

## Head 166 — GOVERNMENT FLYING SERVICE

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

**Estimate 2021–22** ..... **\$654.4m**

**Establishment ceiling 2021–22** (notional annual mid-point salary value) representing an estimated 351 non-directorate posts as at 31 March 2021 rising by five posts to 356 posts as at 31 March 2022 ... **\$262.3m**

In addition, there will be an estimated five directorate posts as at 31 March 2021 and as at 31 March 2022.

**Commitment balance**..... **\$1,130.9m**

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	<b>2021–22 (Estimate)</b>
Financial provision (\$m)	553.7	616.1	568.1 (–7.8%)	<b>654.4</b> (+15.2%)
				(or +6.2% on 2020–21 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	2019 (Actual)	2020 (Actual)	<b>2021 (Plan)</b>
<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 <sup>^</sup> within 20 minutes (%)¶.....	90	90	86	<b>90</b>
outside Island Zone <sup>^</sup> within 30 minutes (%)¶.....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs for Type B Casevac within 120 minutes (%)# .....	100	100	100	<b>100</b>

## Head 166 — GOVERNMENT FLYING SERVICE

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
<i>SARs</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%) .....	90	99	99	<b>90</b>
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	90	86	<b>90</b>
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	N.A.	N.A.	<b>90</b>
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	<b>90</b>
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	N.A.	<b>90</b>
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
120 minutes (%).....	90	100	100	<b>90</b>
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.	<b>90</b>
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	<b>90</b>
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
65 minutes (%).....	90	100	100	<b>90</b>
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%) .....	90	100	100	<b>90</b>
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	N.A.	100	<b>90</b>
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%).....	90	100	N.A.	<b>90</b>
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an extra				
15 minutes per				
50 nm (%) .....	90	100	100	<b>90</b>

## Head 166 — GOVERNMENT FLYING SERVICE

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
<i>Law enforcement</i> <sup>δ</sup>				
on-scene time for call-outs within Island Zone <sup>^</sup>				
within 20 minutes where additional crew or specialised equipment not required (%) <sup>¶</sup> .....	90	100	100	<b>90</b>
within 80 minutes where additional crew or specialised equipment required (%).....	90	100	N.A.	<b>90</b>
on-scene time for call-outs outside Island Zone <sup>^</sup>				
within 30 minutes where additional crew or specialised equipment not required (%) <sup>¶</sup> .....	90	100	100	<b>90</b>
within 90 minutes where additional crew or specialised equipment required (%).....	90	100	N.A.	<b>90</b>
<i>Fire fighting</i> <sup>δ</sup>				
on-scene time for call-outs for water bombing <sup>Ψ</sup>				
within 40 minutes (%).....	85	63	77§	<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	100	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>

<sup>δ</sup> Cases where aircrew were unavailable for deployment due to engagement in an earlier operation were not included in this set of statistics. For 2019, they include 20 Casevac, five SAR, one law enforcement and one fire-fighting operations. For 2020, they include 17 Casevac, seven SAR and three fire-fighting operations.

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

<sup>^</sup> Island Zone includes Hong Kong Island, Cheung Chau, Hei Ling Chau, Lamma Island, Lantau Island, Peng Chau and Soko Islands.

<sup>¶</sup> Or a later time specified by the tasking agent.

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

<sup>§</sup> Out-of-pledge was recorded in 15 out of 65 cases due to aircraft unserviceability, extreme range, the need to wait for take-off clearance from Air Traffic Control, etc.

## Head 166 — GOVERNMENT FLYING SERVICE

### Indicators

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
total flying hours			
fixed-wing .....	1 291	1 869	1 726
helicopter .....	5 434	6 120	5 992
casualty evacuation			
flying hours .....	1 153	1 166	1 169
casualties evacuated .....	1 618	1 496	— <sup>β</sup>
no. of flights .....	1 401	1 441	1 508
search (fixed-wing)			
flying hours .....	141	108	111
no. of flights .....	42	32	34
rescue (helicopter)			
flying hours .....	615	1 107 <sup>α</sup>	712 <sup>α</sup>
persons rescued .....	430	990	— <sup>β</sup>
no. of flights .....	559	1 009	662
law enforcement			
flying hours .....	84	13	45 <sup>ω</sup>
no. of flights .....	55	7	30
fire fighting			
flying hours .....	114	224	162
no. of flights .....	69	129	94
other tasks for government departments			
flying hours .....	1 412	1 279	1 514
passengers .....	7 398	6 316	7 898
no. of flights .....	1 174	1 020	1 240
training			
fixed-wing flying hours .....	791	1 453	1 250
helicopter flying hours .....	2 241	2 539	2 600
miscellaneous			
fixed-wing flying hours .....	3	6	5
helicopter flying hours .....	171	94	150
direct operating cost/hour flown			
fixed-wing			
ZLIN 242L (\$) .....	N.A. <sup>μ</sup>	N.A. <sup>μ</sup>	N.A. <sup>μ</sup>
DA42NG (\$) .....	15,830	3,890	3,890
CL 605 (\$) .....	15,530	14,170	14,170
helicopter			
AS-332 L2 Super Puma (\$) .....	25,830	21,470	21,470
EC 155B1 (\$) .....	22,610	22,300	22,300
H 175 (\$) .....	22,290	20,590	20,590

<sup>β</sup> Not possible to estimate.

<sup>α</sup> The 2021 estimate is calculated by averaging figures from the past few years. The actual figure of 2020 is exceptionally high as compared to the usual historical figures (number of rescue mission for 2020 is doubled as compared to that of the past few years). The GFS is of the view that this spike could be caused by the increased number of visitors to the countryside amidst COVID-19. Taking an average from the past should yield a reasonable estimate for 2021.

<sup>ω</sup> The 2021 estimate is calculated by averaging figures from the past few years.

<sup>μ</sup> This training aircraft is under maintenance.

### Matters Requiring Special Attention in 2021–22

5 Following the full operation of the new helicopters (H 175) in 2019, and the commencement of operation of the Kai Tak Division in mid-2021, the GFS will continue to enhance its operational capability as well as strengthen its human resources to provide high quality flying services to the community and Government. In coming year, the GFS will also focus on enhancing the training and development of frontline staff to better prepare for new challenges ahead.

## Head 166 — GOVERNMENT FLYING SERVICE

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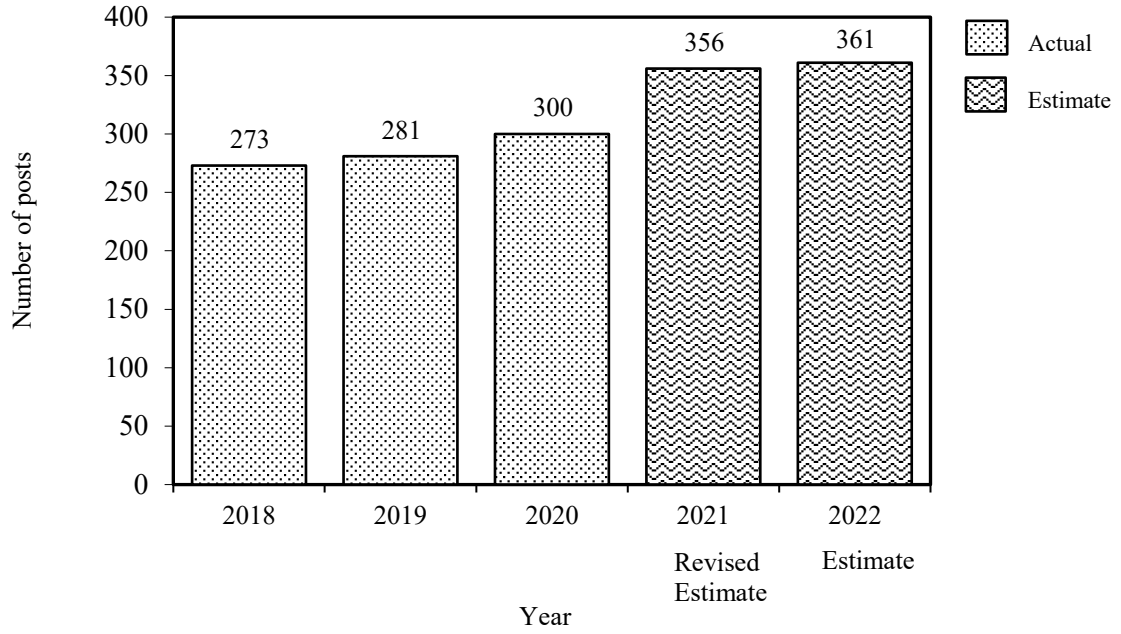
### ANALYSIS OF FINANCIAL PROVISION

	2019–20 (Actual) (\$m)	2020–21 (Original) (\$m)	2020–21 (Revised) (\$m)	2021–22 (Estimate) (\$m)
<b>Programme</b>				
Government Flying Service .....	553.7	616.1	568.1 (–7.8%)	654.4 (+15.2%)
				<b>(or +6.2% on 2020–21 Original)</b>

#### Analysis of Financial and Staffing Provision

Provision for 2021–22 is \$86.3 million (15.2%) higher than the revised estimate for 2020–21. This is mainly due to the increased cash flow requirement for a flight simulator training device, increased training expenses because of suspension and cancellation of overseas training in 2020–21 resulting from COVID-19, the full-year effect of vacancies filled in 2020–21, filling of vacancies in 2021–22, and the net increase of five posts for meeting operational needs.

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



## Head 166 — GOVERNMENT FLYING SERVICE

Sub-head (Code)	Actual expenditure 2019–20	Approved estimate 2020–21	Revised estimate 2020–21	Estimate 2021–22	
	\$'000	\$'000	\$'000	\$'000	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	330,309	408,493	366,758	<b>426,290</b>
200	Insurance of aircraft .....	850	810	2,277	<b>2,500</b>
	Total, Recurrent.....	331,159	409,303	369,035	<b>428,790</b>
	Total, Operating Account .....	331,159	409,303	369,035	<b>428,790</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	79,666	79,800	61,193	<b>86,887</b>
631	Aircraft components, component overhaul and safety equipment (block vote) .....	142,676	126,980	136,980	<b>136,290</b>
661	Minor plant, vehicles and equipment (block vote).....	226	—	864	<b>2,477</b>
	Total, Plant, Equipment and Works.....	222,568	206,780	199,037	<b>225,654</b>
	Total, Capital Account.....	222,568	206,780	199,037	<b>225,654</b>
	Total Expenditure .....	553,727	616,083	568,072	<b>654,444</b>

## Head 166 — GOVERNMENT FLYING SERVICE

### Details of Expenditure by Subhead

The estimate of the amount required in 2021–22 for the salaries and expenses of the Government Flying Service is \$654,444,000. This represents an increase of \$86,372,000 over the revised estimate for 2020–21 and \$100,717,000 over the actual expenditure in 2019–20.

#### Operating Account

##### Recurrent

**2** Provision of \$426,290,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$59,532,000 (16.2%) over the revised estimate for 2020–21 is mainly due to the full-year effect of vacancies filled in 2020–21, filling of vacancies in 2021–22, the net increase of five posts for meeting operational needs, the increased training expenses because of the suspension and cancellation of overseas training in 2020–21 resulting from COVID-19, and increased requirement for operating expenses.

**3** The establishment as at 31 March 2021 will be 356 posts. It is expected that there will be a net increase of five posts in 2021–22. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2021–22, but the notional annual mid-point salary value of all such posts must not exceed \$262,314,000.

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

	2019–20 (Actual) (\$'000)	2020–21 (Original) (\$'000)	2020–21 (Revised) (\$'000)	2021–22 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	180,790	202,554	191,847	<b>205,912</b>
- Allowances.....	4,956	6,381	6,439	<b>8,227</b>
- Job-related allowances.....	130	117	163	<b>172</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	998	1,398	1,210	<b>1,255</b>
- Civil Service Provident Fund contribution.....	11,388	14,939	14,110	<b>17,037</b>
Departmental Expenses				
- Fuel and lubricating oil.....	30,416	32,926	35,000	<b>36,000</b>
- General departmental expenses.....	82,403	121,857	106,242	<b>125,134</b>
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	12	13	14	<b>14</b>
- Pay and allowances for the auxiliary services.....	992	1,300	1,000	<b>1,200</b>
- Training expenses for the Government Flying Service.....	18,224	27,008	10,733	<b>31,339</b>
	330,309	408,493	366,758	<b>426,290</b>

**5** Provision of \$2,500,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$223,000 (9.8%) over the revised estimate for 2020–21 is mainly due to the additional insurance premium requirement arising from the serial accidents involving 737 MAX aircraft and COVID-19.

#### Capital Account

##### Plant, Equipment and Works

**6** Provision of \$136,290,000 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 \$2,477,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$1,613,000 (186.7%) over the revised estimate for 2020–21. This is mainly due to the change of cash flow requirements to replace the mobile refueler of the Government Flying Service.



## Head 166 — GOVERNMENT FLYING SERVICE

### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2020	Revised estimated expenditure for 2020–21	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
801		Procurement of a flight simulator training device .....	400,000	5,765	34,193	360,042
821		Procurement of seven helicopters and the associated mission equipment.....	2,187,500	1,389,630	27,000	770,870
		Total .....	<u>2,587,500</u>	<u>1,395,395</u>	<u>61,193</u>	<u>1,130,912</u>