

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2020–21	\$616.1m
Establishment ceiling 2020–21 (notional annual mid-point salary value) representing an estimated 329 non-directorate posts as at 31 March 2020 rising by 22 posts to 351 posts as at 31 March 2021.....	\$259.2m
In addition, there will be an estimated five directorate posts as at 31 March 2020 and as at 31 March 2021.	
Commitment balance	\$1,036.9m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	1,054.7	735.4	720.5 (–2.0%)	616.1 (–14.5%)
				(or –16.2% on 2019–20 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	2018 (Actual)	2019 (Actual)	2020 (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	90	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	2018 (Actual)	2019 (Actual)	2020 (Plan)
<i>SARs</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%)	90	99	99	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	96	90	90
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	100	N.A.	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	100	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	N.A.	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	88	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
65 minutes (%).....	90	N.A.	100	90
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%)	90	83	100	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	100	N.A.	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	100	100	90

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	Target	2018 (Actual)	2019 (Actual)	2020 (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	86	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	92	100	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 bombing ^Ψ				
within 40 minutes (%).....	85	80	63§	85
on-scene time for call-outs for trooping ^Ψ				
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 in an earlier operation were not included in this set of statistics. In 2018, they include 12 Casevac, one SAR and nine fire-fighting operations. For 2019, they include 20 Casevac, five SAR, one law enforcement and one fire-fighting operation.

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.

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

§ Out-of-pledge was recorded in 15 out of 40 cases due to inclement weather, aircraft unserviceability, extreme range, the need to wait for take-off clearance from Air Traffic Control, etc.

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<i>Indicators</i>	2018 (Actual)	2019 (Actual)	2020 (Estimate)
total flying hours			
fixed-wing	1 234	1 291	1 534
helicopter	6 000	5 434	5 941
casualty evacuation			
flying hours	1 199	1 153	1 155
casualties evacuated	1 673	1 618	— ^β
no. of flights	1 459	1 401	1 580
search (fixed-wing)			
flying hours	68	141	145
no. of flights	20	42	40
rescue (helicopter)			
flying hours	555	615	615
persons rescued	419	430	— ^β
no. of flights	494	559	590
law enforcement			
flying hours	38	84	55
no. of flights	29	55	35
fire fighting			
flying hours	216	114	135
no. of flights	124	69	80
other tasks for government departments			
flying hours	1 600	1 412	1 600
passengers	9 393	7 398	8 430
no. of flights	1 332	1 174	1 310
training			
fixed-wing flying hours	811	791	1 000
helicopter flying hours	2 585	2 241	2 600
miscellaneous			
fixed-wing flying hours	21	3	5
helicopter flying hours	141	171	165
direct operating cost/hour flown			
fixed-wing			
ZLIN 242L (\$)	N.A. ^μ	N.A. ^μ	N.A. ^μ
DA42NG (\$)	7,170	15,830	15,830
CL 605 (\$)	17,650	15,530	15,530
helicopter			
AS-332 L2 Super Puma (\$)	28,950	25,830	25,830
EC 155B1 (\$)	21,960	22,610	22,610
H 175 (\$)	26,310	22,290	22,290

β Not possible to estimate.

μ This training aircraft is under maintenance.

Matters Requiring Special Attention in 2020–21

5 Following the arrival of the new helicopters (H 175) in 2018 and 2019, the GFS will continue to enhance the operational capability of the new helicopter fleet and strengthen its human resources to provide better services to the community and Government.

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ANALYSIS OF FINANCIAL PROVISION

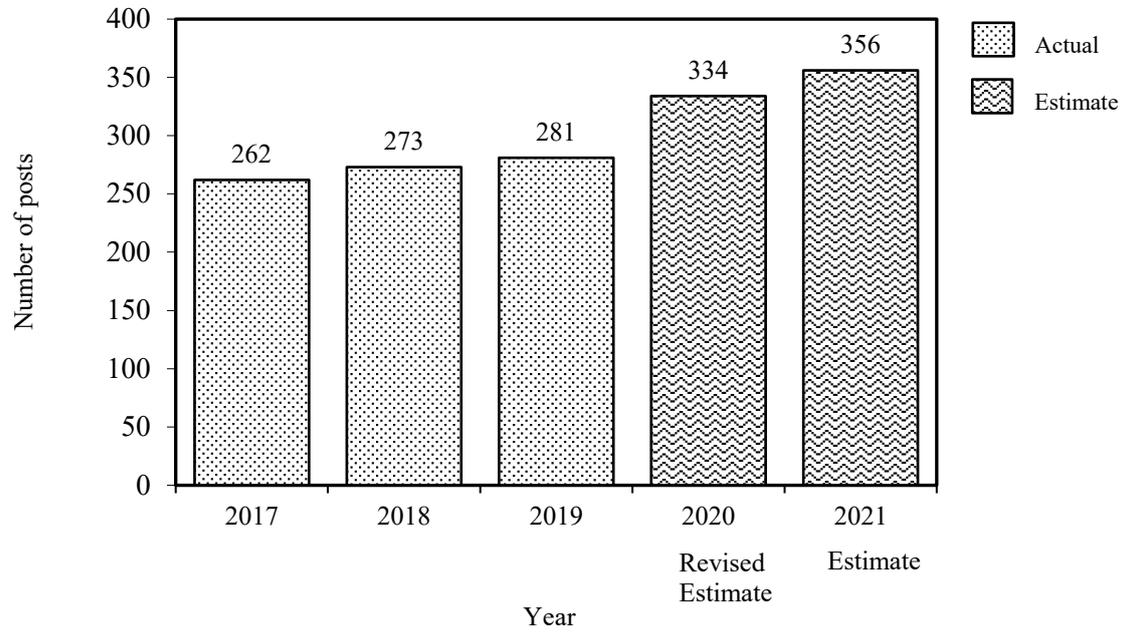
Programme	2018–19 (Actual) (\$m)	2019–20 (Original) (\$m)	2019–20 (Revised) (\$m)	2020–21 (Estimate) (\$m)
Government Flying Service	1,054.7	735.4	720.5 (–2.0%)	616.1 (–14.5%)
				(or –16.2% on 2019–20 Original)

Analysis of Financial and Staffing Provision

Provision for 2020–21 is \$104.4 million (14.5%) lower than the revised estimate for 2019–20. This is mainly due to the decreased cash flow requirement for the procurement of helicopters and a flight simulator training device, partly offset by the net increase of 22 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 2018–19	Approved estimate 2019–20	Revised estimate 2019–20	Estimate 2020–21	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	301,056	354,509	351,896	408,493
200	Insurance of aircraft	732	700	851	810
	Total, Recurrent.....	301,788	355,209	352,747	409,303
	Total, Operating Account	301,788	355,209	352,747	409,303
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	622,627	247,300	234,916	79,800
631	Aircraft components, component overhaul and safety equipment (block vote)	128,587	132,858	132,858	126,980
	Minor plant, vehicles and equipment (block vote).....	1,692	—	—	—
	Total, Plant, Equipment and Works.....	752,906	380,158	367,774	206,780
	Total, Capital Account.....	752,906	380,158	367,774	206,780
	Total Expenditure	1,054,694	735,367	720,521	616,083

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Details of Expenditure by Subhead

The estimate of the amount required in 2020–21 for the salaries and expenses of the Government Flying Service (GFS) is \$616,083,000. This represents a decrease of \$104,438,000 against the revised estimate for 2019–20 and \$438,611,000 against the actual expenditure in 2018–19.

Operating Account

Recurrent

2 Provision of \$408,493,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the GFS. The increase of \$56,597,000 (16.1%) over the revised estimate for 2019–20 is mainly due to the full-year effect of vacancies filled in 2019–20, filling of vacancies in 2020–21, the net increase of 22 posts for meeting operational needs and increased requirement for operating expenses.

3 The establishment as at 31 March 2020 will be 334 posts. It is expected that there will be a net increase of 22 posts in 2020–21. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2020–21, but the notional annual mid-point salary value of all such posts must not exceed \$259,173,000.

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

	2018–19 (Actual) (\$'000)	2019–20 (Original) (\$'000)	2019–20 (Revised) (\$'000)	2020–21 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	166,135	180,713	180,678	202,554
- Allowances.....	5,219	6,417	4,571	6,381
- Job-related allowances.....	116	114	110	117
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	992	1,267	973	1,398
- Civil Service Provident Fund contribution.....	8,650	11,458	11,512	14,939
Departmental Expenses				
- Fuel and lubricating oil.....	26,097	34,600	30,000	32,926
- General departmental expenses.....	76,423	95,502	94,909	121,857
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	12	12	12	13
- Pay and allowances for the auxiliary services.....	1,146	1,367	1,170	1,300
- Training expenses for the Government Flying Service.....	16,266	23,059	27,961	27,008
	301,056	354,509	351,896	408,493

5 Provision of \$810,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

Capital Account

Plant, Equipment and Works

6 Provision of \$126,980,000 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 31.3.2019	Revised estimated expenditure for 2019–20	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
801		Procurement of a flight simulator training device	400,000	—	160,000	240,000
821		Procurement of seven helicopters and the associated mission equipment.....	2,187,500	1,316,478	74,100	796,922
		Total	<u>2,587,500</u>	<u>1,316,478</u>	<u>234,100</u>	<u>1,036,922</u>