

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2005–06	\$229.8m
Establishment ceiling 2005–06 (notional annual mid-point salary value) representing an estimated 224 non-directorate posts as at 31 March 2005 reducing by three posts to 221 posts as at 31 March 2006	\$91.2m
In addition, there will be an estimated four directorate posts as at 31 March 2005 and as at 31 March 2006.	
Commitment balance	\$19.8m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2003–04 (Actual)	2004–05 (Original)	2004–05 (Revised)	2005–06 (Estimate)
Financial provision (\$m)	199.7	201.8	195.5 (–3.1%)	229.8 (+17.5%)
				(or +13.9% on 2004–05 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 2004, the performance targets were generally achieved with some deviations separately explained below.

5 The key performance measures are:

Targets

	Target	2003 (Actual) %	2004 (Actual) %	2005 (Plan) %
<i>Air ambulance service</i> ^(a) on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations within Island Zone ^(b)	90% within 20 minutes ^{(c) (d)}	88	90	90

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	Target	2003 (Actual) %	2004 (Actual) %	2005 (Plan) %
outside Island Zone ^(b)	90% within 30 minutes ^{(c) (d)}	80	100	90
on-scene time for call-outs for Type B Casevac.....	100% within 120 minutes	99	99	100
<i>Search and rescue (SAR)</i>				
helicopter				
on-scene time for inshore SAR call- outs				
between 0700 and 2159 hours ...	90% within 40 minutes	94	93	90
between 2200 and 0659 hours additional crew or specialised equipment not required	90% within 40 minutes	74 ^(e)	82	90
additional crew or specialised equipment required	90% within 100 minutes	75 ^(f)	100	90
on-scene time for offshore SAR call- outs				
between 0700 and 2159 hours less than 50 nm (92.5 km) from GFS HQs	90% within 60 minutes	80	100	90
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	90
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQs	90% within 120 minutes	100	100	90
50 nm (92.5 km) – 200 nm (370 km) from GFS HQs	90% within 120 minutes plus an extra 30 minutes per 50 nm	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 HQs	90% within 50 minutes	86	100	90
50 nm (92.5 km) – 100 nm (185 km) from GFS HQs	90% within 65 minutes	88	100	90
beyond 100 nm (185 km) from GFS HQs	90% within 65 minutes plus an extra 15 minutes per 50 nm	100	100	90

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	Target	2003 (Actual) %	2004 (Actual) %	2005 (Plan) %
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQs	90% within 110 minutes	100	50 ^(g)	90
50 nm (92.5 km) –				
100 nm (185 km)				
from GFS HQs	90% within 125 minutes	100	N.A.	90
beyond 100 nm (185 km)				
from GFS HQs	90% within 125 minutes plus an extra 15 minutes per 50 nm	N.A.	100	90
<i>Police operation</i>				
on-scene time for call-outs within				
Island Zone ^(b)				
additional crew or specialised				
equipment not required.....	90% within 20 minutes ^(c)	95	100	90
additional crew or specialised				
equipment required.....	90% within 80 minutes	100	100	90
on-scene time for call-outs outside				
Island Zone ^(b)				
additional crew or specialised				
equipment not required.....	90% within 30 minutes ^(c)	63 ^(h)	95	90
additional crew or specialised				
equipment required.....	90% within 90 minutes	100	N.A.	90
<i>Fire fighting</i>				
on-scene time for call-outs for water				
bombing during day-time ⁽ⁱ⁾	85% within 40 minutes	77	79 ^(j)	85
on-scene time for call-outs for				
trooping during day-time				
additional crew or specialised				
equipment not required.....	85% within 40 minutes	67 ^(k)	82	85
additional crew or specialised				
equipment required.....	85% within 100 minutes	N.A.	N.A.	85
<i>Flying services for government</i>				
departments				
meet reasonable requests where other				
priorities permit.....	100%	97	99	100

- (a) 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 which are not 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 from 2004 onwards to provide a more realistic target in view of the revised arrangement for measuring performance in respect of simultaneous call-outs.

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- (e) Delay was recorded in five out of the 19 cases mainly due to inclement weather, time taken to obtain more details about the operation and urgent aircraft repair.
- (f) A three-minute delay was recorded in one of the four cases because of the time taken to arrange for additional crew.
- (g) Only two cases fell into this category. Delay was recorded in one of the cases due to the time taken to obtain air traffic control clearance from the Mainland for the GFS aircraft to enter their waters.
- (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) Delay was recorded in 39 out of the 186 cases mainly due to simultaneous call-outs at different locations carried out by the same crew and urgent aircraft repair.
- (k) 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

	2003 (Actual)	2004 (Actual)	2005 (Estimate)
total flying hours			
fixed-wing.....	1 493	1 585	1 520
helicopter.....	5 463	4 711	4 480
casualty evacuation			
flying hours.....	1 251	863	850
casualties evacuated.....	2 003	1 365	1 330
call-outs responded to (%).....	100	99	100
search (fixed-wing)			
flying hours.....	215	147	200
call-outs responded to (%).....	100	100	100
rescue (helicopters)			
flying hours.....	483	498	480
persons rescued.....	582	525	N.A.
call-outs responded to (%).....	100	100	100
law enforcement ^(l)			
flying hours.....	496	536	550
call-outs responded to (%).....	100	97	100
fire fighting			
flying hours.....	298	434	300
call-outs responded to (%).....	100	100	100
other tasks for government departments			
flying hours.....	1 928	1 672	1 500
call-outs responded to (%).....	97	99	100
passengers.....	10 462	8 263	7 500
training			
fixed-wing flying hours.....	453	602	620
helicopter flying hours.....	1 589	1 298	1 280
miscellaneous			
fixed-wing flying hours.....	29	41	40
helicopter flying hours.....	214	205	180
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	6,737	7,716	9,310
helicopters			
AS-332 L2 Super Puma (\$).....	15,576	17,627	19,830
EC 155B1 (\$).....	9,385	10,396	11,390

- (l) Replacing an old indicator “police operations”. For 2003, the figures included flying hours of police operations only. From 2004 onwards, the figures include flying hours of all law enforcement operations.

Matters Requiring Special Attention in 2005–06

6 In 2005–06, GFS will continue to strengthen its capability to better serve the community and support the disciplined services in carrying out their law enforcement duties.

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ANALYSIS OF FINANCIAL PROVISION

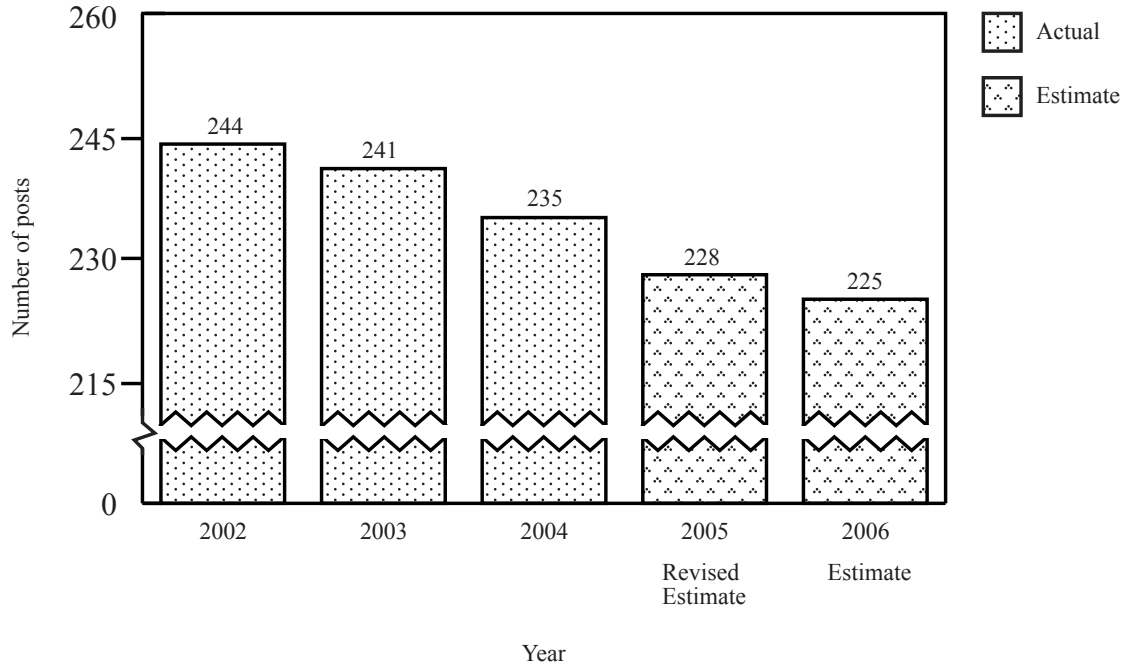
Programme	2003-04 (Actual) (\$m)	2004-05 (Original) (\$m)	2004-05 (Revised) (\$m)	2005-06 (Estimate) (\$m)
Government Flying Service.....	199.7	201.8	195.5 (-3.1%)	229.8 (+17.5%)
				(or +13.9% on 2004-05 Original)

Analysis of Financial and Staffing Provision

Provision for 2005-06 is \$34.3 million (17.5%) higher than the revised estimate for 2004-05. This is mainly due to the increased cash flow requirements for new capital account items and procuring aircraft components, increased provision to cater for possible exchange rate fluctuations in relation to payments for aircraft components, partly offset by the full-year effect of the 2005 civil service pay cut and deletion of three posts.

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



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Sub-head (Code)		Actual expenditure 2003-04	Approved estimate 2004-05	Revised estimate 2004-05	Estimate 2005-06
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses	138,070	149,760	141,463	144,494
200	Insurance of aircraft	1,111	1,310	1,348	1,260*
	Total, Recurrent	<u>139,181</u>	<u>151,070</u>	<u>142,811</u>	<u>145,754</u>
Non-Recurrent					
	General non-recurrent	2,020	1,000	1,000	—
	Total, Non-Recurrent	<u>2,020</u>	<u>1,000</u>	<u>1,000</u>	—
	Total, Operating Account	<u>141,201</u>	<u>152,070</u>	<u>143,811</u>	<u>145,754</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	5,582	491	234	19,792
631	Aircraft components, component overhaul and safety equipment (block vote)	51,595	49,274	51,434	64,266
	Minor plant, vehicles and equipment (block vote)	1,366	—	—	—
	Total, Plant, Equipment and Works	<u>58,543</u>	<u>49,765</u>	<u>51,668</u>	<u>84,058</u>
	Total, Capital Account	<u>58,543</u>	<u>49,765</u>	<u>51,668</u>	<u>84,058</u>
	Total Expenditure	<u><u>199,744</u></u>	<u><u>201,835</u></u>	<u><u>195,479</u></u>	<u><u>229,812</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2005–06 for the salaries and expenses of the Government Flying Service is \$229,812,000. This represents an increase of \$34,333,000 over the revised estimate for 2004–05 and of \$30,068,000 over actual expenditure in 2003–04.

Operating Account

Recurrent

2 Provision of \$144,494,000 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 2005 will be 228 permanent posts. It is expected that there will be a deletion of three permanent posts in 2005–06. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2005–06, but the notional annual mid-point salary value of all such posts must not exceed \$91,190,000.

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

	2003–04 (Actual) (\$'000)	2004–05 (Original) (\$'000)	2004–05 (Revised) (\$'000)	2005–06 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	104,556	100,837	98,739	98,769
- Allowances	883	1,301	1,164	1,106
- Job-related allowances	156	157	157	161
Personnel Related Expenses				
- Mandatory Provident Fund contribution	92	74	74	43
- Civil Service Provident Fund contribution	37	113	113	507
- Disturbance allowance	—	—	91	—
Departmental Expenses				
- Fuel and lubricating oil	6,517	8,790	8,790	8,700
- General departmental expenses	20,414	28,377	22,834	25,321
Other Charges				
- Grant to the Government Flying Service Welfare Fund	10	11	10	10
- Pay and allowances for the auxiliary services	407	650	500	477
- Training expenses for the Government Flying Service	4,998	9,450	8,991	9,400
	138,070	149,760	141,463	144,494

5 Provision of \$1,260,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The decrease of \$88,000 (6.5%) against the revised estimate for 2004–05 is due to the need to extend the old contract by one month to address the unexpected complications in the tender exercise for the new contract. As a result, the premium paid in 2004–05 would be higher than usual.

Capital Account

Plant, Equipment and Works

6 Provision of \$64,266,000 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. The increase of \$12,832,000 (24.9%) over the revised estimate for 2004–05 is mainly due to the increased requirement and the need to meet statutory requirement for aircraft components and safety equipment.

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2004	Revised estimated expenditure for 2004–05	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
476		Replacement of the Forward Looking Infra Red System for J41 fixed-wing aircraft (B-HRS).....	9,896	—	—	9,896
477		Replacement of the Forward Looking Infra Red System for J41 fixed-wing aircraft (B-HRT)	9,896	—	—	9,896
		Total	<u>19,792</u>	<u>—</u>	<u>—</u>	<u>19,792</u>