

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2007–08	\$235.1m
Establishment ceiling 2007–08 (notional annual mid-point salary value) representing an estimated 219 non-directorate posts as at 31 March 2007 and as at 31 March 2008	\$90.0m
In addition, there will be an estimated four directorate posts as at 31 March 2007 and as at 31 March 2008.	
Commitment balance	\$20.2m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2005–06 (Actual)	2006–07 (Original)	2006–07 (Revised)	2007–08 (Estimate)
Financial provision (\$m)	207.2	212.3	208.3 (–1.9%)	235.1 (+12.9%)
				(or +10.7% on 2006–07 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 The key performance measures are:

Targets

	Target	2005 (Actual)	2006 (Actual)	2007 (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) within 20 minutes ^(c) (%)	90	86	84	90
outside Island Zone ^(b) within 30 minutes ^(c) (%)	90	N.A.	N.A.	90

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	Target	2005 (Actual)	2006 (Actual)	2007 (Plan)
on-scene time for call-outs for Type B Casevac within 120 minutes (%)	100	99	97	100
<i>Search and rescue (SAR)</i>				
helicopter				
on-scene time for inshore SAR call-outs				
between 0700 and 2159 hours within 40 minutes (%)	90	94	97	90
between 2200 and 0659 hours additional crew or specialised equipment not required within 40 minutes (%)	90	60 ^(d)	81 ^(e)	90
additional crew or specialised equipment required within 100 minutes (%)	90	38 ^(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 within 60 minutes (%)	90	100	100	90
50 nm (92.5 km) – 200 nm (370 km) from GFS HQs within 60 minutes plus an extra 30 minutes per 50 nm (%)	90	N.A.	100	90
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQs within 120 minutes (%)	90	100	100	90
50 nm (92.5 km) – 200 nm (370 km) from GFS HQs within 120 minutes plus an extra 30 minutes per 50 nm (%)	90	100	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 within 50 minutes (%)	90	75 ^(g)	100	90
50 nm (92.5 km) – 100 nm (185 km) from GFS HQs within 65 minutes (%)	90	100	100	90
beyond 100 nm (185 km) from GFS HQs within 65 minutes plus an extra 15 minutes per 50 nm (%)	90	90	89	90

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	Target	2005 (Actual)	2006 (Actual)	2007 (Plan)
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQs within				
110 minutes (%)	90	100	100	90
50 nm (92.5 km) –				
100 nm (185 km)				
from GFS				
HQs within				
125 minutes (%)	90	N.A.	100	90
beyond 100 nm (185 km)				
from GFS HQs				
within 125 minutes				
plus an extra				
15 minutes per				
50 nm (%)	90	50 ^(h)	100	90
<i>Law enforcement</i>				
on-scene time for call-outs within				
Island Zone ^(b)				
additional crew or specialised				
equipment not required				
within 20 minutes ^(c) (%)	90	100	100	90
additional crew or specialised				
equipment required within				
80 minutes (%)	90	N.A.	N.A.	90
on-scene time for call-outs outside				
Island Zone ^(b)				
additional crew or specialised				
equipment not required				
within 30 minutes ^(c) (%)	90	92	78 ⁽ⁱ⁾	90
additional crew or specialised				
equipment required within				
90 minutes (%)	90	N.A.	N.A.	90
<i>Fire fighting</i>				
on-scene time for call-outs for water				
bombing during				
day-time ^(j) within				
40 minutes (%)	85	76 ^(k)	85	85
on-scene time for call-outs for				
trooping during day-time				
additional crew or				
specialised equipment				
not required within				
40 minutes (%)	85	100	100	85
additional crew or				
specialised equipment				
required within				
100 minutes (%)	85	N.A.	N.A.	85
<i>Flying services for government</i>				
departments				
meet reasonable requests where				
other priorities permit (%)	100	99	98	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 three out of 16 cases due to inclement weather, simultaneous call-outs at different locations carried out by the same crew or essential aircraft repair.
- (f) 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.
- (g) Delay was recorded in one out of four cases because of the time taken to call in an additional pilot.
- (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) Delay was recorded in four out of 18 cases due to inclement weather or simultaneous call-outs at different locations carried out by the same crew.
- (j) Water bombing can only be carried out during hours of daylight.
- (k) 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

	2005 (Actual)	2006 (Actual)	2007 (Estimate)
total flying hours			
fixed-wing	1 289	1 266	1 250
helicopter.....	4 529	4 690	5 170
casualty evacuation			
flying hours.....	904	920	960
casualties evacuated	1 379	1 425	N.A.
call-outs responded to (%).....	99	99	100
search (fixed-wing)			
flying hours.....	115	190	180
call-outs responded to (%).....	100	100	100
rescue (helicopters)			
flying hours.....	598	571	540
persons rescued	497	451	N.A.
call-outs responded to (%).....	100	100	100
law enforcement			
flying hours.....	457	516	500
call-outs responded to (%).....	96	94	100
fire fighting			
flying hours.....	258	307	350
call-outs responded to (%).....	98	99	100
other tasks for government departments			
flying hours.....	1 150	1 326	1 250
call-outs responded to (%).....	98	98	100
passengers	6 885	7 637	7 050
training			
fixed-wing flying hours	588	543	630
helicopter flying hours.....	1 398	1 343	1 770
miscellaneous			
fixed-wing flying hours	55	24	30
helicopter flying hours.....	295	216	210
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	6,084	8,630	7,480
helicopters			
AS-332 L2 Super Puma (\$).....	21,988	22,100	23,580
EC 155B1 (\$).....	11,203	12,660	14,030

Matters Requiring Special Attention in 2007–08

5 During 2007–08, 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

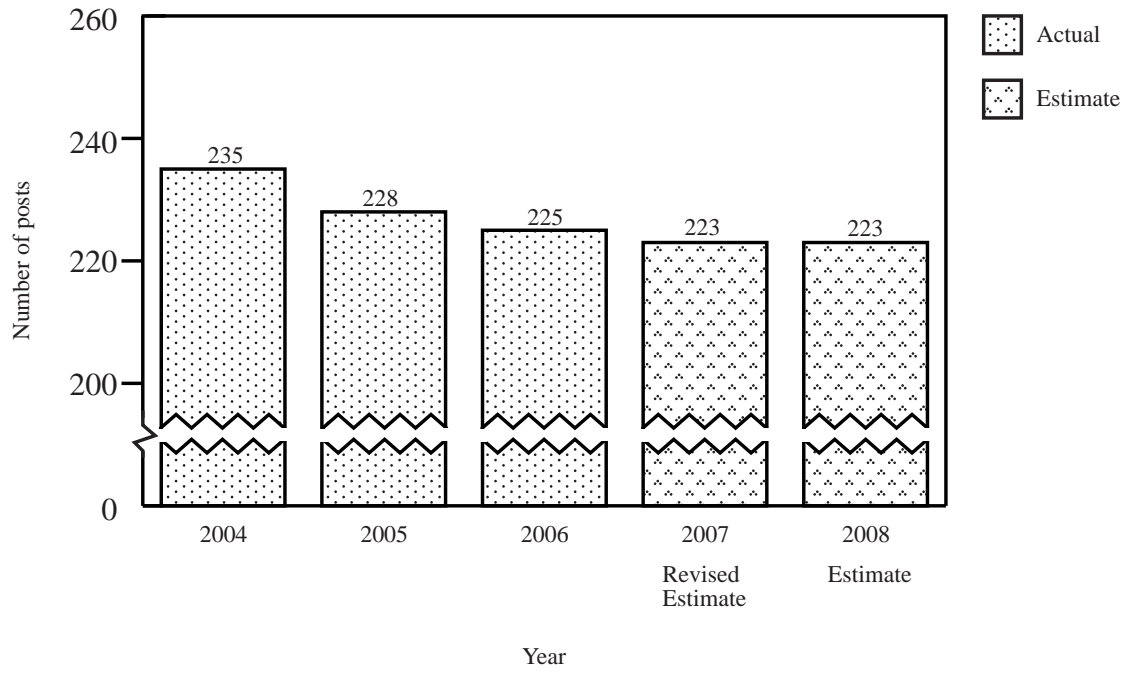
Programme	2005-06 (Actual) (\$m)	2006-07 (Original) (\$m)	2006-07 (Revised) (\$m)	2007-08 (Estimate) (\$m)
Government Flying Service	207.2	212.3	208.3 (-1.9%)	235.1 (+12.9%)
				(or +10.7% on 2006-07 Original)

Analysis of Financial and Staffing Provision

Provision for 2007-08 is \$26.8 million (12.9%) higher than the revised estimate for 2006-07. This is mainly due to the increase in provision for filling vacancies, fuel cost and cash flow requirement for capital projects.

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



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Sub-head (Code)		Actual expenditure 2005-06	Approved estimate 2006-07	Revised estimate 2006-07	Estimate 2007-08
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses.....	140,858	144,338	143,823	151,081
200	Insurance of aircraft.....	1,205	1,300	1,140	1,300
	Total, Recurrent	<u>142,063</u>	<u>145,638</u>	<u>144,963</u>	<u>152,381</u>
	Total, Operating Account.....	<u>142,063</u>	<u>145,638</u>	<u>144,963</u>	<u>152,381</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	1,820	3,324	—	19,172
631	Aircraft components, component overhaul and safety equipment (block vote).....	63,297	62,041	62,041	63,555
	Minor plant, vehicles and equipment (block vote).....	—	1,287	1,287	—
	Total, Plant, Equipment and Works	<u>65,117</u>	<u>66,652</u>	<u>63,328</u>	<u>82,727</u>
	Total, Capital Account	<u>65,117</u>	<u>66,652</u>	<u>63,328</u>	<u>82,727</u>
	Total Expenditure.....	<u><u>207,180</u></u>	<u><u>212,290</u></u>	<u><u>208,291</u></u>	<u><u>235,108</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2007–08 for the salaries and expenses of the Government Flying Service is \$235,108,000. This represents an increase of \$26,817,000 over the revised estimate for 2006–07 and of \$27,928,000 over actual expenditure in 2005–06.

Operating Account

Recurrent

2 Provision of \$151,081,000 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 2007 will be 223 permanent posts. No change in establishment is expected in 2007–08. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2007–08, but the notional annual mid-point salary value of all such posts must not exceed \$89,985,000.

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

	2005–06 (Actual) (\$'000)	2006–07 (Original) (\$'000)	2006–07 (Revised) (\$'000)	2007–08 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	96,196	99,000	95,020	97,240
- Allowances.....	729	925	853	874
- Job-related allowances	133	152	145	152
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	43	45	59	87
- Civil Service Provident Fund contribution.....	506	638	638	681
- Disturbance allowance	51	96	9	90
Departmental Expenses				
- Fuel and lubricating oil	12,577	11,801	13,180	16,091
- General departmental expenses.....	21,596	22,305	24,698	26,240
Other Charges				
- Grant to the Government Flying Service Welfare Fund	9	10	10	10
- Pay and allowances for the auxiliary services	534	656	678	656
- Training expenses for the Government Flying Service.....	8,484	8,710	8,533	8,960
	140,858	144,338	143,823	151,081

5 Provision of \$1,300,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$160,000 (14.0%) over the revised estimate for 2006–07 is mainly due to the increase in premium for aviation insurance in the market.

Capital Account

Plant, Equipment and Works

6 Provision of \$63,555,000 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 31.3.2006	Revised estimated expenditure for 2006-07	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	910	—	8,986
477		Replacement of the Forward Looking Infra Red system for J41 fixed-wing aircraft (B-HRT)	9,896	910	—	8,986
847		Procurement of a single-engine, aerobatically-capable fixed-wing aircraft.....	2,200	—	—	2,200
		Total.....	<u>21,992</u>	<u>1,820</u>	<u>—</u>	<u>20,172</u>