

## NOTE FOR FINANCE COMMITTEE

### Procurement of Aircraft for the Government Flying Service

#### PURPOSE

At the request of Members, we provide in this note a brief account of the procurement of aircraft by the Government Flying Service (GFS), and details of the procurement of a light twin piston engine fixed-wing aircraft under Head 166 - GFS (Item No. 824).

#### PROCUREMENT OF GFS AIRCRAFT

2. The GFS fleet includes two types of aircraft, namely helicopters<sup>1</sup> and fixed-wing aircraft<sup>2</sup>. A brief account summarising the procurement<sup>3</sup> of the existing fleet approved by the Finance Committee or under delegated authority is set out at the Enclosure.

Encl.

3. All long range Search and Rescue operations of GFS are conducted by the J-41 fixed-wing aircraft, which needs to be operated by two pilots from the aeroplane stream<sup>4</sup>. With increasing operational commitments and difficulty in manning the duty roster for the aeroplane stream, there is a pressing need to train up a sufficient number of captains and co-pilots through speeding up the pilots conversion process from the helicopter stream<sup>5</sup> and shortening the training cycle for in-service pilots in the aeroplane stream. As the two J-41s are often deployed for

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<sup>1</sup> There are seven helicopters in the fleet, including three AS332 L2 Super Puma and four EC155B1.

<sup>2</sup> There are three fixed-wing aircraft in the fleet, including two J-41s and one small single piston engine aerobat aircraft (ZLIN).

<sup>3</sup> The GFS follows the tender procedures laid down in the Stores and Procurement Regulations and the Agreement on Government Procurement of World Trade Organisation when making arrangement for purchase of stores and services including aircraft.

<sup>4</sup> GSF pilots are divided into two streams, namely aeroplane stream (for flying fixed-wing aircraft) and helicopter stream.

<sup>5</sup> For an in-service helicopter pilot to convert to the fixed-wing aircraft stream, it generally takes about five years to accumulate the required flying hours from their date of transfer, having regard to the average annual training hours available on GFS fixed-wing aircraft, including the initial conversion training of about four months.

operations and the single engine ZLIN is designed for a relatively short flying range under daytime and good weather conditions, the existing aircraft available cannot fully meet the wide range of training needs for GFS pilots<sup>6</sup>. Therefore, GFS needs to acquire a training-designated aircraft to handle the whole range of its operations effectively.

4. Approval was granted under delegated authority in November 2010 for GFS to procure a light twin piston engine aircraft to –

- (a) allow training to be conducted at long range under all weather situations to meet the requirements; and
- (b) increase the availability of the operational aircraft for responding to emergency call-outs by minimising the use of operational aircraft for training purposes.

5. The estimated total non-recurrent expenditure is \$7,810,000, to be incurred in 2011-12 (\$2,343,000) and 2012-13 (\$5,467,000). It covers –

Item	\$'000
(a) One light-twin piston engine fixed-wing aircraft	6,000
(b) Initial training for pilots	500
(c) Initial training for engineering staff	250
(d) Tooling and supporting equipment	150
(e) Initial spare parts inventory	200
(f) Contingency (10%)	710
<b>Total:</b>	<b>7,810</b>

6. GFS is making preparation with a view to inviting tender in August to October 2011. Allowing time for training, the aircraft is expected to commence operation in August 2012.

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Security Bureau  
June 2011

<sup>6</sup> To obtain a licence, GFS pilots have to undertake training such as pilot-in-command, cross country, night flying and instrumental flying. The ZLIN, however, can only offer basic pilot-in-command training.

## Brief Account on Procurement of Aircraft by Government Flying Service

Approving Date and Authority	Approved Provision and the Aircraft Involved	Purposes	Delivery Schedule	
			From funding approval to contract awarding (i.e. the procurement procedure time)	From contract awarding to aircraft delivery (i.e. the production time)
November 2010 Financial Secretary under delegated authority	\$7,810,000 for one light twin piston engine fixed-wing aircraft	To speed up the training of pilots for fixed-wing aircraft	15 months (expected)	6 months (expected)
June 2009 Finance Committee (vide FCR(2009-10)24)	\$776,000,000 for two fixed-wing aircraft and the associated mission equipment	To replace two fixed-wing aircraft and the associated mission equipment which are due for replacement	24 months (expected)	30 months (expected)
November 2006 Financial Secretary under delegated authority	\$3,620,000 for one single engine, aerobatically-capable fixed-wing aircraft (ZLIN)	To provide cost-effective flying training such as extreme aircraft attitudes, control movement and speed, for pilots to improve their handling skills and to gain Pilot-in-Command experience	19 months	7 months
February 1998 Finance Committee (vide FCR(97-98)94)*	\$728,500,000 for three large (AS332 L2 Super Puma) and five small (EC155 B1) helicopters	To upgrade the helicopter fleet to enhance the efficiency and operational capability of the GFS fleet in the provision of flying services for search and rescue, medical evacuation, fire fighting and to support the work of various government departments	18 months	27 to 29 months for the first three helicopters and 39 to 41 months for the last five helicopters

\* The item was first submitted to Finance Committee (FC) on 28 November 1997 via FCR(97-98)68. This item was resubmitted and approved by FC on 27 February 1998.