

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2006–07 **\$212.3m**

Establishment ceiling 2006–07 (notional annual mid-point salary value) representing an estimated 221 non-directorate posts as at 31 March 2006 reducing by two posts to 219 posts as at 31 March 2007 **\$90.7m**

In addition, there will be an estimated four directorate posts as at 31 March 2006 and as at 31 March 2007.

Commitment balance **\$3.3m**

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2004–05 (Actual)	2005–06 (Original)	2005–06 (Revised)	2006–07 (Estimate)
Financial provision (\$m)	189.1	229.8	222.8 (–3.0%)	212.3 (–4.7%)
				(or –7.6% on 2005–06 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 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 2005, the performance targets were generally achieved with some deviations separately explained below.

5 The key performance measures are:

Targets

	Target	2004 (Actual) %	2005 (Actual) %	2006 (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)	90	86	90

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	Target	2004 (Actual) %	2005 (Actual) %	2006 (Plan) %
outside Island Zone ^(b)	90% within 30 minutes ^(c)	100	N.A.	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	93	94	90
between 2200 and 0659 hours additional crew or specialised equipment not required	90% within 40 minutes	82	60 ^(d)	90
additional crew or specialised equipment required	90% within 100 minutes	100	38 ^(e)	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	100	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	N.A.	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.	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 HQs	90% within 50 minutes	100	75 ^(f)	90
50 nm (92.5 km) – 100 nm (185 km) from GFS HQs.....	90% within 65 minutes	100	100	90
beyond 100 nm (185 km) from GFS HQs.....	90% within 65 minutes plus an extra 15 minutes per 50 nm	100	90	90

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	Target	2004 (Actual) %	2005 (Actual) %	2006 (Plan) %
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQs.....	90% within 110 minutes	50 ^(g)	100	90
50 nm (92.5 km) – 100 nm (185 km) from GFS HQs.....	90% within 125 minutes	N.A.	N.A.	90
beyond 100 nm (185 km) from GFS HQs	90% within 125 minutes plus an extra 15 minutes per 50 nm	100	50 ^(h)	90
<i>Law enforcement ⁽ⁱ⁾</i>				
on-scene time for call-outs within Island Zone ^(b) additional crew or specialised equipment not required	90% within 20 minutes ^(c)	100	100	90
additional crew or specialised equipment required	90% within 80 minutes	100	N.A.	90
on-scene time for call-outs outside Island Zone ^(b) additional crew or specialised equipment not required	90% within 30 minutes ^(c)	95	92	90
additional crew or specialised equipment required	90% within 90 minutes	N.A.	N.A.	90
<i>Fire fighting</i>				
on-scene time for call-outs for water bombing during day-time ^(j)	85% within 40 minutes	79 ^(k)	76 ^(l)	85
on-scene time for call-outs for trooping during day-time additional crew or specialised equipment not required.....	85% within 40 minutes	82	100	85
additional crew or specialised equipment required.....	85% within 100 minutes	N.A.	N.A.	85
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit	100%	99	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.

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- (d) Delay was recorded in six out of 15 cases mainly because of inclement weather.
- (e) Delay was recorded in five out of eight cases because of inclement weather, additional time required for pre-flight planning or crew being engaged in Type A Casevac.
- (f) Delay was recorded in one out of four cases because of the time taken to call in an additional pilot.
- (g) There were only two cases in 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) There were only two cases in this category. Delay was recorded in one of the cases due to the additional time required for pre-flight planning.
- (i) Prior to 2005, the figures included police operations only. From 2005 onwards, the figures include all law enforcement operations.
- (j) Water bombing can only be carried out during hours of daylight.
- (k) Delay was recorded in 39 out of 186 cases mainly because of simultaneous call-outs at different locations carried out by the same crew or essential aircraft repair.
- (l) Delay was recorded in 30 out of 125 cases because of simultaneous call-outs at different locations carried out by the same crew, inclement weather or essential aircraft repair.

Indicators

	2004 (Actual)	2005 (Actual)	2006 (Estimate)
total flying hours			
fixed-wing.....	1 585	1 289	1 300
helicopter.....	4 711	4 529	4 700
casualty evacuation			
flying hours.....	863	904	900
casualties evacuated.....	1 365	1 379	N.A.
call-outs responded to (%).....	99	99	100
search (fixed-wing)			
flying hours.....	147	115	150
call-outs responded to (%).....	100	100	100
rescue (helicopters)			
flying hours.....	498	598	530
persons rescued.....	525	497	N.A.
call-outs responded to (%).....	100	100	100
law enforcement			
flying hours.....	536	457	450
call-outs responded to (%).....	97	96	100
fire fighting			
flying hours.....	434	258	350
call-outs responded to (%).....	100	98	100
other tasks for government departments			
flying hours.....	1 672	1 150	1 370
call-outs responded to (%).....	99	98	100
passengers.....	8 263	6 885	7 610
training			
fixed-wing flying hours.....	602	588	590
helicopter flying hours.....	1 298	1 398	1 400
miscellaneous			
fixed-wing flying hours.....	41	55	40
helicopter flying hours.....	205	295	220
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	7,716	6,084	8,080
helicopters			
AS-332 L2 Super Puma (\$).....	17,627	21,988	22,020
EC 155B1 (\$).....	10,396	11,203	12,870

Matters Requiring Special Attention in 2006–07

6 During 2006–07, the Department will continue to strengthen its capability to better serve the community and support other disciplined services in carrying out their law enforcement duties.

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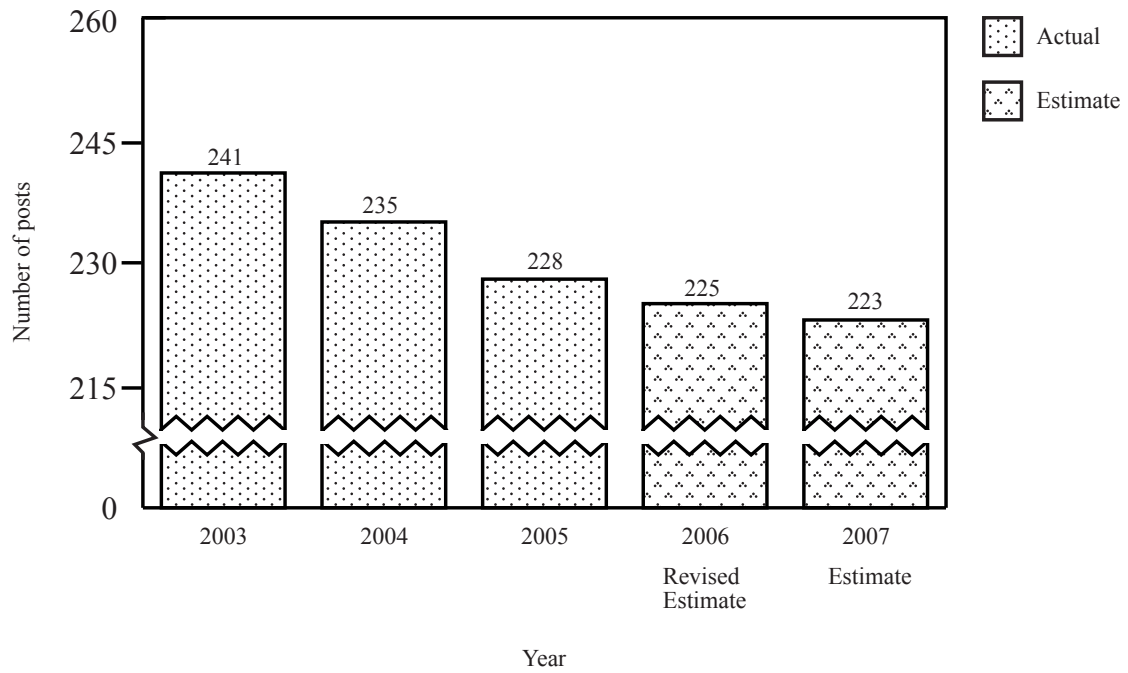
ANALYSIS OF FINANCIAL PROVISION

Programme	2004–05 (Actual) (\$m)	2005–06 (Original) (\$m)	2005–06 (Revised) (\$m)	2006–07 (Estimate) (\$m)
Government Flying Service	189.1	229.8	222.8 (–3.0%)	212.3 (–4.7%)
				(or –7.6% on 2005–06 Original)

Analysis of Financial and Staffing Provision

Provision for 2006–07 is \$10.5 million (4.7%) lower than the revised estimate for 2005–06. This is mainly due to the deletion of two posts in 2006–07 and reduced cash flow requirement for capital projects, partly offset by increased provision for filling vacancies.

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



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Sub-head (Code)		Actual expenditure 2004-05	Approved estimate 2005-06	Revised estimate 2005-06	Estimate 2006-07
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses	135,381	144,494	140,803	144,338
200	Insurance of aircraft	1,347	1,260	1,260	1,300
	Total, Recurrent	136,728	145,754	142,063	145,638
Non-Recurrent					
	General non-recurrent	455	—	—	—
	Total, Non-Recurrent	455	—	—	—
	Total, Operating Account	137,183	145,754	142,063	145,638
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	171	19,792	16,468	3,324
631	Aircraft components, component overhaul and safety equipment (block vote)	51,738	64,266	64,266	62,041
661	Minor plant, vehicles and equipment (block vote)	—	—	—	1,287
	Total, Plant, Equipment and Works	51,909	84,058	80,734	66,652
	Total, Capital Account	51,909	84,058	80,734	66,652
	Total Expenditure	189,092	229,812	222,797	212,290

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Details of Expenditure by Subhead

The estimate of the amount required in 2006–07 for the salaries and expenses of the Government Flying Service is \$212,290,000. This represents a decrease of \$10,507,000 against the revised estimate for 2005–06 and an increase of \$23,198,000 over actual expenditure in 2004–05.

Operating Account

Recurrent

2 Provision of \$144,338,000 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 2006 will be 225 permanent posts. It is expected that there will be a deletion of two permanent posts in 2006–07. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2006–07, but the notional annual mid-point salary value of all such posts must not exceed \$90,707,000.

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

	2004–05 (Actual) (\$'000)	2005–06 (Original) (\$'000)	2005–06 (Revised) (\$'000)	2006–07 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	98,607	98,769	96,430	99,000
- Allowances	667	1,106	896	925
- Job-related allowances	143	161	155	152
Personnel Related Expenses				
- Mandatory Provident Fund contribution	70	43	45	45
- Civil Service Provident Fund contribution	124	507	519	638
- Disturbance allowance	90	—	—	96
Departmental Expenses				
- Fuel and lubricating oil	8,272	8,700	10,391	11,801
- General departmental expenses	19,215	25,321	23,138	22,305
Other Charges				
- Grant to the Government Flying Service Welfare Fund	9	10	10	10
- Pay and allowances for the auxiliary services	409	477	529	656
- Training expenses for the Government Flying Service	7,775	9,400	8,690	8,710
	<u>135,381</u>	<u>144,494</u>	<u>140,803</u>	<u>144,338</u>

5 Provision of \$1,300,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

Capital Account

Plant, Equipment and Works

6 Provision of \$62,041,000 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 31.3.2005	Revised estimated expenditure for 2005–06	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	—	8,234	1,662
477		Replacement of the Forward Looking Infra Red system for J41 fixed-wing aircraft (B-HRT)	9,896	—	8,234	1,662
		Total	19,792	—	16,468	3,324