

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2018–19 **\$622.9m**

Establishment ceiling 2018–19 (notional annual mid-point salary value) representing an estimated 288 non-directorate posts as at 31 March 2018 rising by 11 posts to 299 posts as at 31 March 2019..... **\$200.0m**

In addition, there will be an estimated five directorate posts as at 31 March 2018 and as at 31 March 2019.

Commitment balance..... **\$1,247.7m**

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2016–17 (Actual)	2017–18 (Original)	2017–18 (Revised)	2018–19 (Estimate)
Financial provision (\$m)	536.1	776.3	767.6 (–1.1%)	622.9 (–18.9%)
				(or –19.8% on 2017–18 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	2016 (Actual)	2017 (Actual)	2018 (Plan)
<i>Air ambulance service</i> ^δ				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations#				
within Island Zone [^] within 20 minutes (%)¶.....	90	87	92	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	2016 (Actual)	2017 (Actual)	2018 (Plan)
<i>SARs</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%)	90	97	98	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	96	100	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	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	88	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	71Ω	100	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	100	100	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%).....	90	N.A.	100	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an extra				
15 minutes per				
50 nm (%)	90	N.A.	N.A.	90

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	Target	2016 (Actual)	2017 (Actual)	2018 (Plan)
<i>Law enforcement</i> ^δ				
on-scene time for call-outs within Island Zone [^]				
within 20 minutes where additional crew or specialised equipment not required (%)¶.....	90	90	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	87	50Φ	90
within 90 minutes where additional crew or specialised equipment required (%).....	90	N.A.	100	90
<i>Fire fighting</i> ^δ				
on-scene time for call-outs for water bombingΨ				
within 40 minutes (%).....	85	62Δ	80	85
on-scene time for call-outs for troopingΨ				
within 40 minutes where additional crew or specialised equipment not required (%).....	85	N.A.	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

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. In 2016, they include seven Casevac, three SAR and one support for law enforcement cases. In 2017, they include 14 Casevac, nine SAR, one support for law enforcement and 19 fire-fighting operations.

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.

^ 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.

Φ Out-of-pledge was recorded in two out of four cases due to lead time required for planning the operation and the need to wait for take-off clearance from Air Traffic Control.

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

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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<i>Indicators</i>	2016 (Actual)	2017 (Actual)	2018 (Estimate)
total flying hours			
fixed-wing	1 657	1 780	1 738
helicopter	4 651	5 754	5 352
casualty evacuation			
flying hours	1 042	1 283	1 250
casualties evacuated	1 555	1 836	— ^β
no. of flights	1 678	1 563	1 600
search (fixed-wing)			
flying hours	83	154	100
no. of flights	29	45	26
rescue (helicopter)			
flying hours	616	665	665
persons rescued	476	560	— ^β
no. of flights	643	603	633
law enforcement			
flying hours	168	42	50
no. of flights	118	26	30
fire fighting			
flying hours	84	171	105
no. of flights	54	96	65
other tasks for government departments			
flying hours	1 693	1 765	1 600
passengers	8 289	8 484	8 000
no. of flights	1 850	1 433	1 860
training			
fixed-wing flying hours	1 096	1 143	1 110
helicopter flying hours	1 269	2 094	2 000
miscellaneous			
fixed-wing flying hours	29	35	25
helicopter flying hours	154	182	150
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$)	11,550	N.A. ^φ	N.A. ^φ
ZLIN 242L (\$)	N.A. ^μ	N.A. ^μ	N.A. ^μ
DA42NG (\$)	15,150	7,830	7,830
CL 605 (\$)	12,890	19,220	19,220
helicopter			
AS-332 L2 Super Puma (\$)	45,020	31,550	31,550
EC 155B1 (\$)	14,260	23,010	23,010

β Not possible to estimate.

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

μ This training aircraft is under maintenance.

Matters Requiring Special Attention in 2018–19

5 During 2018–19, 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

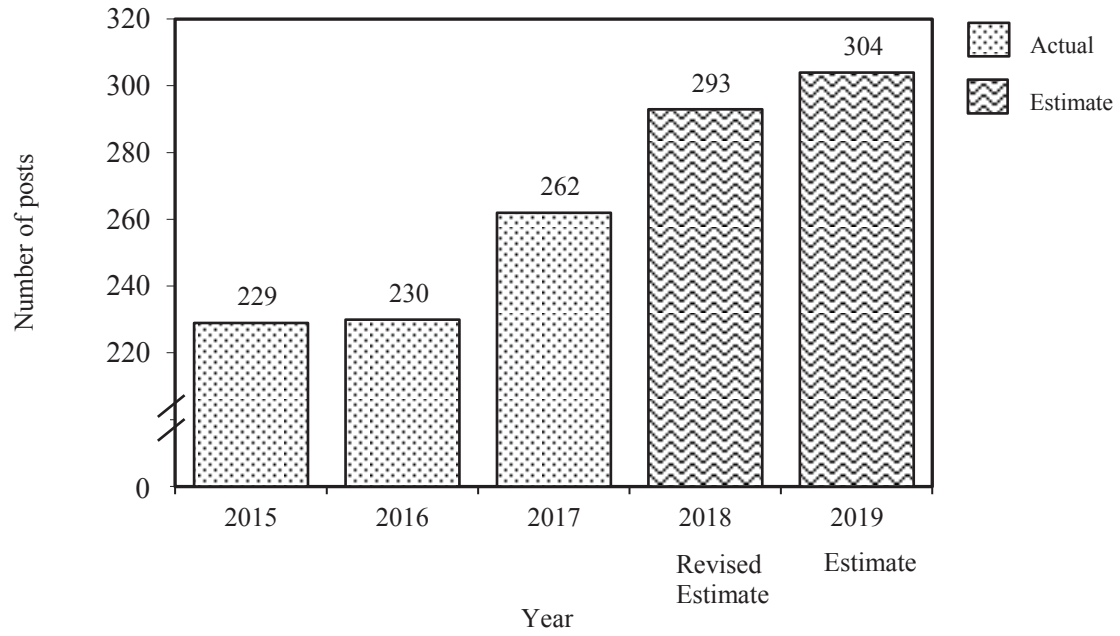
	2016-17 (Actual) (\$m)	2017-18 (Original) (\$m)	2017-18 (Revised) (\$m)	2018-19 (Estimate) (\$m)
Programme				
Government Flying Service	536.1	776.3	767.6 (-1.1%)	622.9 (-18.9%)
				(or -19.8% on 2017-18 Original)

Analysis of Financial and Staffing Provision

Provision for 2018-19 is \$144.7 million (18.9%) lower than the revised estimate for 2017-18. This is mainly due to the decreased cash flow requirement for the procurement of helicopters, partly offset by the increase of 11 posts for meeting operational needs.

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



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Sub-head (Code)	Actual expenditure 2016–17	Approved estimate 2017–18	Revised estimate 2017–18	Estimate 2018–19	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	264,704	318,647	306,815	343,295
200	Insurance of aircraft	434	550	435	700
	Total, Recurrent	265,138	319,197	307,250	343,995
	Total, Operating Account	265,138	319,197	307,250	343,995
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	154,598	349,251	340,045	160,306
631	Aircraft components, component overhaul and safety equipment (block vote)	116,383	106,027	116,027	118,589
	Minor plant, vehicles and equipment (block vote)	—	1,800	4,300	—
	Total, Plant, Equipment and Works	270,981	457,078	460,372	278,895
	Total, Capital Account	270,981	457,078	460,372	278,895
	Total Expenditure	536,119	776,275	767,622	622,890

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Details of Expenditure by Subhead

The estimate of the amount required in 2018–19 for the salaries and expenses of the Government Flying Service (GFS) is \$622,890,000. This represents a decrease of \$144,732,000 against the revised estimate for 2017–18 and an increase of \$86,771,000 over the actual expenditure in 2016–17.

Operating Account

Recurrent

2 Provision of \$343,295,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the GFS. The increase of \$36,480,000 (11.9%) over the revised estimate for 2017–18 is mainly due to the full-year effect of vacancies filled in 2017–18, filling of vacancies in 2018–19, the increase of 11 posts for meeting operational needs and increased requirement for operating expenses.

3 The establishment as at 31 March 2018 will be 293 permanent posts. It is expected that there will be an increase of 11 permanent posts in 2018–19. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2018–19, but the notional annual mid-point salary value of all such posts must not exceed \$199,950,000.

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

	2016–17 (Actual) (\$'000)	2017–18 (Original) (\$'000)	2017–18 (Revised) (\$'000)	2018–19 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	146,143	154,570	153,073	164,085
- Allowances.....	3,387	4,514	2,820	5,875
- Job-related allowances.....	98	110	113	112
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	701	843	791	1,064
- Civil Service Provident Fund contribution.....	6,099	7,878	7,465	9,106
Departmental Expenses				
- Fuel and lubricating oil.....	29,163	39,580	39,580	40,490
- General departmental expenses.....	61,130	87,909	77,967	97,541
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	10	11	11	12
- Pay and allowances for the auxiliary services.....	898	940	900	990
- Training expenses for the Government Flying Service.....	17,075	22,292	24,095	24,020
	264,704	318,647	306,815	343,295

5 Provision of \$700,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$265,000 (60.9%) over the revised estimate for 2017–18 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 \$118,589,000 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.

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2017	Revised estimated expenditure for 2017–18	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	617,706	339,051	1,230,743
	869	Replacement of two fixed-wing aircraft and the associated mission equipment	776,000	758,006	994	17,000
		Total	<u>2,963,500</u>	<u>1,375,712</u>	<u>340,045</u>	<u>1,247,743</u>