

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2022–23	\$633.8m
Establishment ceiling 2022–23 (notional annual mid-point salary value) representing an estimated 356 non-directorate posts as at 31 March 2022 and as at 31 March 2023.....	\$273.4m
In addition, there will be an estimated five directorate posts as at 31 March 2022 and as at 31 March 2023.	
Commitment balance.....	\$1,095.9m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2020–21 (Actual)	2021–22 (Original)	2021–22 (Revised)	2022–23 (Estimate)
Financial provision (\$m)	549.7	654.4	558.1 (–14.7%)	633.8 (+13.6%)
				(or –3.1% on 2021–22 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	2020 (Actual)	2021 (Actual)	2022 (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	86	91	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	2020 (Actual)	2021 (Actual)	2022 (Plan)
<i>SARs</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%)	90	99	100	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	86	97	90
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	N.A.	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	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	N.A.	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.	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	100	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	100	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.	N.A.	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an extra				
15 minutes per				
50 nm (%)	90	100	N.A.	90

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	Target	2020 (Actual)	2021 (Actual)	2022 (Plan)
<i>Law enforcement</i>				
on-scene time for call-outs within Island Zone [^]				
within 20 minutes where additional crew or specialised equipment not required (%)¶.....	90	100	100	90
within 80 minutes where additional crew or specialised equipment required (%).....	90	N.A.	N.A.	90
on-scene time for call-outs outside Island Zone [^]				
within 30 minutes where additional crew or specialised equipment not required (%)¶.....	90	100	100	90
within 90 minutes where additional crew or specialised equipment required (%).....	90	N.A.	N.A.	90
<i>Fire fighting</i> ^δ				
on-scene time for call-outs for water bombing ^ψ				
within 40 minutes (%).....	85	77	81§	85
on-scene time for call-outs for trooping ^ψ				
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 in an earlier operation were not included in this set of statistics. For 2020, they include 17 Casevac, seven SAR and three fire-fighting operations. For 2021, they include seven Casevac and 16 SAR 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.

^ 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 14 out of 72 cases due to aircraft unserviceability, extreme range, the need to wait for take-off clearance from Air Traffic Control, etc.

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Indicators

	2020 (Actual)	2021 (Actual)	2022 (Estimate)
total flying hours			
fixed-wing	1 869	1 651	1 744
helicopter	6 120	5 861	6 134
casualty evacuation			
flying hours	1 166	1 202	1 201
casualties evacuated	1 496	1 629	— ^β
no. of flights	1 441	1 436	1 460
search (fixed-wing)			
flying hours	108	123	119
no. of flights	32	33	34
rescue (helicopter)			
flying hours	1 107 ^α	1 174 ^α	823 ^α
persons rescued	990	957	— ^β
no. of flights	1 009	1 036	740
law enforcement			
flying hours	13	34	42 ^ω
no. of flights	7	19	27
fire fighting			
flying hours	224	221	189
no. of flights	129	144	112
other tasks for government departments			
flying hours	1 279	1 436	1 498
passengers	6 316	6 561	7 630
no. of flights	1 020	1 163	1 224
training			
fixed-wing flying hours	1 453	1 155	1 250
helicopter flying hours	2 539	2 043	2 600
miscellaneous			
fixed-wing flying hours	6	8	15
helicopter flying hours	94	116	141
direct operating cost/hour flown			
fixed-wing			
ZLIN 242L (\$)	N.A. ^μ	N.A. ^μ	N.A. ^μ
DA42NG (\$)	3,890	6,820	6,820
CL 605 (\$)	14,170	12,790	12,790
helicopter			
AS-332 L2 Super Puma (\$)	21,470	N.A. ^Δ	N.A. ^Δ
EC 155B1 (\$)	22,300	39,100	39,100
H 175 (\$)	20,590	25,820	25,820

β Not possible to estimate.

α The 2022 estimate is calculated by averaging figures from the past few years. The actual figures of 2021 and 2020 are exceptionally high as compared to the usual historical figures (number of rescue mission for 2021 and 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 2022.

ω The 2022 estimate is calculated by averaging figures from the past few years.

μ This training aircraft is under maintenance.

Δ This aircraft is under maintenance.

Matters Requiring Special Attention in 2022–23

5 Following the commencement of operation of the Kai Tak Division in 2022, the GFS will continue to enhance its operational capability as well as strengthen its human resources to provide effective and efficient 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 them for new challenge ahead.

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ANALYSIS OF FINANCIAL PROVISION

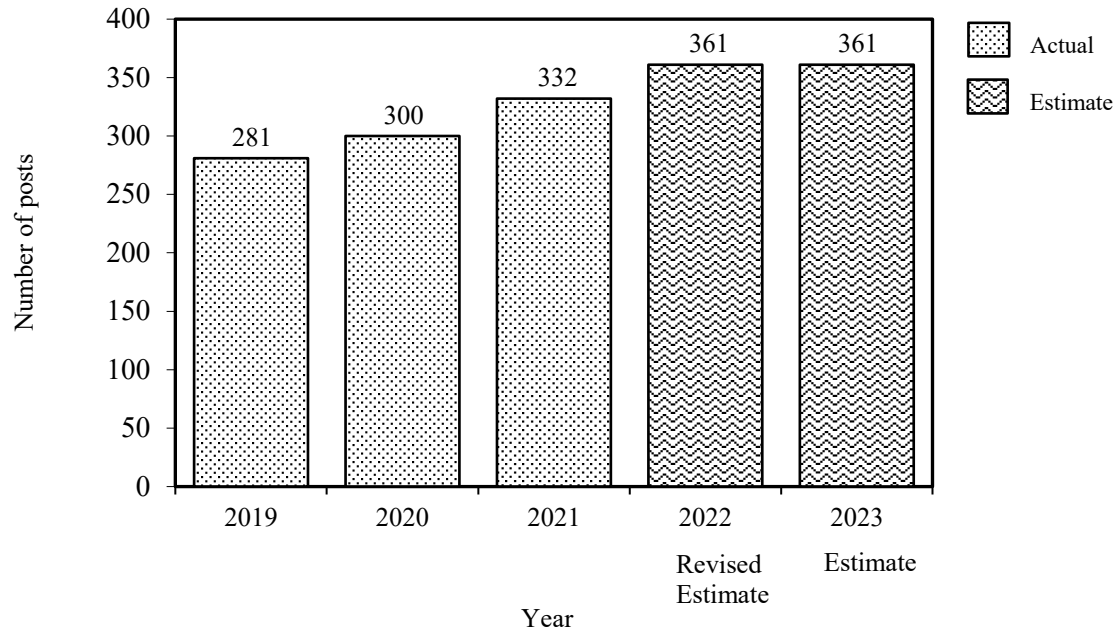
Programme	2020-21 (Actual) (\$m)	2021-22 (Original) (\$m)	2021-22 (Revised) (\$m)	2022-23 (Estimate) (\$m)
Government Flying Service	549.7	654.4	558.1 (-14.7%)	633.8 (+13.6%)
				(or -3.1% on 2021-22 Original)

Analysis of Financial and Staffing Provision

Provision for 2022-23 is \$75.7 million (13.6%) higher than the revised estimate for 2021-22. This is mainly due to the increased training expenses because of suspension and cancellation of overseas training in 2021-22 resulting from COVID-19, the full-year effect of the recurrent consequence of the operation of the Kai Tak Division and the full-year impact to personal emoluments and personnel related expenses arising from the Grade Structure Review for the Disciplined Services Grades which has taken effect from 1 September 2021.

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



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Sub-head (Code)		Actual expenditure 2020–21	Approved estimate 2021–22	Revised estimate 2021–22	Estimate 2022–23
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses	350,215	426,290	370,610	447,231
200	Insurance of aircraft	2,367	2,500	1,808	1,900
	Total, Recurrent.....	<u>352,582</u>	<u>428,790</u>	<u>372,418</u>	449,131
	Total, Operating Account	<u>352,582</u>	<u>428,790</u>	<u>372,418</u>	449,131
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	59,309	86,887	36,918	55,200
631	Aircraft components, component overhaul and safety equipment (block vote)	136,977	136,290	146,290	129,474
	Minor plant, vehicles and equipment (block vote).....	864	2,477	2,477	—
	Total, Plant, Equipment and Works.....	<u>197,150</u>	<u>225,654</u>	<u>185,685</u>	184,674
	Total, Capital Account.....	<u>197,150</u>	<u>225,654</u>	<u>185,685</u>	184,674
	Total Expenditure	<u><u>549,732</u></u>	<u><u>654,444</u></u>	<u><u>558,103</u></u>	<u><u>633,805</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2022–23 for the salaries and expenses of the Government Flying Service is \$633,805,000. This represents an increase of \$75,702,000 over the revised estimate for 2021–22 and \$84,073,000 over the actual expenditure in 2020–21.

Operating Account

Recurrent

2 Provision of \$447,231,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$76,621,000 (20.7%) over the revised estimate for 2021–22 is mainly due to increased training expenses because of suspension and cancellation of overseas training in 2021–22 resulting from COVID-19, the full-year effect of the recurrent consequence of the operation of the Kai Tak Division and the full-year impact to personal emoluments and personnel related expenses arising from the Grade Structure Review for the Disciplined Services Grades which has taken effect from 1 September 2021.

3 The establishment as at 31 March 2022 will be 361 posts. No change in establishment is expected in 2022–23. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2022–23, but the notional annual mid-point salary value of all such posts must not exceed \$273,427,000.

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

	2020–21 (Actual) (\$'000)	2021–22 (Original) (\$'000)	2021–22 (Revised) (\$'000)	2022–23 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	190,638	205,912	208,122	218,591
- Allowances.....	6,827	8,227	7,704	10,463
- Job-related allowances.....	173	172	228	291
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	1,208	1,255	1,189	1,332
- Civil Service Provident Fund contribution.....	13,870	17,037	17,551	21,479
Departmental Expenses				
- Fuel and lubricating oil.....	33,721	36,000	19,000	34,000
- General departmental expenses.....	94,866	125,134	102,966	133,058
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	13	14	14	15
- Pay and allowances for the auxiliary services.....	902	1,200	1,200	1,300
- Training expenses for the Government Flying Service.....	7,997	31,339	12,636	26,702
	350,215	426,290	370,610	447,231

5 Provision of \$1,900,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

Capital Account

Plant, Equipment and Works

6 Provision of \$129,474,000 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. The decrease of \$16,816,000 (11.5%) against the revised estimate for 2021–22 is mainly due to the reduced requirements for major aircraft components which are due for overhaul or repair in 2022–23.

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2021	Revised estimated expenditure for 2021–22	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	39,859	17,018	343,123
821		Procurement of seven helicopters and the associated mission equipment.....	2,187,500	1,414,845	19,900	752,755
		Total	<u>2,587,500</u>	<u>1,454,704</u>	<u>36,918</u>	<u>1,095,878</u>