

## Head 166 — GOVERNMENT FLYING SERVICE

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

**Estimate 2004–05** ..... **\$201.8m**

**Establishment ceiling 2004–05** (notional annual mid-point salary value) representing an estimated 231 non-directorate posts as at 31 March 2004 reducing by six posts to 225 posts as at 31 March 2005..... **\$97.3m**

In addition there will be an estimated four directorate posts as at 31 March 2004 and as at 31 March 2005.

**Commitment balance**..... **\$3.6m**

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	2002–03 (Actual)	2003–04 (Original)	2003–04 (Revised)	<b>2004–05 (Estimate)</b>
Financial provision (\$m)	257.6	213.6	206.9 (–3.1%)	<b>201.8</b> (–2.5%)
				(or –5.5% on 2003–04 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 as well as air ambulance services.

#### Brief Description

**3** The Government Flying Service (GFS) operates two fixed-wing aircraft and seven helicopters providing a wide range of flying services. Its major tasks are to:

- carry out search and rescue both over land and at sea;
- conduct casualty evacuation;
- 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 constitute a threat to life or property;
- carry out photography for aerial surveys;
- assist the medical services; and
- carry such persons as the Secretary for Security may authorise as passengers.

**4** In 2003, the performance targets were generally achieved with some deviations separately explained below.

**5** The key performance measures are:

#### Targets

	Target	2002 (Actual) %	2003 (Actual) %	<b>2004 (Plan) %</b>
<i>air ambulance service</i> <sup>(a)</sup>				
on-scene time for call-outs for Type A+ Casevac and Type A Casevac				
within Island Zone <sup>(b)</sup> .....	90% within 20 minutes <sup>(c) (d)</sup>	93	88	<b>90</b>

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	Target	2002 (Actual) %	2003 (Actual) %	2004 (Plan) %
outside Island Zone <sup>(b)</sup> .....	90% within 30 minutes <sup>(c) (d)</sup>	100	80	<b>90</b>
on-scene time for call-outs for Type B Casevac .....	100% within 120 minutes	100	99	<b>100</b>
<i>search and rescue (SAR)</i>				
helicopter				
on-scene time for inshore SAR call- outs				
between 0700 - 2159 hours .....	90% within 40 minutes	98	94	<b>90</b>
between 2200 - 0659 hours additional crew or specialised equipment not required.....	90% within 40 minutes	95	74 <sup>(e)</sup>	<b>90</b>
additional crew or specialised equipment required.....	90% within 100 minutes	N.A.	75 <sup>(f)</sup>	<b>90</b>
on-scene time for offshore SAR call- outs <sup>(g)</sup>				
between 0700 - 2159 hours less than 50 nm (92.5 km) from GFS HQs.....	90% within 60 minutes	100	80	<b>90</b>
50 nm (92.5 km) – 200 nm (370 km) from GFS HQs.....	90% within 60 minutes plus an extra 30 minutes per 50 nm	100	100	<b>90</b>
between 2200 - 0659 hours less than 50 nm (92.5 km) from GFS HQs.....	90% within 120 minutes	100	100	<b>90</b>
50 nm (92.5 km) – 200 nm (370 km) from GFS HQs.....	90% within 120 minutes plus an extra 30 minutes per 50 nm	100	N.A.	<b>90</b>
fixed-wing aircraft				
on-scene time for SAR call-outs				
between 0700 - 2159 hours less than 50 nm (92.5 km) from GFS HQs.....	90% within 50 minutes	100	86	<b>90</b>
50 nm (92.5 km) – 100 nm (185 km) from GFS HQs.....	90% within 65 minutes	100	88	<b>90</b>
beyond 100 nm (185 km) from GFS HQs.....	90% within 65 minutes plus an extra 15 minutes per 50 nm	100	100	<b>90</b>

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	Target	2002 (Actual) %	2003 (Actual) %	2004 (Plan) %
between 2200 - 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQs.....	90% within 110 minutes	100	100	<b>90</b>
50 nm (92.5 km) –				
100 nm (185 km)				
from GFS HQs.....	90% within 125 minutes	100	100	<b>90</b>
beyond 100 nm (185 km)				
from GFS HQs.....	90% within 125 minutes plus an extra 15 minutes per 50 nm	100	N.A.	<b>90</b>
<i>police operation</i>				
on-scene time for call-outs within				
Island Zone <sup>(b)</sup>				
additional crew or specialised				
equipment not required .....	90% within 20 minutes <sup>(c)</sup>	96	95	<b>90</b>
additional crew or specialised				
equipment required .....	90% within 80 minutes	N.A.	100	<b>90</b>
on-scene time for call-outs outside				
Island Zone <sup>(b)</sup>				
additional crew or specialised				
equipment not required .....	90% within 30 minutes <sup>(c)</sup>	94	63 <sup>(h)</sup>	<b>90</b>
additional crew or specialised				
equipment required .....	90% within 90 minutes	N.A.	100	<b>90</b>
<i>fire fighting</i>				
on-scene time for call-outs for water				
bombing during day-time <sup>(i)</sup> .....	85% within 40 minutes	86	77	<b>85</b>
on-scene time for call-outs for				
trooping during day-time				
additional crew or specialised				
equipment not required .....	85% within 40 minutes	100	67 <sup>(j)</sup>	<b>85</b>
additional crew or specialised				
equipment required .....	85% within 100 minutes	N.A.	N.A.	<b>85</b>
<i>flying services for government departments</i>				
meet reasonable requests where other				
priorities permit .....	100%	98	97	<b>100</b>

(a) In 2002, for simultaneous call-outs at different locations carried out by the same crew, only the on-scene time of the first call-out is used for the measurement of performance against the set targets. From 2003 onwards, the on-scene times of all call-outs are used for the purpose. The different types of casualty evacuation are denoted as follows:

Type A+ Casevac — casualty evacuation involving life-threatening cases.

Type A Casevac — casualty evacuation involving emergency medical conditions other than life-threatening.

Type B Casevac — casualty evacuation involving lesser emergency.

(b) Island Zone includes Hong Kong Island, Cheung Chau, Hei Ling Chau, Lamma Island, Lantau Island, Peng Chau and Soko Islands.

(c) Or a later time specified by the tasking agent.

(d) The percentage within target has been revised from 95 in 2003 to 90 in 2004 to provide a more realistic target in view of the revised arrangement for measuring performance in respect of simultaneous call-outs.

(e) Delay was recorded in five out of the 19 cases mainly due to the inclement weather, time taken to obtain more details about the operation and urgent aircraft repair.

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- (f) A three-minute delay was recorded in one of the four cases because of the time taken to arrange for additional crew.
- (g) Following the replacement of the helicopter fleet in 2003, GFS can respond to offshore SAR call-outs at locations up to 200 nm (370 km) (previously only 100 nm (185 km)) from the GFS Headquarters. The descriptions of the relevant targets have been revised accordingly.
- (h) Delay was recorded in six out of the 16 cases mainly due to the aircraft and crew being deployed for other more urgent tasks and the need for urgent aircraft repair.
- (i) Water bombing can only be carried out during hours of daylight.
- (j) A two-minute delay was recorded in one of the three cases because of the time taken to transfer the groundcrew to Kai Tak first to support the subsequent refuelling of the helicopter in the fire fighting process.

### Indicators

	2002 (Actual)	2003 (Actual)	2004 (Estimate)
total flying hours			
fixed-wing .....	1 753	1 493	<b>1 710</b>
helicopter .....	4 825	5 463	<b>5 330</b>
casualty evacuation			
flying hours.....	1 249	1 251	<b>1 340</b>
casualties evacuated .....	2 095	2 003	<b>2 350</b>
% of call-outs responded to .....	100	100	<b>100</b>
search (fixed-wing)			
flying hours.....	282	215	<b>220</b>
% of call-outs responded to .....	100	100	<b>100</b>
rescue (helicopters)			
flying hours.....	405	483	<b>470</b>
persons rescued .....	381	582	<b>N.A.</b>
% of call-outs responded to .....	100	100	<b>100</b>
police operations			
flying hours.....	432	496	<b>460</b>
% of call-outs responded to .....	100	100	<b>100</b>
fire fighting			
flying hours.....	139	298	<b>140</b>
% of call-outs responded to .....	100	100	<b>100</b>
other tasks for government departments			
flying hours.....	1 785	1 928	<b>1 860</b>
% of call-outs responded to .....	98	97	<b>100</b>
passengers .....	10 686	10 462	<b>11 500</b>
training			
fixed-wing flying hours .....	539	453	<b>710</b>
helicopter flying hours.....	1 517	1 589	<b>1 670</b>
miscellaneous			
fixed-wing flying hours .....	23	29	<b>20</b>
helicopter flying hours..... <sup>(k)</sup>	207	214	<b>150</b>
direct operating cost/hour flown <sup>(l)</sup>			
fixed-wing			
Jetstream (\$).....	8,509	6,737	<b>5,173</b>
helicopters			
S-76 (\$) .....	9,076	N.A.	<b>N.A.</b>
Blackhawk (\$) .....	12,800	N.A.	<b>N.A.</b>
AS-332 L2 Super Puma (\$) .....	17,916	15,576	<b>15,225</b>
EC 155B (\$) .....	12,081	9,385	<b>9,252</b>

- (k) Replacing an old indicator “operating cost/hour flown”. For 2002, the figures included maintenance and fuel costs as well as administrative overheads. For 2003 and beyond, the figures include only maintenance and fuel costs to tie in with the general practice in the aviation industry.
- (l) The S-76 and Blackhawk helicopters were disposed of in 2003.

### Matters Requiring Special Attention in 2004–05

6 With the completion of the helicopter replacement programme, the GFS will continue to consolidate the training and operations of the new aircraft in 2004–05 to bring about improved services to the community.

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### ANALYSIS OF FINANCIAL PROVISION

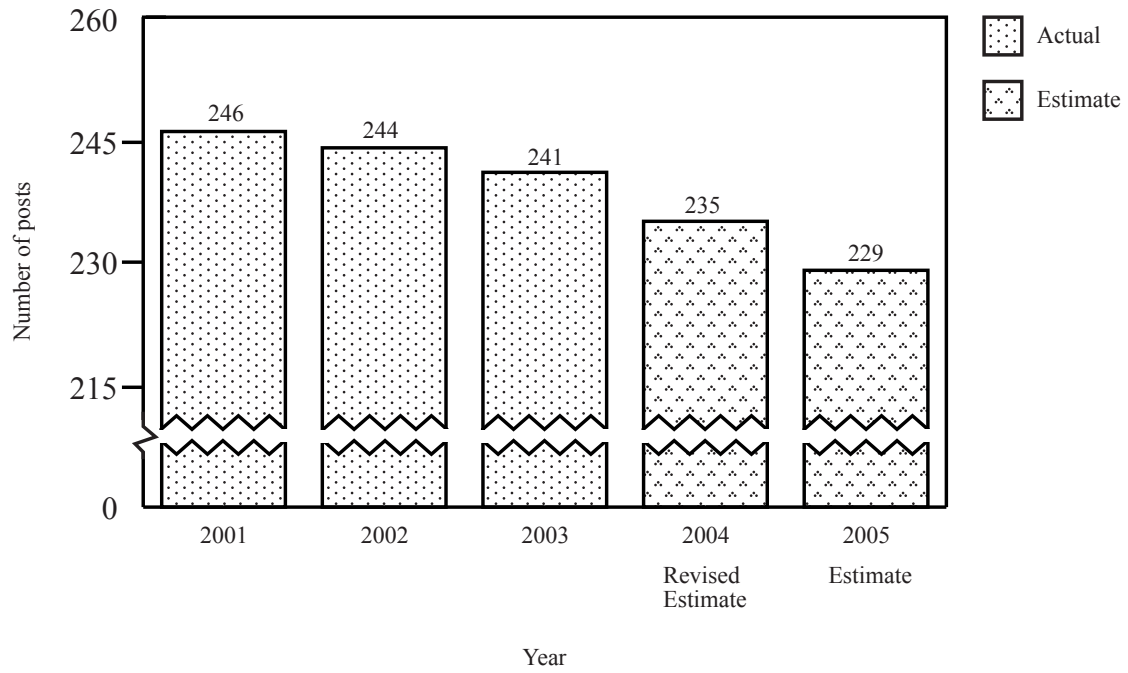
<b>Programme</b>	2002-03 (Actual) (\$m)	2003-04 (Original) (\$m)	2003-04 (Revised) (\$m)	2004-05 (Estimate) (\$m)
Government Flying Service .....	257.6	213.6	206.9 (-3.1%)	201.8 (-2.5%)
				(or -5.5% on 2003-04 Original)

#### Analysis of Financial and Staffing Provision

Provision for 2004-05 is \$5.1 million (2.5%) lower than the revised estimate for 2003-04. This is mainly due to the reduced cashflow requirements for procuring new helicopters and other capital account items, effect of the 2004 and 2005 civil service pay cut and deletion of six posts, partly offset by the provision to cater for possible exchange rate fluctuations in relation to payments for aircraft components.

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



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Sub-head (Code)	Actual expenditure 2002-03	Approved estimate 2003-04	Revised estimate 2003-04	Estimate 2004-05	
	\$'000	\$'000	\$'000	\$'000	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses.....	—	156,939	146,759	<b>149,760</b>
200	Insurance of aircraft.....	1,164	1,310	1,310	<b>1,310*</b>
	Salaries .....	107,690	—	—	—
	Allowances .....	1,103	—	—	—
	Job-related allowances .....	56	—	—	—
	Fuel and lubricating oil.....	6,358	—	—	—
	General departmental expenses .....	20,391	—	—	—
	Grant to the Government Flying Service				
	Welfare Fund .....	10	—	—	—
	Pay and allowances for the auxiliary services ....	353	—	—	—
	Training expenses for the Government Flying Service .....	6,547	—	—	—
	Total, Recurrent .....	143,672	158,249	148,069	<b>151,070</b>
Non-Recurrent					
700	General non-recurrent.....	360	3,128	1,045	<b>1,000</b>
	Total, Non-Recurrent .....	360	3,128	1,045	<b>1,000</b>
	Total, Operating Account.....	144,032	161,377	149,114	<b>152,070</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment .....	68,333	5,601	5,326	<b>491</b>
631	Aircraft components, component overhaul and safety equipment (block vote).....	44,925	46,601	51,074	<b>49,274</b>
	Minor plant, vehicles and equipment (block vote).....	300	—	1,366	—
	Total, Plant, Equipment and Works .....	113,558	52,202	57,766	<b>49,765</b>
	Total, Capital Account .....	113,558	52,202	57,766	<b>49,765</b>
	Total Expenditure.....	257,590	213,579	206,880	<b>201,835</b>

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### Details of Expenditure by Subhead

The estimate of the amount required in 2004–05 for the salaries and expenses of the Government Flying Service is \$201,835,000. This represents a decrease of \$5,045,000 against the revised estimate for 2003–04 and of \$55,755,000 against actual expenditure in 2002–03.

#### Operating Account

##### Recurrent

**2** Provision of \$149,760,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service.

**3** The establishment as at 31 March 2004 will be 235 permanent posts. It is expected that six permanent posts will be deleted in 2004–05. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2004–05, but the notional annual mid-point salary value of all such posts must not exceed \$97,336,000.

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

	2002–03 (Actual) (\$'000)	2003–04 (Original) (\$'000)	2003–04 (Revised) (\$'000)	2004–05 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	107,690	110,740	105,000	<b>100,837</b>
- Allowances.....	1,103	1,952	1,239	<b>1,301</b>
- Job-related allowances.....	56	178	163	<b>157</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	—	72	91	<b>74</b>
- Civil Service Provident Fund contribution.....	—	35	47	<b>113</b>
Departmental Expenses				
- Fuel and lubricating oil.....	6,358	8,371	8,371	<b>8,790</b>
- General departmental expenses.....	20,391	25,771	22,902	<b>28,377</b>
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	10	11	11	<b>11</b>
- Pay and allowances for the auxiliary services.....	353	413	475	<b>650</b>
- Training expenses for the Government Flying Service.....	6,547	9,396	8,460	<b>9,450</b>
	142,508	156,939	146,759	<b>149,760</b>

**5** Provision of \$1,310,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

#### Capital Account

##### Plant, Equipment and Works

**6** Provision of \$49,274,000 under *Subhead 631 Aircraft components, component overhaul and safety equipment (block vote)* is for acquiring and overhauling aircraft engines, components 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 31.3.2003	Revised estimated expenditure for 2003–04	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Operating Account</i></b>						
700	227	<i>General non-recurrent</i> Provision of training to local pilots to enhance localisation.....	3,624	496	—	3,128
<b><i>Capital Account</i></b>						
603	230	<i>Plant, vehicles and equipment</i> Replacement of three large and five small helicopters .....	737,780	731,963	5,326	491
		Total.....	<u>741,404</u>	<u>732,459</u>	<u>5,326</u>	<u>3,619</u>