

## Head 166 — GOVERNMENT FLYING SERVICE

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

<b>Estimate 2008–09</b> .....	<b>\$257.3m</b>
<b>Establishment ceiling 2008–09</b> (notional annual mid-point salary value) representing an estimated 219 non-directorate posts as at 31 March 2008 rising by six posts to 225 posts as at 31 March 2009 ...	<b>\$96.5m</b>
In addition, there will be an estimated four directorate posts as at 31 March 2008 and as at 31 March 2009.	
<b>Commitment balance</b> .....	<b>\$23.1m</b>

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	2006–07 (Actual)	2007–08 (Original)	2007–08 (Revised)	2008–09 (Estimate)
Financial provision (\$m)	205.5	235.1	215.1 (–8.5%)	257.3 (+19.6%)
				(or +9.4% on 2007–08 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 The key performance measures are:

#### Targets

	Target	2006 (Actual)	2007 (Actual)	2008 (Plan)
<i>Air ambulance service</i> Ψ				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations within Island Zone§ within 20 minutesΩ (%).....	90	84	84	90
outside Island Zone§ within 30 minutesΩ (%).....	90	N.A.	N.A.	90

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	Target	2006 (Actual)	2007 (Actual)	<b>2008 (Plan)</b>
on-scene time for call-outs for Type B Casevac within 120 minutes (%).....	100	97	99	<b>100</b>
<i>Search and rescue (SAR)</i>				
helicopter				
on-scene time for inshore SAR call-outs				
between 0700 and 2159 hours within 40 minutes (%).....	90	97	98	<b>90</b>
between 2200 and 0659 hours additional crew or specialised equipment not required within 40 minutes (%) .....	90	81 <sup>^</sup>	95	<b>90</b>
additional crew or specialised equipment required within 100 minutes (%) .....	90	100	50 <sup>¶</sup>	<b>90</b>
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	<b>90</b>
50 nm (92.5 km) - 200 nm (370 km) from GFS HQs within 60 minutes plus an extra 30 minutes per 50 nm (%).....	90	100	N.A.	<b>90</b>
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQs within 120 minutes (%) .....	90	100	100	<b>90</b>
50 nm (92.5 km) - 200 nm (370 km) from GFS HQs within 120 minutes plus an extra 30 minutes per 50 nm (%).....	90	N.A.	N.A.	<b>90</b>
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	100	100	<b>90</b>
50 nm (92.5 km) - 100 nm (185 km) from GFS HQs within 65 minutes (%) .....	90	100	N.A.	<b>90</b>
beyond 100 nm (185 km) from GFS HQs within 65 minutes plus an extra 15 minutes per 50 nm (%).....	90	89	100	<b>90</b>
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQs within 110 minutes (%) .....	90	100	100	<b>90</b>

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	Target	2006 (Actual)	2007 (Actual)	2008 (Plan)
50 nm (92.5 km) - 100 nm (185 km) from GFS HQs within 125 minutes (%) .....	90	100	100	<b>90</b>
beyond 100 nm (185 km) from GFS HQs within 125 minutes plus an extra 15 minutes per 50 nm (%).....	90	100	80 <sup>β</sup>	<b>90</b>
<i>Law enforcement</i>				
on-scene time for call-outs within Island Zone <sup>§</sup> additional crew or specialised equipment not required within 20 minutes <sup>Ω</sup> (%).....	90	100	99	<b>90</b>
additional crew or specialised equipment required within 80 minutes (%).....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs outside Island Zone <sup>§</sup> additional crew or specialised equipment not required within 30 minutes <sup>Ω</sup> (%).....	90	78 <sup>#</sup>	89	<b>90</b>
additional crew or specialised equipment required within 90 minutes (%).....	90	N.A.	100	<b>90</b>
<i>Fire fighting</i>				
on-scene time for call-outs for water bombing during day-time <sup>@</sup> within 40 minutes (%).....	85	85	79 <sup>Δ</sup>	<b>85</b>
on-scene time for call-outs for trooping during day-time additional crew or specialised equipment not required within 40 minutes (%).....	85	100	100	<b>85</b>
additional crew or specialised equipment required within 100 minutes (%).....	85	N.A.	N.A.	<b>85</b>
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%) .....	100	98	98	<b>100</b>

Ψ 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.

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

Ω Or a later time specified by the tasking agent.

^ 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.

¶ Delay was recorded in one out of two cases due to additional time required for pre-flight planning.

β Delay was recorded in one out of five cases due to inclement weather.

# 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.

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

Δ Delay was recorded in 15 out of 73 cases due to simultaneous call-outs at different locations carried out by the same crew, essential aircraft repair or awaiting take-off clearance from Air Traffic Control.

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### *Indicators*

<i>Indicators</i>	2006 (Actual)	2007 (Actual)	2008 (Estimate)
total flying hours			
fixed-wing.....	1 266	1 282	<b>1 250</b>
helicopter.....	4 690	4 306	<b>4 600</b>
casualty evacuation			
flying hours.....	920	920	<b>950</b>
casualties evacuated.....	1 425	1 400	<b>N.A.</b>
call-outs responded to (%).....	99	99	<b>100</b>
search (fixed-wing)			
flying hours.....	190	214	<b>180</b>
call-outs responded to (%).....	100	100	<b>100</b>
rescue (helicopters)			
flying hours.....	571	447	<b>550</b>
persons rescued.....	451	335	<b>N.A.</b>
call-outs responded to (%).....	100	100	<b>100</b>
law enforcement			
flying hours.....	516	366	<b>500</b>
call-outs responded to (%).....	94	97	<b>100</b>
fire fighting			
flying hours.....	307	228	<b>300</b>
call-outs responded to (%).....	99	99	<b>100</b>
other tasks for government departments			
flying hours.....	1 326	1 048	<b>1 300</b>
call-outs responded to (%).....	98	98	<b>100</b>
passengers.....	7 637	5 962	<b>7 000</b>
training			
fixed-wing flying hours.....	543	672	<b>590</b>
helicopter flying hours.....	1 343	1 446	<b>1 250</b>
miscellaneous			
fixed-wing flying hours.....	24	28	<b>30</b>
helicopter flying hours.....	216	219	<b>200</b>
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	8,630	8,530	<b>7,230</b>
helicopters			
AS-332 L2 Super Puma (\$).....	22,100	25,160	<b>26,090</b>
EC 155B1 (\$).....	12,660	15,200	<b>15,130</b>

### *Matters Requiring Special Attention in 2008–09*

5 During 2008–09, 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

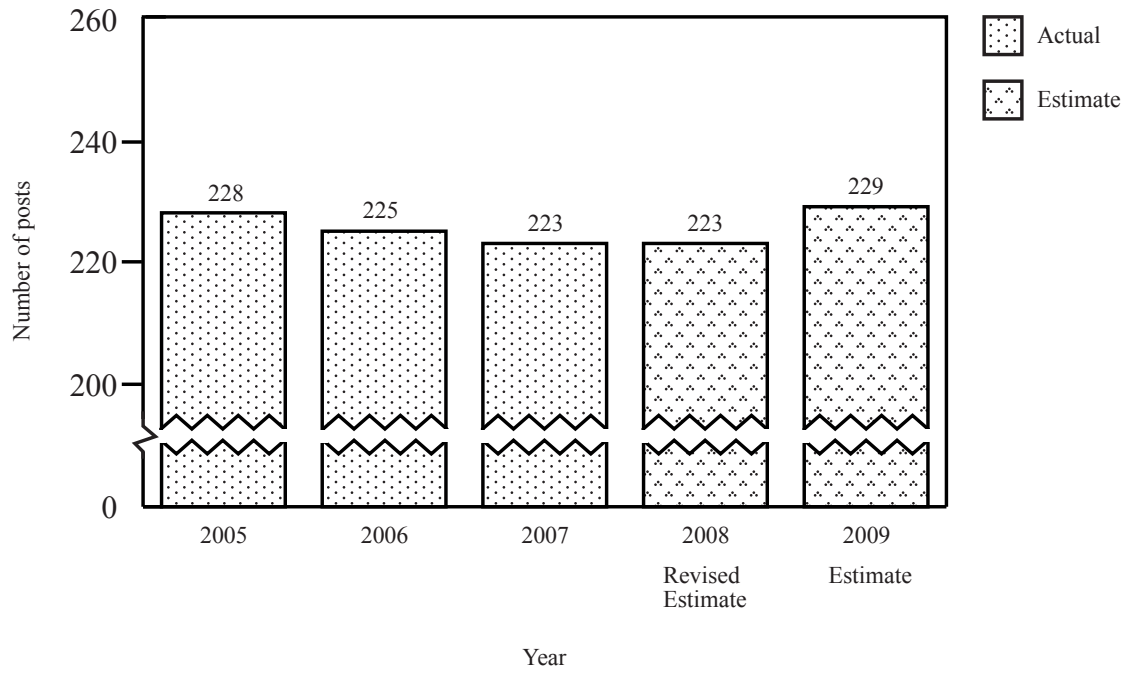
<b>Programme</b>	<b>2006-07 (Actual) (\$m)</b>	<b>2007-08 (Original) (\$m)</b>	<b>2007-08 (Revised) (\$m)</b>	<b>2008-09 (Estimate) (\$m)</b>
Government Flying Service.....	205.5	235.1	215.1 (-8.5%)	257.3 (+19.6%)
				<b>(or +9.4% on 2007-08 Original)</b>

#### Analysis of Financial and Staffing Provision

Provision for 2008-09 is \$42.2 million (19.6%) higher than the revised estimate for 2007-08. This is mainly due to the additional provision for the creation of six posts in 2008-09 and the full-year effect of filling vacancies in 2007-08, increase in operating and training expenses, increased cost for aircraft maintenance and increased cash flow requirement for capital projects.

**Head 166 — GOVERNMENT FLYING SERVICE**

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



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Sub-head (Code)		Actual expenditure 2006–07	Approved estimate 2007–08	Revised estimate 2007–08	<b>Estimate 2008–09</b>
		\$'000	\$'000	\$'000	\$'000
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	143,143	151,081	150,415	<b>160,676</b>
200	Insurance of aircraft .....	1,140	1,300	1,101	<b>1,110</b>
	Total, Recurrent .....	144,283	152,381	151,516	<b>161,786</b>
	Total, Operating Account .....	144,283	152,381	151,516	<b>161,786</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment .....	-1,817 <sup>β</sup>	19,172	—	<b>23,088</b>
631	Aircraft components, component overhaul and safety equipment (block vote) .....	61,796	63,555	63,555	<b>72,406</b>
	Minor plant, vehicles and equipment (block vote) .....	1,209	—	—	—
	Total, Plant, Equipment and Works .....	61,188	82,727	63,555	<b>95,494</b>
	Total, Capital Account .....	61,188	82,727	63,555	<b>95,494</b>
	Total Expenditure .....	205,471	235,108	215,071	<b>257,280</b>

<sup>β</sup> The amount of \$1,817,000 is the refund of the deposit paid in the 2005–06 financial year for the procurement of the Forward Looking Infra Red system for two J41 fixed-wing aircraft.

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### Details of Expenditure by Subhead

The estimate of the amount required in 2008–09 for the salaries and expenses of the Government Flying Service is \$257,280,000. This represents an increase of \$42,209,000 over the revised estimate for 2007–08 and of \$51,809,000 over actual expenditure in 2006–07.

#### Operating Account

##### Recurrent

**2** Provision of \$160,676,000 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 2008 will be 223 permanent posts. It is expected that six permanent posts will be created in 2008–09. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2008–09, but the notional annual mid-point salary value of all such posts must not exceed \$96,526,000.

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

	2006–07 (Actual) (\$'000)	2007–08 (Original) (\$'000)	2007–08 (Revised) (\$'000)	2008–09 (Estimate) (\$'000)
Personal Emoluments				
- Salaries .....	94,786	97,240	99,343	<b>104,013</b>
- Allowances .....	823	874	837	<b>916</b>
- Job-related allowances .....	132	152	154	<b>159</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	51	87	93	<b>212</b>
- Civil Service Provident Fund contribution .....	642	681	705	<b>804</b>
- Disturbance allowance .....	9	90	68	<b>70</b>
Departmental Expenses				
- Fuel and lubricating oil .....	14,257	16,091	12,587	<b>13,715</b>
- General departmental expenses .....	22,647	26,240	27,665	<b>30,477</b>
Other Charges				
- Grant to the Government Flying Service Welfare Fund .....	9	10	10	<b>10</b>
- Pay and allowances for the auxiliary services .....	594	656	650	<b>700</b>
- Training expenses for the Government Flying Service .....	9,193	8,960	8,303	<b>9,600</b>
	143,143	151,081	150,415	<b>160,676</b>

**5** Provision of \$1,110,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

#### Capital Account

##### Plant, Equipment and Works

**6** Provision of \$72,406,000 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 \$8,851,000 (13.9%) over the revised estimate for 2007–08 is mainly due to the increase in cost upon renewal of the maintenance contract for the aircraft and the increased exchange rate in Euro for payment for aircraft components.



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### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2007	Revised estimated expenditure for 2007–08	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Capital Account</i></b>						
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	2	—	9,894
477		Replacement of the Forward Looking Infra Red system for J41 fixed-wing aircraft (B-HRT) .....	9,896	2	—	9,894
847		Procurement of a single-engine, aerobatically-capable fixed-wing aircraft .....	3,300	—	—	3,300
		Total .....	<u>23,092</u>	<u>4</u>	<u>—</u>	<u>23,088</u>