

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2019–20	\$735.4m
Establishment ceiling 2019–20 (notional annual mid-point salary value) representing an estimated 299 non-directorate posts as at 31 March 2019 rising by 30 posts to 329 posts as at 31 March 2020.....	\$232.2m
In addition, there will be an estimated five directorate posts as at 31 March 2019 and as at 31 March 2020.	
Commitment balance	\$1,266.1m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2017–18 (Actual)	2018–19 (Original)	2018–19 (Revised)	2019–20 (Estimate)
Financial provision (\$m)	517.3	622.9	1,076.0 (+72.7%)	735.4 (–31.7%)
				(or +18.1% on 2018–19 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 both fixed-wing aircraft and helicopters for 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	2017 (Actual)	2018 (Actual)	2019 (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	92	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	2017 (Actual)	2018 (Actual)	2019 (Plan)
<i>SARs</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%)	90	98	99	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%)	90	100	96	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.	100	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	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	N.A.	90
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%)	90	100	83	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	100	N.A.	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an extra				
15 minutes per				
50 nm (%)	90	N.A.	100	90

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	Target	2017 (Actual)	2018 (Actual)	2019 (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	100	86	90
within 80 minutes where additional crew or specialised equipment required (%).....	90	100	N.A.	90
on-scene time for call-outs outside Island Zone [^]				
within 30 minutes where additional crew or specialised equipment not required (%)¶.....	90	50Φ	92	90
within 90 minutes where additional crew or specialised equipment required (%).....	90	100	N.A.	90
<i>Fire fighting</i> ^δ				
on-scene time for call-outs for water bombingΨ				
within 40 minutes (%).....	85	80	80	85
on-scene time for call-outs for troopingΨ				
within 40 minutes where additional crew or specialised equipment not required (%).....	85	100	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 2017, they include 14 Casevac, nine SAR, one support for law enforcement and 19 fire-fighting operations. In 2018, they include 12 Casevac, one SAR and nine 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.

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.

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Indicators

<i>Indicators</i>	2017 (Actual)	2018 (Actual)	2019 (Estimate)
total flying hours			
fixed-wing	1 780	1 234	1 304
helicopter	5 754	6 000	6 081
casualty evacuation			
flying hours	1 283	1 199	1 285
casualties evacuated	1 836	1 673	— ^β
no. of flights	1 563	1 459	1 560
search (fixed-wing)			
flying hours	154	68	100
no. of flights	45	20	28
rescue (helicopter)			
flying hours	665	555	600
persons rescued	560	419	— ^β
no. of flights	603	494	550
law enforcement			
flying hours	42	38	40
no. of flights	26	29	35
fire fighting			
flying hours	171	216	105
no. of flights	96	124	65
other tasks for government departments			
flying hours	1 765	1 600	1 580
passengers	8 484	9 393	9 000
no. of flights	1 433	1 332	1 310
training			
fixed-wing flying hours	1 143	811	900
helicopter flying hours	2 094	2 585	2 600
miscellaneous			
fixed-wing flying hours	35	21	25
helicopter flying hours	182	141	150
direct operating cost/hour flown			
fixed-wing			
ZLIN 242L (\$)	N.A. ^μ	N.A. ^μ	N.A. ^μ
DA42NG (\$)	7,830	7,170	7,170
CL 605 (\$)	19,220	17,650	17,650
helicopter			
AS-332 L2 Super Puma (\$)	31,550	28,950	28,950
EC 155B1 (\$)	23,010	21,960	21,960
H 175 (\$)	N.A. [#]	26,310	26,310

β Not possible to estimate.

μ This training aircraft is under maintenance.

Three out of the seven new helicopters came into operation in late 2018. The remaining four new helicopters will progressively come into full operation in 2019–20.

Matters Requiring Special Attention in 2019–20

5 During 2019–20, 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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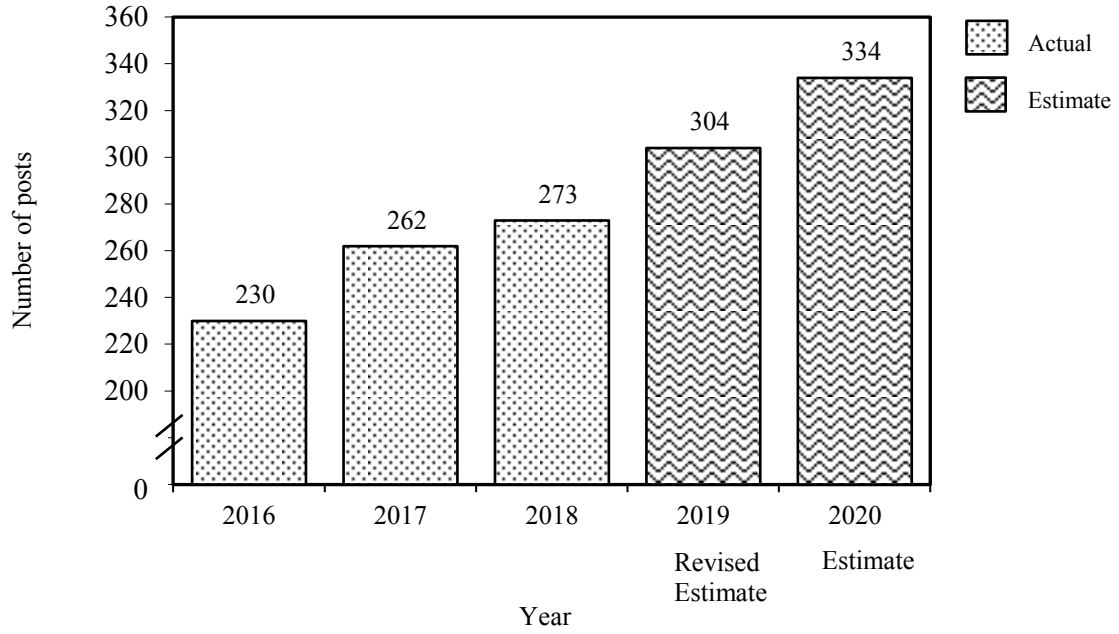
ANALYSIS OF FINANCIAL PROVISION

Programme	2017–18 (Actual) (\$m)	2018–19 (Original) (\$m)	2018–19 (Revised) (\$m)	2019–20 (Estimate) (\$m)
Government Flying Service	517.3	622.9	1,076.0 (+72.7%)	735.4 (-31.7%)
				(or +18.1% on 2018–19 Original)

Analysis of Financial and Staffing Provision

Provision for 2019–20 is \$340.6 million (31.7%) lower than the revised estimate for 2018–19. This is mainly due to the decreased cash flow requirement for the procurement of helicopters, partly offset by the increased cash flow requirement for the procurement of a flight simulator training device.

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



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Sub-head (Code)		Actual expenditure 2017–18	Approved estimate 2018–19	Revised estimate 2018–19	Estimate 2019–20
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses	303,664	343,295	316,350	354,509
200	Insurance of aircraft	429	700	740	700
	Total, Recurrent	304,093	343,995	317,090	355,209
	Total, Operating Account	304,093	343,995	317,090	355,209
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	93,323	160,306	628,407	247,300
631	Aircraft components, component overhaul and safety equipment (block vote)	115,931	118,589	128,589	132,858
	Minor plant, vehicles and equipment (block vote)	4,001	—	1,940	—
	Total, Plant, Equipment and Works	213,255	278,895	758,936	380,158
	Total, Capital Account	213,255	278,895	758,936	380,158
	Total Expenditure	517,348	622,890	1,076,026	735,367

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Details of Expenditure by Subhead

The estimate of the amount required in 2019–20 for the salaries and expenses of the Government Flying Service (GFS) is \$735,367,000. This represents a decrease of \$340,659,000 against the revised estimate for 2018–19 and an increase of \$218,019,000 over the actual expenditure in 2017–18.

Operating Account

Recurrent

2 Provision of \$354,509,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the GFS. The increase of \$38,159,000 (12.1%) over the revised estimate for 2018–19 is mainly due to the full-year effect of vacancies filled in 2018–19, filling of vacancies in 2019–20, the increase of 30 posts for meeting operational needs and increased requirement for operating expenses.

3 The establishment as at 31 March 2019 will be 304 permanent posts. It is expected that there will be an increase of 30 permanent posts in 2019–20. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2019–20, but the notional annual mid-point salary value of all such posts must not exceed \$232,195,000.

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

	2017–18 (Actual) (\$'000)	2018–19 (Original) (\$'000)	2018–19 (Revised) (\$'000)	2019–20 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	153,105	164,085	166,343	180,713
- Allowances.....	2,944	5,875	5,224	6,417
- Job-related allowances.....	101	112	114	114
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	777	1,064	977	1,267
- Civil Service Provident Fund contribution.....	7,473	9,106	8,678	11,458
Departmental Expenses				
- Fuel and lubricating oil.....	38,285	40,490	29,400	34,600
- General departmental expenses.....	77,486	97,541	85,803	95,502
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	11	12	12	12
- Pay and allowances for the auxiliary services.....	895	990	1,260	1,367
- Training expenses for the Government Flying Service.....	22,587	24,020	18,539	23,059
	303,664	343,295	316,350	354,509

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 \$132,858,000 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 31.3.2018	Revised estimated expenditure for 2018–19	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	801	Procurement of a flight simulator training device ^Λ	400,000 ^Λ	—	—	400,000
	821	Procurement of seven helicopters and the associated mission equipment.....	2,187,500	702,142	619,300	866,058
		Total	<u>2,587,500</u>	<u>702,142</u>	<u>619,300</u>	<u>1,266,058</u>

Λ This is a new item, funding for which is sought in the context of the Appropriation Bill 2019.