

**CONTROLLING OFFICER'S REPLY**

**SB273**

**(Question Serial No. 2347)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

As indicated under the Programme, the targets of the following four services of the Government Flying Service, that is, (i) the 40-minute on-scene time of “helicopters” for inshore search and rescue (SAR) call-outs between 2200 and 0659 hours where additional crew or specialised equipment is not required; (ii) the 65-minute on-scene time of “fixed-wing aircraft” for SAR call-outs between 0700 and 2159 hours and beyond 100 nautical miles (185 kilometres) from GFS Headquarters; (iii) the 30-minute on-scene time for taking “law enforcement” actions for call-outs outside Island Zone where additional crew or specialised equipment is not required; and (iv) the 40-minute on-scene time for delivering “fire fighting” service for call-outs for water bombing, have not been achieved over the past years. Will the GFS explain the reasons? Are there any feasible plans for improvement?

Asked by: Hon CHAN Chi-chuen (Member Question No. 3)

Reply:

Flying missions of the Government Flying Service (GFS) are often affected by various external factors, including the weather, Air Traffic Control and the special geographical environment of the incident location (e.g. high voltage cable or windshear, etc.). There are also cases when time is required for changing equipment on the aircraft, and extra time is required for pre-flight planning and manpower deployment. These factors would lead to longer than usual on-scene time for certain call-outs. The GFS will continue to review from time to time the operation of the department, including the deployment of aircraft, equipment and aircrew, and make necessary adjustments for meeting service demands.

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**CONTROLLING OFFICER'S REPLY**

**SB274**

**(Question Serial No. 0814)**

Head: (166) Government Flying Service

Subhead (No. & title): (603) Plant, vehicles and equipment

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

The Government Flying Service (GFS) will soon seek funding of \$2,190 m for procurement of 7 helicopters to replace the existing two models of EC155B1 and AS332L2. Please advise this Committee on the following:

- (a) What are the expected commission dates of the new helicopters? What is the service life of the above two models when they are decommissioned? What are the key differences between the new and old models? Which manufacturers in various countries are able to meet the basic tender requirements for the new fleet?
- (b) Records show that there were 11 helicopters under GFS concurrently in service in the 1990s but the number was subsequently reduced to 8. According to the latest plan, the number will be further reduced to 7. What are the main reasons for the downsizing of the fleet? Is the current establishment adequate to meet the needs of daily work?
- (c) A new helipad will be provided at Queen Mary Hospital under its redevelopment project for emergency medical transfer services. Given that the location of landing and taking-off is in the close vicinity of residential areas, are there marked improvements in the new helicopters as compared to the existing fleet in terms of noise reduction and carrying capacity?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 37)

Reply:

- (a) The Finance Committee of the Legislative Council approved provision of \$2,187.5 m in June 2013 for the Government Flying Service (GFS) to replace the current 7 helicopters (i.e. 3 Super Puma and 4 Dauphin helicopters). The GFS has completed the invitation of tender for the supply of the new aircraft, and is now evaluating the tenders received. If the evaluation process proceeds smoothly, the contract can be

awarded in the second quarter of 2015 as scheduled. The newly procured helicopters are expected to be commissioned in the fourth quarter of 2017. By then, the existing Super Puma and Dauphin helicopters will have been in service for 16 and 15 years respectively.

As the procurement contract of new helicopters has not yet been awarded, given the unavailability of the model of the new helicopters, there is no data for comparing the new and existing helicopter fleet at the moment. In accordance with the government's procurement procedures, the GFS cannot disclose any detailed information on the tenderers and the content of the tenders. According to the earlier research, there are aircraft manufacturers from the United States, Canada, France, Italy and etc. in the market which are able to provide aircraft meeting the basic tender requirements for the new fleet.

- (b) The GFS has been operating with seven helicopters since 2003 for providing flying services and has all along been able to discharge all kinds of operational commitments effectively. The number of helicopters will remain unchanged upon the replacement of the helicopter fleet.
- (c) As the procurement contract of new helicopters has not yet been awarded, given the unavailability of the model of the new helicopters, there is no data for comparing the new and existing helicopter fleet in terms of functionality and actual carrying capacity at the moment. Nevertheless, in accordance with the basic tender requirements, the carrying capacity of the new fleet will be increased from the current level of 88 to 105 passengers. The new aircraft will also be fitted with more advanced equipment and engines with better performance in order to comply with the latest standards on flight safety and noise for helicopters as stipulated by the International Civil Aviation Organisation.

**CONTROLLING OFFICER'S REPLY**

**SB746**

**(Question Serial No. 3535)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

During the Occupy Movement last year, some people climbed to hang slogans at various peaks in Hong Kong. How many flying hours and crew members were deployed by the Government Flying Service in handling such slogans? What was the estimated expenditure involved?

Asked by: Hon CHAN Hak-kan (Member Question No. 66)

Reply:

During the period from September 2014 to February 2015, the Government Flying Service (GFS) received 6 call-outs to transfer officers to certain hill sites to help remove dangerous banners hanging there. The GFS deployed 1 Super Puma helicopter and 4 aircrew members for each operation, and flew a total of about 12 hours.

It is part of the daily work of the GFS to provide flying services to other government departments on the condition that the emergency rescue services of the GFS are not affected. The GFS does not have the breakdown of the expenditure involved.

**CONTROLLING OFFICER'S REPLY**

**SB747**

**(Question Serial No. 6941)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

Please advise on the number of work-related casualties and fatalities of the employees of the Government Flying Service (GFS) under different grades in the past 5 years, and their respective percentages under each grade. What initiatives does the GFS take to prevent work-related casualties and promote occupational safety and health every year?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 868)

Reply:

In the past 5 years, the number of work-related injury cases of the Government Flying Service (GFS), with breakdown in respect of different ranks, is set out in the table below. There is no work-related fatalities in the corresponding period.

	2010	2011	2012	2013	2014
Cadet Pilot	-	-	-	1 (50%)	-
Aircraft Engineer	1 (5%)	-	-	-	-
Air Crewman Officer I	1 (25%)	-	-	-	-
Air Crewman Officer III	1 (5%)	1 (5%)	1 (5%)	1 (5%)	-
Chief Aircraft Technician	-	-	1 (33%)	-	-
Senior Aircraft Technician	2 (10%)	-	1 (5%)	1 (5%)	1 (5%)
Aircraft Technician	5 (11%)	1 (2%)	3 (6%)	3 (6%)	1 (2%)
Senior Clerical Officer	-	-	1 (50%)	-	-
Workman I	-	-	-	-	-
Workman II	1 (17%)	-	1 (20%)	1 (20%)	-

( ) denotes the percentage of cases of each grade

The GFS attaches great importance to occupational safety and health (OSH), and is committed to providing a safe and healthy working environment for the staff. Apart from providing OSH related induction for all new recruits, the GFS often arranges OSH training

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for both supervisory and frontline staff and conducts general safety checks, on a quarterly basis, with a view to following up and rectifying cases that are not compliant with the OSH guidelines. The GFS has set up an Environmental, Health and Safety Committee where OSH issues and their remedial actions are discussed at its regular meetings so as to minimise the related risk.

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**CONTROLLING OFFICER'S REPLY**

**SB748**

**(Question Serial No. 5277)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

Please list the average number of daily operations carried out by the Government Flying Service in the past five years and the fuel cost (in kilometer) incurred in the operations by fixed-wing aircraft and helicopters in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. 100)

Reply:

The main duties of the Government Flying Service (GFS) include carrying out search and rescue operations over land and at sea, providing emergency air medical service, supporting the Hong Kong Police Force and other disciplined services in their law enforcement and related training duties, assisting in fighting fires and in responding to any other emergencies which threaten life or property, carrying out photography for aerial surveys, and transporting passengers authorised by the Secretary for Security. The average number of daily operations conducted by the GFS in the past 5 years is set out in the table below:

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Average number of daily operations	13	15	15	15	15

As there is no meter reading system installed in the aircraft of the GFS to record the distance flown, the department only keeps statistics on the average fuel cost per hour flown. The average fuel cost per hour flown for fixed-wing aircraft and helicopter operations in the past 5 years is set out in the table below:

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Fixed-wing aircraft</b>					
Jetstream (\$)	3,236	4,599	5,498	5,817	5,893
ZLIN 242L (\$)	1,044	1,075	1,489	1,528	1,598
DA42NG (\$)*	Not applicable	Not applicable	Not applicable	802	813
<b>Helicopter</b>					
AS-332 L2 Super Puma (\$)	3,013	4,282	5,119	5,416	5,486
EC 155B1 (\$)	2,455	3,489	4,171	4,413	4,470

\* DA42NG fixed-wing aircraft came into operation in January 2013.



**CONTROLLING OFFICER'S REPLY**

**SB749**

**(Question Serial No. 5278)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

Please list the number of operations carried out by the Government Flying Service to help remove banners hanging at hill sites since September last year. What are the details of each of the operations and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 101)

Reply:

During the period from September 2014 to February 2015, the Government Flying Service (GFS) received 6 call-outs to transfer officers to certain hill sites to help remove dangerous banners hanging there. The GFS deployed 1 Super Puma helicopter for each operation.

It is part of the daily work of the GFS to provide flying services to other government departments on the condition that the emergency rescue services of the GFS are not affected. The GFS does not have the breakdown of the expenditure involved.

**CONTROLLING OFFICER'S REPLY**

**SB750**

**(Question Serial No. 3809)**

Head: (166) Government Flying Service

Subhead(No. & title): (-) Not specified

Programme: (1)Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

The Government Flying Service (GFS) provides search and rescue services for the public. Please inform this Committee of the following:

1. The number of exchange activities with the Mainland and overseas organisations (including navies) and the Hong Kong Garrison of the Chinese People's Liberation Army (Hong Kong Garrison) in the past year;
2. The number of drills and exercises jointly conducted with the Mainland and overseas organisations (including navies) and the Hong Kong Garrison in the past year, and the details of such drills and exercises;
3. The total flying hours of Super Puma and Dauphin helicopters for various duties, and their respective flying hours for casualty evacuation, rescue, law enforcement, fire fighting, other tasks for government departments, training and miscellaneous assignments in the past year;
4. The flying hours of each type of fixed-wing aircraft for various duties in the past year;
5. Please advise on the reasons why the two new fixed-wing aircraft cannot come into operation as scheduled and their anticipated date of operation. What are the additional expenditure or losses, if any, incurred by the delay in commencement of operation. Can the Government claim compensation from the supplier for the delay?

Asked by: Hon MA Fung-kwok (Member Question No. 46)

Reply:

1. The number of exchange activities (excluding drills and exercises listed in the table under (2) below) between the Government Flying Service (GFS) and the Mainland and

overseas governments (including navies), as well as the Hong Kong Garrison of the Chinese People's Liberation Army (Hong Kong Garrison) in 2014-15 are set out in the table below:

	2014-15 (as at 28 February 2015)
Mainland government departments	1
Overseas government departments (including navies)	1
Hong Kong Garrison	0

2. The numbers of drills and exercises that the GFS conducted jointly with the Mainland and overseas governments (including navies), as well as the Hong Kong Garrison in 2014-15 are set out below:

	2014-15 (as at 28 February 2015)
Mainland government departments	0
Overseas government departments (including navies)	1 (Deck landing practice with a visiting US naval vessel)
Hong Kong Garrison	0

3. The flying hours of Super Puma and Dauphin helicopters deployed by the GFS for casualty evacuation, rescue, law enforcement, fire fighting, other tasks for government departments, training and miscellaneous assignments in 2014-15 are set out in the table below:

	2014-15 (as at 28 February 2015)	
	Super Puma helicopter	Dauphin helicopter
Casualty evacuation	288	860
Rescue	483	44
Law enforcement	37	29
Fire fighting	86	0
Other tasks for government departments	395	556
Training	1 098	716
Miscellaneous assignments	98	62
<b>Total</b>	<b>2 485</b>	<b>2 267</b>

4. Currently, the GFS has 4 fixed-wing aircraft. Two Jetstream 41 fixed-wing aircraft are mainly deployed for long-range search and rescue, aerial survey and collecting data related to turbulence and tropical cyclones, etc. The remaining two flying training aircraft, i.e. single engine fixed-wing aircraft (ZLIN242L) and light twin engine fixed-wing aircraft (DA42NG), are mainly used for providing training. In 2014-15 (as at 28 February 2015), the flying hours of the two Jetstream 41, one ZLIN242L and one DA42NG fixed-wing aircraft are 1 132, 47 and 102 respectively.

5. As the aircraft manufacturer, upon completion of the necessary modifications to the two Challenger 605 fixed-wing aircraft, discovered during the first flight test that one of the modifications (the installation of a digital camera at the bottom of the aircraft) affected the stability of the aircraft at an extreme attitude and at low speed, it had to work out a revised design and conduct trial. According to the aircraft manufacturer, based on the current progress, it is estimated that the two new aircraft can be delivered in late 2015 and early 2016 respectively, and to be commissioned in the second quarter of 2016. The aircraft manufacturer has to bear the expenditure incurred from solving the problem. The HKSAR Government does not need to pay any extra cost outside the contract. The GFS staff are responsible for the maintenance of the current J41 fleet. To continue using the current J41 fleet for operations will not incur extra maintenance cost. In case there is any additional expense arising from the deferred commissioning of the new aircraft, the GFS will follow up in accordance with the contract terms.

**CONTROLLING OFFICER'S REPLY**

**SB751**

**(Question Serial No. 3725)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

One of the brief descriptions of the Government Flying Service's tasks is to carry such persons as the Secretary for Security may authorize as passengers. Please inform this Committee:

Approval from officials of which rank should be obtained by the Government Flying Service for carrying such persons as the Secretary for Security may authorize as passengers? Are there any approval guidelines or criterion? If yes, please provide such information; if not, please explain the reasons;

The number of times and details of the Government Flying Service to carry such persons as the Secretary for Security may authorize as passengers in the past five years. Please give a reply by using the table below-

Year	Date of carrying	Number of passengers	Aim of flying	Hours of flying
2010-11				
2011-12				
2012-13				
2013-14				
2014-15				

The ten most frequent government departments that called-out for assistance from the Government Flying Service, the flying times and number of passengers, as well as the expenditures in the past three years-

Year	Government department	Number of passengers	Aim of flying	Hours of flying
2010-11				
2011-12				
2012-13				
2013-14				
2014-15				

The number of passengers and details of the officials appointed under the Accountability System and the Chief Executive using the flying service in the past five years. Please give a reply by using the table below-

Year	Date of carrying	Number of passengers	Aim of flying	Hours of flying
2010-11				
2011-12				
2012-13				
2013-14				
2014-15				

Asked by: Hon MO Claudia (Member Question No. 75)

Reply:

The Government Flying Service (GFS) provides flying services to other government departments on the condition that the emergency rescue services of the GFS are not affected. Passengers using the services of the GFS are mainly staff of the HKSAR Government or persons in connection with the provision of public services, such as staff of the Marine Department responsible for repairing radar and various communications installations, staff of the Electrical and Mechanical Services Department responsible for repairing communications and navigation installations in remote hill tops and mountains and staff of the Hong Kong Observatory responsible for collecting meteorological data. In general, applications from government departments for non-emergency flying service or carrying passengers have to be agreed and signed by the Heads of Departments or authorised directorate officers in the department. Approval will only be given for tasks that are related to the work of the government or public service involving aerial operations, and where the department cannot identify other suitable modes of transport and the emergency rescue services of the GFS are not affected.

The GFS only keeps statistics on the number of hours flown for work of individual government departments and the average direct operating costs for all flying tasks. It does not keep the breakdown of the number of flights, passengers, purposes, time and the relevant direct operating costs by departments or ranks of passengers.

The ten government departments with the highest number of flying hours in the past 3 years are set out in the table below -

<b>10 Departments with the Highest Number of Flying Hours</b>			
<b>Department</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Administration Wing	96	107	101
Agriculture, Fisheries and Conservation Department	47	63	64
Building Department	Note	31	Note
Civil Aviation Department	82	89	81
Correctional Services Department	Note	Note	29
Electrical and Mechanical Services Department	81	78	98

Hong Kong Observatory	166	193	148
Hong Kong Police Force	329	253	232
Information Services Department	63	46	48
Lands Department	97	158	184
Leisure and Cultural Services Department	30	Note	Note
Marine Department	202	195	210

Note: Not one of the ten government departments with the highest number of flying hours in that year.

The average direct operating costs for all flying tasks in the past 3 years are set out in table below -

<b>Average Direct Operating Cost for All Flying Tasks (per hour flown)</b>			
	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Fixed-wing aircraft</b>			
Jetstream (\$)	12,670	12,500	15,180
ZLIN 242L (\$)	6,010	4,900	6,940
DA42NG (\$)*	Not applicable	3,510	12,170
<b>Helicopter</b>			
AS-332 L2 Super Puma (\$)	31,200	35,950	35,270
EC 155B1 (\$)	19,740	23,860	23,890

\* DA42NG fixed-wing aircraft came into operation in January 2013.

**CONTROLLING OFFICER'S REPLY**

**SB752**

**(Question Serial No. 3726)**

Head: (166) Government Flying Service

Subhead (No. & title): (-) Not specified

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

Under the "Analysis of Financial and Staffing Provision" of the Government Flying Service, it is indicated that it 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. Please inform this Committee-

About the tender result of the replacement of fixed-wing aircraft. Please give a reply by using the table below.

Fixed-wing aircraft

Model Number Specified in the Tender	Manufacturing Country of Aircraft	Delivery Date	Detail and Cost of Additional Equipment	Total Cost

Model Number Specified in the Tender	Manufacturing Country of Aircraft	Delivery Date	Detail and Cost of Additional Equipment	Total Cost

About the tender result of the procurement of helicopters. Please give a reply by using the table below.

Model Number Specified in the Tender	Manufacturing Country of Aircraft	Delivery Date	Detail and Cost of Additional Equipment	Total Cost



Model Number Specified in the Tender	Manufacturing Country of Aircraft	Delivery Date	Detail and Cost of Additional Equipment	Total Cost

Asked by: Hon MO Claudia (Member Question No. 76)

Reply:

The Finance Committee of the Legislative Council approved provision of \$776 million in June 2009 for the Government Flying Service (GFS) to replace the 2 Jetstream 41 fixed-wing aircraft currently in use. The contract of replacement of the fixed-wing aircraft was awarded in August 2011 to an aircraft manufacturer from Canada, with a contract value of USD 96,034,376, including the supply of 2 Challenger 605 fixed-wing aircraft and the associated mission equipment. In accordance with the contract terms, the original delivery dates of the 2 new aircraft were November 2013 and January 2014 respectively. As the aircraft manufacturer, upon completion of the necessary modifications to the two new aircraft, discovered that one of the modifications (the installation of a digital camera at the bottom of the aircraft) affected the stability of the aircraft at an extreme attitude and at low speed, it had to work out a revised design and conduct trial. Based on the current progress, it is estimated that the two new aircraft can be delivered in late 2015 and early 2016 respectively. In accordance with the government's procurement procedures, the GFS cannot disclose information on the other tenderers and the content of the tenders, etc.

The Finance Committee of the Legislative Council approved provision of \$2,187.5 million in June 2013 for the GFS to replace the 7 helicopters currently in use. The GFS has completed the invitation of tender for the supply of the new aircraft, and is now evaluating the tenders received with a view to awarding the procurement contract in the second quarter of 2015 as scheduled. As the procurement contract of the helicopters has not yet been awarded, the GFS does not have information on the model number and contract value, etc. In accordance with the government's procurement procedures, the GFS cannot disclose specific information on the tenderers and the content of the tenders.

**CONTROLLING OFFICER'S REPLY**

**SB753**

**(Question Serial No. 3451)**

Head: (166) Government Flying Service

Subhead (No. & title): (000) Operational expenses

Programme: (1) Government Flying Service

Controlling Officer: Controller, Government Flying Service (Captain Michael CHAN)

Director of Bureau: Secretary for Security

Question:

Concerning the increase of \$12,564,000 for 1 increased vacancy and its requirement for operating expenses in 2015–16, what is the vacancy and the cost involved?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 76)

Reply:

There will be an increase of one Senior Pilot post in the Government Flying Service in 2015-16. The annual salary cost of the post is about \$1.38 million in terms of the notional annual mid-point salary.