual)	2015 (Plan)
<i>Law enforcement</i>				
on-scene time for call-outs within Island Zone [^]				
within 20 minutes where additional crew or specialised equipment not required (%)¶ [¶]	90	99	100	90
within 80 minutes where additional crew or specialised equipment required (%)	90	N.A.	100	90
on-scene time for call-outs outside Island Zone [^]				
within 30 minutes where additional crew or specialised equipment not required (%)¶ [¶]	90	76	80	90
within 90 minutes where additional crew or specialised equipment required (%)	90	N.A.	N.A.	90
<i>Fire fighting</i>				
on-scene time for call-outs for water bombing				
within 40 minutes (%)	85	65‡	74	85
on-scene time for call-outs for trooping				
within 40 minutes where additional crew or specialised equipment not required (%)	85	50 ^γ	100	85
within 100 minutes where additional crew or specialised equipment required (%)	85	N.A.	N.A.	85
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%)	100	100	100	100

The different types of casualty evacuation are denoted as follows: Type A+ Casevac - casualty evacuation involving life-threatening cases; Type A Casevac - casualty evacuation involving emergency medical conditions which are not life-threatening; and Type B Casevac - casualty evacuation involving lesser emergency.

[^] Island Zone includes Hong Kong Island, Cheung Chau, Hei Ling Chau, Lamma Island, Lantau Island, Peng Chau and Soko Islands.

¶ Or a later time specified by the tasking agent.

‡ Delay was recorded in 15 out of 43 cases due to engagement of crew in an earlier operation, lead time required for refuelling, awaiting take-off clearance from Air Traffic Control, aircraft unserviceability, etc.

^γ Delay was recorded in one out of two cases due to the additional time required for clarifying the call-out information.

Head 166 — GOVERNMENT FLYING SERVICE

Indicators

	2013 (Actual)	2014 (Actual)	2015 (Estimate)
total flying hours			
fixed-wing	1 385	1 325	1 111
helicopter	4 887	5 165	5 095
casualty evacuation			
flying hours	1 317	1 270	1 300
casualties evacuated	2 040	1 968	— ^β
call-outs responded to (%)	100	100	100
search (fixed-wing)			
flying hours	90	146	100
call-outs responded to (%)	100	100	100
rescue (helicopter)			
flying hours	477	541	570
persons rescued	398	481	— ^β
call-outs responded to (%)	100	100	100
law enforcement			
flying hours	210	211	220
call-outs responded to (%)	100	100	100
fire fighting			
flying hours	130	127	130
call-outs responded to (%)	100	100	100
other tasks for government departments			
flying hours	1 388	1 325	1 200
call-outs responded to (%)	100	100	100
passengers	9 172	8 409	8 000
training			
fixed-wing flying hours	846	734	592
helicopter flying hours	1 622	1 923	1 900
miscellaneous			
fixed-wing flying hours	23	23	24
helicopter flying hours	169	190	170
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$)	12,500	15,180	15,180
ZLIN 242L (\$)	4,900	6,940	6,940
DA42NG (\$)	3,510	12,170	12,170
helicopter			
AS-332 L2 Super Puma (\$)	35,950	35,270	35,270
EC 155B1 (\$)	23,860	23,890	23,890

β Not possible to estimate.

Matters Requiring Special Attention in 2015–16

5 During 2015–16, the GFS will continue to strengthen its capabilities to better serve the community and support other disciplined services in carrying out their law enforcement duties and training.

Head 166 — GOVERNMENT FLYING SERVICE

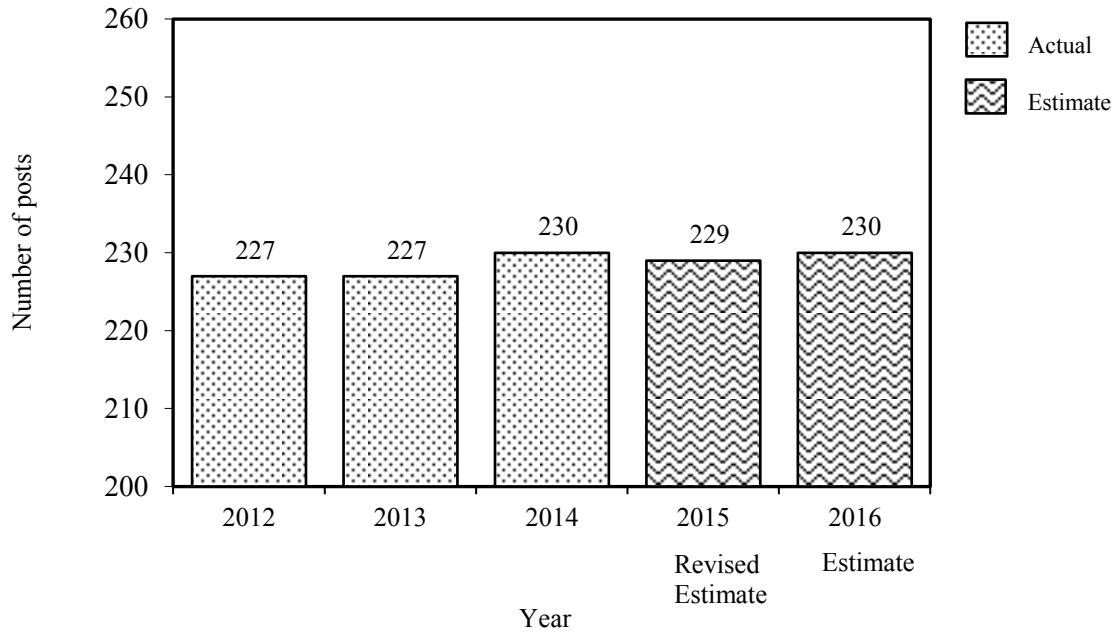
ANALYSIS OF FINANCIAL PROVISION

Programme	2013–14 (Actual) (\$m)	2014–15 (Original) (\$m)	2014–15 (Revised) (\$m)	2015–16 (Estimate) (\$m)
Government Flying Service	312.2	367.3	360.5 (–1.9%)	583.3 (+61.8%)
				(or +58.8% on 2014–15 Original)

Analysis of Financial and Staffing Provision

Provision for 2015–16 is \$222.8 million (61.8%) higher than the revised estimate for 2014–15. This is mainly due to the increased cash flow requirement for the replacement of fixed-wing aircraft and the procurement of helicopters, and creation of one post.

*Changes in the size of the establishment
(as at 31 March)*



Head 166 — GOVERNMENT FLYING SERVICE

Sub-head (Code)		Actual expenditure 2013–14	Approved estimate 2014–15	Revised estimate 2014–15	Estimate 2015–16
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses	222,204	227,890	228,505	241,069
200	Insurance of aircraft	681	700	584	650
	Total, Recurrent	222,885	228,590	229,089	241,719
	Total, Operating Account	222,885	228,590	229,089	241,719
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	1,180	7,500	220	210,344
631	Aircraft components, component overhaul and safety equipment (block vote)	88,123	131,190	131,190	131,190
	Total, Plant, Equipment and Works	89,303	138,690	131,410	341,534
	Total, Capital Account	89,303	138,690	131,410	341,534
	Total Expenditure	312,188	367,280	360,499	583,253

Head 166 — GOVERNMENT FLYING SERVICE

Details of Expenditure by Subhead

The estimate of the amount required in 2015–16 for the salaries and expenses of the Government Flying Service (GFS) is \$583,253,000. This represents an increase of \$222,754,000 over the revised estimate for 2014–15 and of \$271,065,000 over the actual expenditure in 2013–14.

Operating Account

Recurrent

2 Provision of \$241,069,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the GFS. The increase of \$12,564,000 (5.5%) over the revised estimate for 2014–15 is mainly due to the full-year effect of vacancies filled in 2014–15, filling of vacancies in 2015–16 and increased requirement for operating expenses.

3 The establishment as at 31 March 2015 will be 229 posts. It is expected that there will be an increase of one post in 2015–16. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2015–16, but the notional annual mid-point salary value of all such posts must not exceed \$133,028,000.

4 An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2013–14 (Actual) (\$'000)	2014–15 (Original) (\$'000)	2014–15 (Revised) (\$'000)	2015–16 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	123,368	126,400	131,366	133,420
- Allowances.....	1,273	1,410	1,484	1,892
- Job-related allowances.....	105	129	127	129
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	285	467	466	563
- Civil Service Provident Fund contribution.....	3,112	3,578	3,898	4,555
Departmental Expenses				
- Fuel and lubricating oil.....	27,860	31,505	29,000	27,972
- General departmental expenses.....	52,711	46,254	46,999	54,232
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	9	10	10	11
- Pay and allowances for the auxiliary services.....	610	650	750	850
- Training expenses for the Government Flying Service.....	12,871	17,487	14,405	17,445
	222,204	227,890	228,505	241,069

5 Provision of \$650,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$66,000 (11.3%) over the revised estimate for 2014–15 is mainly due to the additional insurance premium requirement arising from the anticipated delivery of two new fixed-wing aircraft in the year while the existing aircraft are still in use during the transitional period.

Capital Account

Plant, Equipment and Works

6 Provision of \$131,190,000 under *Subhead 631 Aircraft components, component overhaul and safety equipment (block vote)* is for acquiring and overhauling aircraft engines and avionics, as well as safety and rescue equipment.

Head 166 — GOVERNMENT FLYING SERVICE

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2014	Revised estimated expenditure for 2014–15	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	821	Procurement of seven helicopters and the associated mission equipment.....	2,187,500	—	—	2,187,500
	869	Replacement of two fixed-wing aircraft and the associated mission equipment	776,000	563,093	220	212,687
		Total	<u>2,963,500</u>	<u>563,093</u>	<u>220</u>	<u>2,400,187</u>