

## Head 166 — GOVERNMENT FLYING SERVICE

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

<b>Estimate 2001–02</b> .....	<b>\$328.4m</b>
<b>Establishment ceiling 2001–02</b> (notional annual mid-point salary value) representing an estimated 242 non-directorate posts at 31 March 2001 reduced by one post to 241 posts at 31 March 2002.....	<b>\$103.6m</b>
In addition there will be an estimated four directorate posts at 31 March 2001 and at 31 March 2002.	
<b>Capital Account commitment balance</b> .....	<b>\$150.4m</b>

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	1999–2000 (Actual)	2000–01 (Approved)	2000–01 (Revised)	<b>2001–02 (Estimate)</b>
Financial provision (\$m)	759.3	189.8 (–75.0%)	181.9 (–4.2%)	<b>328.4 (+80.5%)</b>

#### 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 of the Hong Kong Special Administrative Region (HKSAR), and to provide a 24-hour coverage of air ambulance as well as search and rescue services.

#### Brief Description

3 The Government Flying Service (GFS) operates two fixed-wing aircraft and nine helicopters providing a wide range of flying services to the Government of the HKSAR. 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 2000, all targets were achieved to a satisfactory standard. Both pilots and aircrewmen were given specialist training in order to provide 24-hour search and rescue services and police emergency response service.

5 The key performance measures are:

#### Targets

	Target		1999 (Actual)	2000 (Actual)	<b>2001 (Plan)</b>
	Target time	% within target			
<i>air ambulance service</i>					
1999 and 2000#					
respond to all call-outs for Type A+ Casevac† and Type A Casevac† ...	15 minutes	95	97	99	<b>N.A.‡</b>
respond to all call-outs for Type B Casevac†.....	2 hours	100	100	100	<b>N.A.‡</b>

## Head 166 — GOVERNMENT FLYING SERVICE

	Target Target time	% within target	1999 (Actual)	2000 (Actual)	2001 (Plan)
2001#					
on-scene time for call-outs for Type A+ Casevac† and Type A Casevac†					
within Island Zone@ .....	20 minutes	95	N.A.φ	N.A.φ	<b>95</b>
outside Island Zone@ .....	30 minutes	95	N.A.φ	N.A.φ	<b>95</b>
on-scene time for all call-outs for Type B Casevac† .....					
	2 hours	100	N.A.φ	N.A.φ	<b>100</b>
<i>search and rescue (SAR)</i>					
1999 and 2000#					
respond to inshore SAR call-outs					
between 0700 - 1759 hours .....	20 minutes	90	98	98	N.A.‡
between 1800 - 2159 hours .....	45 minutes	90	100	100	N.A.‡
between 2200 - 0659 hours .....	1 hour and 30 minutes	90	100	91	N.A.‡
respond to offshore SAR call-outs					
between 0700 - 2159 hours .....	45 minutes	90	97	100	N.A.‡
between 2200 - 0659 hours .....	1 hour and 30 minutes	90	100	100	N.A.‡
<i>search and rescue (SAR)</i>					
helicopter					
2001#					
on-scene time for inshore SAR call-outs					
between 0700 - 2159 hours .....	40 minutes	90	N.A.φ	N.A.φ	<b>90</b>
between 2200 - 0659 hours additional crew or specialised equipment not required .....	40 minutes	90	N.A.φ	N.A.φ	<b>90</b>
additional crew or specialised equipment are required.....	1 hour and 40 minutes	90	N.A.φ	N.A.φ	<b>90</b>
on-scene time for offshore SAR call-outs					
between 0700 - 2159 hours within 50 nm (92.5 km) of GFS HQs .....	1 hour	90	N.A.φ	N.A.φ	<b>90</b>
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs .....	1 hour and 30 minutes	90	N.A.φ	N.A.φ	<b>90</b>
between 2200 - 0659 hours within 50 nm (92.5 km) of GFS HQs .....	2 hours	90	N.A.φ	N.A.φ	<b>90</b>
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs .....	2 hours and 30 minutes	90	N.A.φ	N.A.φ	<b>90</b>
fixed-wing aircraft					
2001#					
on-scene time for SAR call-outs					
between 0700 - 2159 hours within 50 nm (92.5 km) of GFS HQs .....	50 minutes	90	N.A.φ	N.A.φ	<b>90</b>
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs .....	1 hour and 5 minutes	90	N.A.φ	N.A.φ	<b>90</b>
beyond 100 nm (185 km) of GFS HQs .....	add 15 minutes per 50 nm	90	N.A.φ	N.A.φ	<b>90</b>

## Head 166 — GOVERNMENT FLYING SERVICE

	Target Target time	% within target	1999 (Actual)	2000 (Actual)	<b>2001 (Plan)</b>
on-scene time for SAR call-outs between 2200 - 0659 hours within 50 nm (92.5 km) of GFS HQs.....	1 hour and 50 minutes	90	N.A.φ	N.A.φ	<b>90</b>
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs.....	2 hours and 5 minutes	90	N.A.φ	N.A.φ	<b>90</b>
beyond 100 nm (185 km) of GFS HQs.....	add 15 minutes per 50 nm	90	N.A.φ	N.A.φ	<b>90</b>
<i>police operation</i>					
1999 and 2000#					
respond to all call-outs during day- time .....	45 minutes	100	100	100	N.A.‡
respond to all night call-outs .....	1 hour and 15 minutes	85	100	100	N.A.‡
2001#					
on-scene time for call-outs within Island Zone@					
additional crew or specialised equipment not required.....	20 minutes	90	N.A.φ	N.A.φ	<b>90</b>
additional crew or specialised equipment are required.....	1 hour and 20 minutes	90	N.A.φ	N.A.φ	<b>90</b>
on-scene time for call-outs outside Island Zone@					
additional crew or specialised equipment not required.....	30 minutes	90	N.A.φ	N.A.φ	<b>90</b>
additional crew or specialised equipment are required.....	1 hour and 30 minutes	90	N.A.φ	N.A.φ	<b>90</b>
<i>fire fighting</i>					
1999 and 2000#					
respond to all call-outs during day- time .....	45 minutes	85	94	99	N.A.‡
2001#					
on-scene time for all call-outs for water bombing during day-time β.	40 minutes	85	N.A.φ	N.A.φ	<b>85</b>
on-scene time for all call-outs for trooping during day-time					
additional crew or specialised equipment not required.....	40 minutes	85	N.A.φ	N.A.φ	<b>85</b>
additional crew or specialised equipment are required.....	1 hour and 40 minutes	85	N.A.φ	N.A.φ	<b>85</b>
<i>flying services for government departments</i>					
meet all reasonable requests where other priorities permit .....	N.A.Ω	100	93	94	<b>100</b>

# In 1999 and 2000, the target time was referred to 'take-off' time. With the introduction of new targets in 2001, the target time is revised to 'on-scene' time.

‡ Not applicable. This target is replaced by a new target starting from 2001.

φ Not applicable. New target starting from 2001.

Ω Not applicable.

† 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.

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

β Water bombing can only be carried out during hours of daylight.

## Head 166 — GOVERNMENT FLYING SERVICE

### *Indicators*

	1999 (Actual)	2000 (Actual)	2001 (Estimate)
total flying hours			
fixed-wing .....	2 024	2 003	1 780
helicopter.....	5 775	5 088	5 950
casualty evacuation			
flying hours .....	798	824	800
casualties evacuated.....	1 275	1 299	1 400
% of call-outs responded to .....	100	100	100
search (fixed-wing)			
flying hours .....	215	152	230
% of call-outs responded to .....	100	100	100
rescue (helicopters)			
flying hours .....	305	288	320
persons rescued.....	276	279	N.A.®
% of call-outs responded to .....	100	100	100
police operations			
flying hours .....	480	563	550
% of call-outs responded to .....	100	100	100
fire fighting			
flying hours .....	284	139	300
% of call-outs responded to .....	100	100	100
other tasks for government departments			
flying hours .....	2 280	2 378	2 300
% of call-outs responded to .....	93	94	95
passengers .....	16 112	14 413	16 200
training			
fixed-wing flying hours .....	941	600	650
helicopter flying hours.....	2 160	1 801	2 200
miscellaneous			
fixed-wing flying hours .....	33	82	80
helicopter flying hours.....	303	264	300
recurrent cost/hour flown			
fixed-wing			
Jetstream (\$) .....	7,845	7,510	8,579
helicopters			
S-76 (\$).....	10,569	10,964	9,733
Blackhawk (\$).....	10,080	16,867 <sup>β</sup>	12,359
AS-332 L2 Super Puma (\$).....	N.A.#	N.A.#	18,951

@ Not applicable.

# Not applicable as the AS-332 L2 Super Puma helicopters will arrive in 2001.

β Increase in cost due to additional expenditure for replacing six nos. of aircraft engines.

### *Matters Requiring Special Attention in 2001–02*

6 During 2001–02, the GFS will continue to accord a high priority to the training of local pilots and aircrewmen in order that the localisation policy can be implemented in a safe and measured way. Additionally, the GFS will monitor the implementation of the helicopter fleet replacement programme with delivery of helicopters in phases to be completed by 2002–03.

## Head 166 — GOVERNMENT FLYING SERVICE

---

### ANALYSIS OF FINANCIAL PROVISION

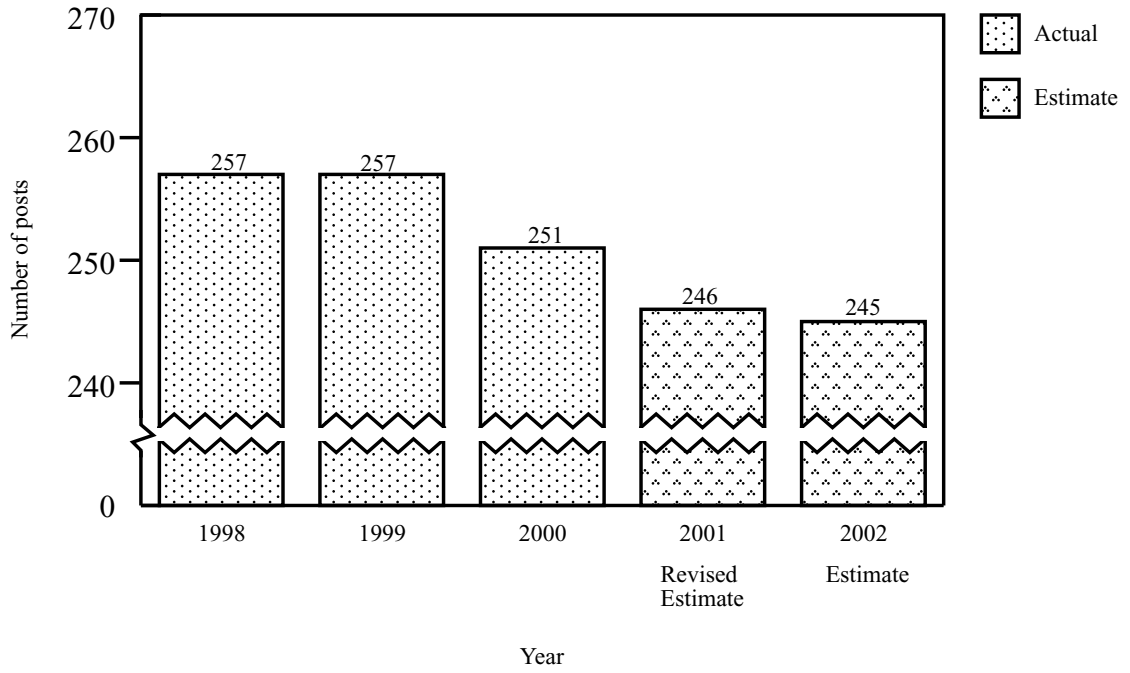
<b>Programme</b>	1999–2000 (Actual) (\$m)	2000–01 (Approved) (\$m)	2000–01 (Revised) (\$m)	<b>2001–02 (Estimate) (\$m)</b>
Government Flying Service .....	759.3	189.8 (–75.0%)	181.9 (–4.2%)	<b>328.4 (+80.5%)</b>

#### Analysis of Financial and Staffing Provision

Provision for 2001–02 is \$146.5 million (80.5%) higher than the revised estimate for 2000–01. This is mainly due to the increased cashflow requirement for procuring eight helicopters to replace the existing helicopter fleet in the GFS, increased requirement for aircraft components upon the delivery of the new helicopter fleet, salary increments for existing staff, full-year provision for vacancies filled in 2000–01, price increase in aircraft fuel and oil, and increased requirement arising from the launching of the Auxiliary Air Medical Officer Programme, partly offset by savings in operating expenses under the Enhanced Productivity Programme and the net deletion of one post.

Head 166 — GOVERNMENT FLYING SERVICE

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



## Head 166 — GOVERNMENT FLYING SERVICE

Sub-head (Code)		Actual expenditure 1999–2000	Approved estimate 2000–01	Revised estimate 2000–01	Estimate 2001–02
		\$ 000	\$ 000	\$ 000	\$'000
<b>Recurrent Account</b>					
I — Personal Emoluments					
001	Salaries.....	106,906	110,115	105,438	<b>108,482</b>
002	Allowances.....	1,900	2,202	2,134	<b>2,185</b>
	Total, Personal Emoluments .....	<u>108,806</u>	<u>112,317</u>	<u>107,572</u>	<u><b>110,667</b></u>
III — Departmental Expenses					
115	Fuel and lubricating oil.....	4,942	6,831	7,481	<b>10,854</b>
149	General departmental expenses.....	21,116	28,763	24,946	<b>26,399</b>
	Total, Departmental Expenses .....	<u>26,058</u>	<u>35,594</u>	<u>32,427</u>	<u><b>37,253</b></u>
IV — Other Charges					
200	Insurance of aircraft.....	432	618	567	<b>618*</b>
201	Grant to the Government Flying Service				
	Welfare Fund.....	11	11	11	<b>11</b>
245	Pay and allowances for the auxiliary services ...	3	100	187	<b>413</b>
291	Training expenses for the Government Flying Service.....	6,280	8,116	8,116	<b>8,058</b>
	Total, Other Charges .....	<u>6,726</u>	<u>8,845</u>	<u>8,881</u>	<u><b>9,100</b></u>
	Total, Recurrent Account .....	<u>141,590</u>	<u>156,756</u>	<u>148,880</u>	<u><b>157,020</b></u>
<b>Capital Account</b>					
I — Plant, Equipment and Works					
603	Plant, vehicles and equipment .....	580,477	34	34	<b>126,941</b>
631	Aircraft components, component overhaul and safety equipment (block vote).....	37,279	31,770	31,770	<b>43,616</b>
	Total, Plant, Equipment and Works .....	<u>617,756</u>	<u>31,804</u>	<u>31,804</u>	<u><b>170,557</b></u>
II — Other Non-Recurrent					
700	General other non-recurrent.....	—	1,207	1,207	<b>807</b>
	Total, Other Non-Recurrent.....	<u>—</u>	<u>1,207</u>	<u>1,207</u>	<u><b>807</b></u>
	Total, Capital Account.....	<u>617,756</u>	<u>33,011</u>	<u>33,011</u>	<u><b>171,364</b></u>
	Total Expenditure .....	<u><u>759,346</u></u>	<u><u>189,767</u></u>	<u><u>181,891</u></u>	<u><u><b>328,384</b></u></u>

## Head 166 — GOVERNMENT FLYING SERVICE

---

### Details of Expenditure by Subhead

The estimate of the amount required in 2001–02 for the salaries and expenses of the Government Flying Service is \$328,384,000. This represents an increase of \$146,493,000 over the revised estimate for 2000–01 and a decrease of \$430,962,000 against actual expenditure in 1999–2000.

#### *Recurrent Account*

##### Personal Emoluments

**2** Provision of \$110,667,000 for personal emoluments represents an increase of \$3,095,000 over the revised estimate for 2000–01.

**3** The establishment at 31 March 2001 will be 246 permanent posts. It is expected that a net one permanent post will be deleted in 2001–02.

**4** Subject to certain conditions, the controlling officer may under delegated powers create or delete non-directorate posts during 2001–02, but the notional annual mid-point salary value of all such posts must not exceed \$103,628,000.

**5** Provision of \$2,185,000 under *Subhead 002 Allowances* is for standard allowances.

##### Departmental Expenses

**6** Provision of \$10,854,000 under *Subhead 115 Fuel and lubricating oil* is for the purchase of fuel and oil for the Government Flying Service's aircraft. The increase of \$3,373,000 (45.1%) over the revised estimate for 2000–01 is mainly due to price increases in fuel and increased requirement for training upon the delivery of the replacement helicopter fleet.

**7** Provision of \$26,399,000 under *Subhead 149 General departmental expenses* represents an increase of \$1,453,000 (5.8%) over the revised estimate for 2000–01. This is mainly due to the payment for end of contract gratuity and mandatory contribution under the MPF Schemes Ordinance (Cap. 485) for non-civil service contract staff, additional requirement for office maintenance and specialist equipment arising from the launching of the Auxiliary Air Medical Officer Programme, partly offset by savings in departmental expenses under the Enhanced Productivity Programme.

##### Other Charges

**8** Provision of \$618,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$51,000 (9.0%) over the revised estimate for 2000–01 is mainly due to increase in insurance premium.

**9** Provision of \$11,000 under *Subhead 201 Grant to the Government Flying Service Welfare Fund* is for the welfare fund for permanent disciplined staff.

**10** Provision of \$413,000 under *Subhead 245 Pay and allowances for the auxiliary services* is for the remuneration of auxiliary members. The increase of \$226,000 (120.9%) over the revised estimate for 2000–01 is mainly due to the full-year provision for pay and allowances of the auxiliary members under the newly introduced Auxiliary Air Medical Officer Programme.

**11** Provision of \$8,058,000 under *Subhead 291 Training expenses for the Government Flying Service* is for overseas and local training of pilots, aircrew, and groundcrew.

#### *Capital Account*

##### Plant, Equipment and Works

**12** Provision of \$43,616,000 under *Subhead 631 Aircraft components, component overhaul and safety equipment (block vote)* is for overhauling aircraft engines, components and avionics, and for safety and rescue equipment. The increase of \$11,846,000 (37.3%) over the revised estimate for 2000–01 is mainly due to the increased requirement for aircraft components for the new helicopter fleet which will be delivered in 2001–02.



## Head 166 — GOVERNMENT FLYING SERVICE

### Capital Account

#### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2000	Revised estimated expenditure for 2000-01	Balance
			\$ 000	\$ 000	\$ 000	\$ 000
603		<i>Plant, vehicles and equipment</i>				
	230	Replacement of three large and five small helicopters .....	728,500	580,923	34	147,543
700		<i>General other non-recurrent</i>				
	227	Provision of training to local pilots to enhance localisation .....	3,624	496	807	2,321
	229	Production of a public relation film.....	900	—	400	500
			<u>4,524</u>	<u>496</u>	<u>1,207</u>	<u>2,821</u>
		Total.....	<u>733,024</u>	<u>581,419</u>	<u>1,241</u>	<u>150,364</u>