

## Head 166 — GOVERNMENT FLYING SERVICE

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

**Estimate 2017–18** ..... **\$776.3m**

**Establishment ceiling 2017–18** (notional annual mid-point salary value) representing an estimated 257 non-directorate posts as at 31 March 2017 rising by 31 posts to 288 posts as at 31 March 2018..... **\$187.0m**

In addition, there will be an estimated five directorate posts as at 31 March 2017 and as at 31 March 2018.

**Commitment balance**..... **\$1,584.4m**

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	2015–16 (Actual)	2016–17 (Original)	2016–17 (Revised)	2017–18 (Estimate)
Financial provision (\$m)	1,023.0	577.6	535.8 (–7.2%)	776.3 (+44.9%)
				(or +34.4% on 2016–17 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	2015 (Actual)	2016 (Actual)	2017 (Plan)
<i>Air ambulance service</i> <sup>δ</sup>				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations#				
within Island Zone^ within 20 minutes (%)¶.....	90	88	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	100	100

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	Target	2015 (Actual)	2016 (Actual)	2017 (Plan)
<i>SAR</i> δ				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%).....	90	97	97	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%) .....	90	92	96	90
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	N.A.	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	100	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	N.A.	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	100	100	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	88	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	100	71Ω	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%) .....	90	N.A.	100	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%) .....	90	N.A.	N.A.	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an extra				
15 minutes per				
50 nm (%).....	90	67@	N.A.	90

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	Target	2015 (Actual)	2016 (Actual)	2017 (Plan)
<i>Law enforcement</i> <sup>δ</sup>				
on-scene time for call-outs within Island Zone <sup>Λ</sup>				
within 20 minutes where additional crew or specialised equipment not required (%) <sup>¶</sup> .....	90	99	90	<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>Λ</sup>				
within 30 minutes where additional crew or specialised equipment not required (%) <sup>¶</sup> .....	90	100	87	<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 <sup>Ψ</sup>				
within 40 minutes (%) .....	85	67§	62Δ	<b>85</b>
on-scene time for call-outs for trooping <sup>Ψ</sup>				
within 40 minutes where additional crew or specialised equipment not required (%) .....	85	N.A.	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>

δ Cases where aircrew were unavailable for deployment due to engagement of crew in an earlier operation were not included in this set of statistics. They include seven Casevac, three SAR and one law enforcement cases.

# The different types of casualty evacuation are denoted as follows: Type A+ Casevac - casualty evacuation involving immediate life-threatening or limb-threatening cases; Type A Casevac - casualty evacuation involving emergency medical conditions other than immediate life-threatening and limb-threatening; and Type B Casevac - casualty evacuation for patients in emergency medical conditions with potential risks of deterioration and requiring definitive treatment as soon as possible.

Λ 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.

Ω Out-of-pledge was recorded in two out of seven cases due to inclement weather and lead time required for refuelling.

@ Out-of-pledge was recorded in one out of three cases due to inclement weather.

Ψ Fire-fighting operations are carried out between 0700 hours and 30 minutes before sunset.

§ Out-of-pledge was recorded in 13 out of 39 cases due to inclement weather, the need to wait for take-off clearance from Air Traffic Control, aircraft unserviceability, extreme range, lead time required for crew deployment, installation of equipment and refuelling, etc.

Δ Out-of-pledge was recorded in eight out of 21 cases due to aircraft or equipment unserviceability, extreme range, lead time required for crew deployment, etc.

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### *Indicators*

	2015 (Actual)	2016 (Actual)	2017 (Estimate)
total flying hours			
fixed-wing .....	1 677	1 657	<b>1 658</b>
helicopter .....	4 860	4 651	<b>5 137</b>
casualty evacuation			
flying hours .....	1 103	1 042	<b>1 050</b>
casualties evacuated .....	1 693	1 555	— <sup>β</sup>
no. of flights .....	1 783	1 678	<b>1 660</b>
search (fixed-wing)			
flying hours .....	284	83	<b>100</b>
no. of flights .....	69	29	<b>26</b>
rescue (helicopter)			
flying hours .....	629	616	<b>630</b>
persons rescued .....	515	476	— <sup>β</sup>
no. of flights .....	662	643	<b>650</b>
law enforcement			
flying hours .....	243	168	<b>140</b>
no. of flights .....	141	118	<b>85</b>
fire fighting			
flying hours .....	90	84	<b>90</b>
no. of flights .....	65	54	<b>60</b>
other tasks for government departments			
flying hours .....	1 237	1 693	<b>1 600</b>
passengers .....	8 574	8 289	<b>8 000</b>
no. of flights .....	1 524	1 850	<b>1 860</b>
training			
fixed-wing flying hours .....	979	1 096	<b>1 010</b>
helicopter flying hours .....	1 759	1 269	<b>2 000</b>
miscellaneous			
fixed-wing flying hours .....	26	29	<b>25</b>
helicopter flying hours .....	189	154	<b>150</b>
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$) .....	14,080	11,550	<b>N.A.φ</b>
ZLIN 242L (\$) .....	N.A.μ	N.A.μ	<b>N.A.μ</b>
DA42NG (\$) .....	10,540	15,150	<b>15,150</b>
CL 605 (\$) .....	N.A.θ	12,890	<b>12,890</b>
helicopter			
AS-332 L2 Super Puma (\$) .....	33,030	45,020	<b>45,020</b>
EC 155B1 (\$) .....	21,520	14,260	<b>14,260</b>

β Not possible to estimate.

φ The two fixed-wing aircraft retired from service in mid-2016.

μ This training aircraft is under maintenance.

θ The two new fixed-wing aircraft came into full operation in mid-2016.

### *Matters Requiring Special Attention in 2017–18*

5 During 2017–18, 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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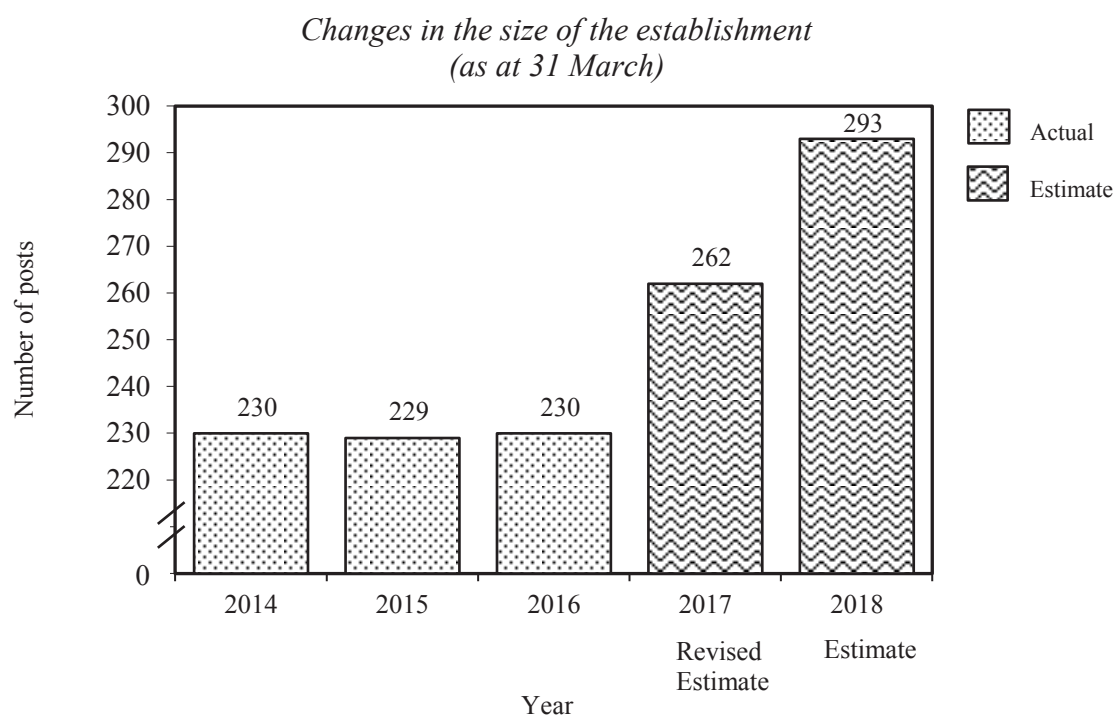
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### ANALYSIS OF FINANCIAL PROVISION

Programme	2015–16 (Actual) (\$m)	2016–17 (Original) (\$m)	2016–17 (Revised) (\$m)	2017–18 (Estimate) (\$m)
Government Flying Service .....	1,023.0	577.6	535.8 (–7.2%)	776.3 (+44.9%)
				(or +34.4% on 2016–17 Original)

### Analysis of Financial and Staffing Provision

Provision for 2017–18 is \$240.5 million (44.9%) higher than the revised estimate for 2016–17. This is mainly due to the increased cash flow requirement for the procurement of helicopters and the increase of 31 posts for meeting operational needs.



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Sub-head (Code)		Actual expenditure 2015–16	Approved estimate 2016–17	Revised estimate 2016–17	Estimate 2017–18
		\$'000	\$'000	\$'000	\$'000
<b>Operating Account</b>					
	Recurrent				
000	Operational expenses .....	228,493	274,934	270,973	318,647
200	Insurance of aircraft .....	512	700	435	550
	Total, Recurrent .....	229,005	275,634	271,408	319,197
	Total, Operating Account .....	229,005	275,634	271,408	319,197
<b>Capital Account</b>					
	Plant, Equipment and Works				
603	Plant, vehicles and equipment .....	657,827	195,593	157,986	349,251
631	Aircraft components, component overhaul and safety equipment (block vote) .....	136,180	106,385	106,385	106,027
661	Minor plant, vehicles and equipment (block vote) .....	—	—	—	1,800
	Total, Plant, Equipment and Works .....	794,007	301,978	264,371	457,078
	Total, Capital Account .....	794,007	301,978	264,371	457,078
	Total Expenditure .....	1,023,012	577,612	535,779	776,275

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### Details of Expenditure by Subhead

The estimate of the amount required in 2017–18 for the salaries and expenses of the Government Flying Service (GFS) is \$776,275,000. This represents an increase of \$240,496,000 over the revised estimate for 2016–17 and a decrease of \$246,737,000 against the actual expenditure in 2015–16.

#### *Operating Account*

##### Recurrent

2 Provision of \$318,647,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the GFS. The increase of \$47,674,000 (17.6%) over the revised estimate for 2016–17 is mainly due to the full-year effect of vacancies filled in 2016–17, filling of vacancies in 2017–18, the increase of 31 posts for meeting operational needs and increased requirement for operating expenses.

3 The establishment as at 31 March 2017 will be 262 permanent posts. It is expected that there will be an increase of 31 permanent posts in 2017–18. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2017–18, but the notional annual mid-point salary value of all such posts must not exceed \$186,979,000.

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

	2015–16 (Actual) (\$'000)	2016–17 (Original) (\$'000)	2016–17 (Revised) (\$'000)	2017–18 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	137,812	146,393	146,410	154,570
- Allowances.....	2,437	2,814	3,688	4,514
- Job-related allowances.....	84	110	105	110
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	543	852	718	843
- Civil Service Provident Fund contribution.....	4,660	5,771	6,107	7,878
Departmental Expenses				
- Fuel and lubricating oil.....	23,360	33,282	28,000	39,580
- General departmental expenses.....	48,172	66,534	64,246	87,909
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	10	11	11	11
- Pay and allowances for the auxiliary services.....	777	920	900	940
- Training expenses for the Government Flying Service.....	10,638	18,247	20,788	22,292
	<u>228,493</u>	<u>274,934</u>	<u>270,973</u>	<u>318,647</u>

5 Provision of \$550,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$115,000 (26.4%) over the revised estimate for 2016–17 is mainly due to the additional insurance premium requirement arising from the new helicopters while the existing helicopters are still in use during the transitional period.

#### *Capital Account*

##### Plant, Equipment and Works

6 Provision of \$106,027,000 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.

7 Provision of \$1,800,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* is the cash flow requirement for replacement of equipment.

## Head 166 — GOVERNMENT FLYING SERVICE

### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2016	Revised estimated expenditure for 2016–17	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
	821	Procurement of seven helicopters and the associated mission equipment.....	2,187,500	463,107	156,992	1,567,401
	869	Replacement of two fixed-wing aircraft and the associated mission equipment .....	776,000	758,006	994	17,000
		Total .....	2,963,500	1,221,113	157,986	1,584,401