

## Head 166 — GOVERNMENT FLYING SERVICE

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

<b>Estimate 2013–14</b> .....	<b>\$515.8m</b>
<b>Establishment ceiling 2013–14</b> (notional annual mid-point salary value) representing an estimated 232 non-directorate posts as at 31 March 2013 and as at 31 March 2014 .....	<b>\$125.3m</b>
In addition, there will be an estimated four directorate posts as at 31 March 2013 and as at 31 March 2014.	
<b>Commitment balance</b> .....	<b>\$204.0m</b>

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	2011–12 (Actual)	2012–13 (Original)	2012–13 (Revised)	2013–14 (Estimate)
Financial provision (\$m)	530.2	686.5	634.4 (–7.6%)	<b>515.8</b> (–18.7%)
				(or –24.9% on 2012–13 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 three 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	2011 (Actual)	2012 (Actual)	2013 (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	89	86	<b>90</b>
outside Island Zone^ within 30 minutes (%)¶.....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs for Type B Casevac within 120 minutes (%).....	100	100	99	<b>100</b>

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	Target	2011 (Actual)	2012 (Actual)	2013 (Plan)
<i>SAR</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%).....	90	96	95	<b>90</b>
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	67‡	79	<b>90</b>
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	100	100	<b>90</b>
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	100	100	<b>90</b>
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
60 minutes plus an				
extra 30 minutes per				
50 nm (%).....	90	N.A.	N.A.	<b>90</b>
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
120 minutes (%).....	90	100	N.A.	<b>90</b>
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
120 minutes plus an				
extra 30 minutes per				
50 nm (%).....	90	50γ	N.A.	<b>90</b>
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	<b>90</b>
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
65 minutes (%).....	90	100	100	<b>90</b>
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%).....	90	100	86	<b>90</b>
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	100	100	<b>90</b>
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%).....	90	100	100	<b>90</b>

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	Target	2011 (Actual)	2012 (Actual)	2013 (Plan)
beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%) .....	90	100	100	<b>90</b>
<i>Law enforcement</i>				
on-scene time for call-outs within Island Zone <sup>^</sup> within 20 minutes where additional crew or specialised equipment not required (%)¶ .....	90	100	100	<b>90</b>
within 80 minutes where additional crew or specialised equipment required (%) .....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs outside Island Zone <sup>^</sup> within 30 minutes where additional crew or specialised equipment not required (%)¶ .....	90	73 <sup>Ψ</sup>	83	<b>90</b>
within 90 minutes where additional crew or specialised equipment required (%) .....	90	N.A.	N.A.	<b>90</b>
<i>Fire fighting</i>				
on-scene time for call-outs for water bombing within 40 minutes (%) .....	85	72 <sup>Ω</sup>	76	<b>85</b>
on-scene time for call-outs for trooping within 40 minutes where additional crew or specialised equipment not required (%) .....	85	100	N.A.	<b>85</b>
within 100 minutes where additional crew or specialised equipment required (%) .....	85	N.A.	N.A.	<b>85</b>
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%) .....	100	100	100	<b>100</b>

# 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.

<sup>^</sup> 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 three out of nine cases due to aircraft unserviceability, additional time required for pre-flight planning or lead time required for refuelling.

γ Delay was recorded in one out of two cases due to the lead time required for arrival of Ambulance Officer.

Ψ Delay was recorded in three out of 11 cases due to the additional time required for pre-flight planning or lead time required for refuelling or installation of equipment.

Ω Delay was recorded in 26 out of 92 cases due to aircraft unserviceability, lead time required for installation of equipment, additional time required for pre-flight planning or flying, etc.

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### *Indicators*

	2011 (Actual)	2012 (Actual)	2013 (Estimate)
total flying hours			
fixed-wing .....	1274	1093	<b>1420</b>
helicopter .....	4925	4928	<b>5115</b>
casualty evacuation			
flying hours .....	1100	1236	<b>1320</b>
casualties evacuated .....	1682	1871	— <sup>β</sup>
call-outs responded to (%) .....	100	100	<b>100</b>
search (fixed-wing)			
flying hours .....	103	90	<b>100</b>
call-outs responded to (%) .....	100	100	<b>100</b>
rescue (helicopter)			
flying hours .....	385	502	<b>445</b>
persons rescued .....	327	421	— <sup>β</sup>
call-outs responded to (%) .....	100	100	<b>100</b>
law enforcement			
flying hours .....	232	185	<b>200</b>
call-outs responded to (%) .....	100	100	<b>100</b>
fire fighting			
flying hours .....	212	94	<b>200</b>
call-outs responded to (%) .....	100	100	<b>100</b>
other tasks for government departments			
flying hours .....	1374	1344	<b>1350</b>
call-outs responded to (%) .....	100	100	<b>100</b>
passengers .....	9872	9909	<b>9900</b>
training			
fixed-wing flying hours .....	715	597	<b>1010</b>
helicopter flying hours .....	1866	1780	<b>1700</b>
miscellaneous			
fixed-wing flying hours .....	30	23	<b>30</b>
helicopter flying hours .....	182	170	<b>180</b>
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$) .....	14,260	12,670	<b>12,670</b>
ZLIN 242L (\$) .....	7,245	6,010	<b>6,010</b>
helicopter			
AS-332 L2 Super Puma (\$) .....	30,225	31,200	<b>31,200</b>
EC 155B1 (\$) .....	18,190	19,740	<b>19,740</b>

β Not possible to estimate.

### *Matters Requiring Special Attention in 2013–14*

5 During 2013–14, 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.

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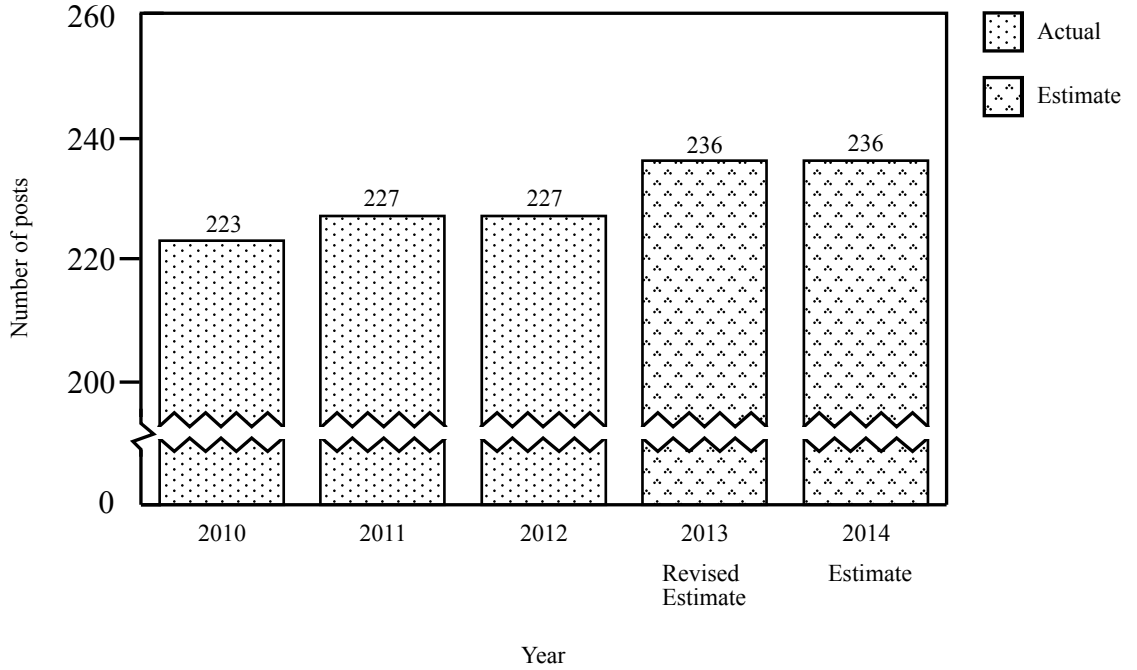
### ANALYSIS OF FINANCIAL PROVISION

<b>Programme</b>	2011–12 (Actual) (\$m)	2012–13 (Original) (\$m)	2012–13 (Revised) (\$m)	<b>2013–14 (Estimate) (\$m)</b>
Government Flying Service.....	530.2	686.5	634.4 (-7.6%)	<b>515.8 (-18.7%)</b>
				<b>(or -24.9% on 2012–13 Original)</b>

#### **Analysis of Financial and Staffing Provision**

Provision for 2013–14 is \$118.6 million (18.7%) lower than the revised estimate for 2012–13. This is mainly due to the decreased cash flow requirement for the procurement and replacement of fixed-wing aircraft and the decreased aircraft maintenance cost, partly offset by the full-year effect of vacancies filled in 2012–13.

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



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Sub-head (Code)	Actual expenditure 2011–12	Approved estimate 2012–13	Revised estimate 2012–13	Estimate 2013–14	
	\$'000	\$'000	\$'000	\$'000	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	190,249	213,302	200,402	<b>232,987</b>
200	Insurance of aircraft .....	690	750	700	<b>700</b>
	Total, Recurrent .....	190,939	214,052	201,102	<b>233,687</b>
	Total, Operating Account.....	190,939	214,052	201,102	<b>233,687</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment .....	261,976	349,467	317,810	<b>204,024</b>
631	Aircraft components, component overhaul and safety equipment (block vote).....	77,279	122,990	114,990	<b>78,124</b>
	Minor plant, vehicles and equipment (block vote).....	—	—	485	—
	Total, Plant, Equipment and Works .....	339,255	472,457	433,285	<b>282,148</b>
	Total, Capital Account.....	339,255	472,457	433,285	<b>282,148</b>
	Total Expenditure .....	530,194	686,509	634,387	<b>515,835</b>

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### Details of Expenditure by Subhead

The estimate of the amount required in 2013–14 for the salaries and expenses of the Government Flying Service is \$515,835,000. This represents a decrease of \$118,552,000 against the revised estimate for 2012–13 and of \$14,359,000 against the actual expenditure in 2011–12.

#### Operating Account

##### Recurrent

**2** Provision of \$232,987,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$32,585,000 (16.3%) over the revised estimate for 2012–13 is mainly due to the full-year effect of vacancies filled in 2012–13, filling of vacancies in 2013–14 and increased requirement for operating expenses.

**3** The establishment as at 31 March 2013 will be 236 permanent posts. No change in establishment is expected in 2013–14. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2013–14, but the notional annual mid-point salary value of all such posts must not exceed \$125,261,000.

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

	2011–12 (Actual) (\$'000)	2012–13 (Original) (\$'000)	2012–13 (Revised) (\$'000)	<b>2013–14 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	110,642	115,625	116,850	<b>124,443</b>
- Allowances .....	2,200	2,765	2,672	<b>1,423</b>
- Job-related allowances.....	141	149	148	<b>146</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	270	290	247	<b>366</b>
- Civil Service Provident Fund contribution .....	1,982	2,538	2,602	<b>3,299</b>
Departmental Expenses				
- Fuel and lubricating oil.....	22,866	26,342	26,342	<b>32,498</b>
- General departmental expenses .....	36,817	48,852	39,082	<b>54,443</b>
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	10	10	10	<b>10</b>
- Pay and allowances for the auxiliary services.....	576	850	630	<b>850</b>
- Training expenses for the Government Flying Service .....	14,745	15,881	11,819	<b>15,509</b>
	190,249	213,302	200,402	<b>232,987</b>

**5** Provision of \$700,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

#### Capital Account

##### Plant, Equipment and Works

**6** Provision of \$78,124,000 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. The decrease of \$36,866,000 (32.1%) against the revised estimate for 2012–13 is mainly due to the reduced requirement for major aircraft components which are due for overhaul or repair in 2013–14 and the completion of repair of one of the Super Puma helicopters in 2012–13.



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### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2012	Revised estimated expenditure for 2012–13	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
824		Procurement of a light twin piston engine fixed-wing aircraft .....	7,810	—	7,810	—
869		Replacement of two fixed-wing aircraft and the associated mission equipment.....	776,000	261,976	310,000	204,024
		Total .....	<u>783,810</u>	<u>261,976</u>	<u>317,810</u>	<u>204,024</u>