

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2009–10 **\$275.6m**

Establishment ceiling 2009–10 (notional annual mid-point salary value) representing an estimated 219 non-directorate posts as at 31 March 2009 and as at 31 March 2010 **\$101.0m**

In addition there will be an estimated four directorate posts as at 31 March 2009 and as at 31 March 2010.

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2007–08 (Actual)	2008–09 (Original)	2008–09 (Revised)	2009–10 (Estimate)
Financial provision (\$m)	213.1	257.3	233.3 (–9.3%)	275.6 (+18.1%)
				(or +7.1% on 2008–09 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	2007 (Actual)	2008 (Actual)	2009 (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	87	90
outside Island Zone§ within 30 minutesΩ (%)	90	N.A.	N.A.	90
on-scene time for call-outs for Type B Casevac within 120 minutes (%)	100	99	99	100

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	Target	2007 (Actual)	2008 (Actual)	2009 (Plan)
<i>Search and rescue (SAR)</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%)	90	98	96	90
between 2200 and 0659 hours				
additional crew or				
specialised				
equipment not				
required within				
40 minutes (%)	90	95	75φ	90
additional crew or				
specialised				
equipment				
required within				
100 minutes (%)	90	50¶	100	90
on-scene time for offshore SAR				
call-outs				
between 0700 and 2159 hours				
less than 50 nm (92.5 km)				
from GFS				
Headquarters (HQ)				
within				
60 minutes (%)	90	100	100	90
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
60 minutes plus an				
extra 30 minutes per				
50 nm (%)	90	N.A.	N.A.	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
120 minutes (%)	90	100	100	90
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
120 minutes plus an				
extra 30 minutes per				
50 nm (%)	90	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 HQ within				
50 minutes (%)	90	100	100	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
65 minutes (%)	90	N.A.	100	90
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%)	90	100	91	90

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	Target	2007 (Actual)	2008 (Actual)	2009 (Plan)
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%)	90	100	100	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%)	90	100	N.A.	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an				
extra 15 minutes per				
50 nm (%)	90	80 ^β	75 [‡]	90
<i>Law enforcement</i>				
on-scene time for call-outs within				
Island Zone [§]				
additional crew or specialised				
equipment not required				
within 20 minutes ^Ω (%)	90	99	98	90
additional crew or specialised				
equipment required within				
80 minutes (%)	90	N.A.	100	90
on-scene time for call-outs outside				
Island Zone [§]				
additional crew or specialised				
equipment not required				
within 30 minutes ^Ω (%)	90	89	100	90
additional crew or specialised				
equipment required within				
90 minutes (%)	90	100	N.A.	90
<i>Fire fighting</i>				
on-scene time for call-outs for water				
bombing during day-time [#]				
within 40 minutes (%)	85	79 ^Δ	92	85
on-scene time for call-outs for				
trooping during day-time				
additional crew or specialised				
equipment not required				
within 40 minutes (%)	85	100	N.A.	85
additional crew or specialised				
equipment required within				
100 minutes (%)	85	N.A.	N.A.	85
<i>Flying services for government</i>				
<i>departments</i>				
meet reasonable requests where				
other priorities permit (%)	100	98	97	100

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.

φ Delay was recorded in three out of 12 cases due to essential aircraft repair and/or engagement of crew in an earlier operation and awaiting take-off clearance from Air Traffic Control.

¶ 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 one out of four cases due to the time required for deployment of the required crew.

Water bombing can only be carried out during day-time.

Δ Delay was recorded in 15 out of 73 cases due to engagement of crew in an earlier operation, essential aircraft repair or awaiting take-off clearance from Air Traffic Control.

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Indicators

<i>Indicators</i>	2007 (Actual)	2008 (Actual)	2009 (Estimate)
total flying hours			
fixed-wing.....	1 282	1 178	1 550
helicopter.....	4 306	3 732	4 500
casualty evacuation			
flying hours.....	920	907	950
casualties evacuated.....	1 400	1 350	—@
call-outs responded to (%).....	99	99	100
search (fixed-wing)			
flying hours.....	214	121	170
call-outs responded to (%).....	100	100	100
rescue (helicopters)			
flying hours.....	447	424	500
persons rescued.....	335	296	—@
call-outs responded to (%).....	100	99	100
law enforcement			
flying hours.....	366	150	360
call-outs responded to (%).....	97	97	98
fire fighting			
flying hours.....	228	313	250
call-outs responded to (%).....	99	99	99
other tasks for government departments			
flying hours.....	1 048	946	1 200
call-outs responded to (%).....	98	97	99
passengers.....	5 962	5 480	5 500
training			
fixed-wing flying hours.....	672	791	1 000
helicopter flying hours.....	1 446	1 007	1 390
miscellaneous			
fixed-wing flying hours.....	28	28	30
helicopter flying hours.....	219	223	200
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	8,530	12,950	12,950
helicopters			
AS-332 L2 Super Puma (\$).....	25,160	31,180	31,180
EC 155B1 (\$).....	15,200	17,390	17,390

@ Not possible to estimate.

Matters Requiring Special Attention in 2009–10

5 During 2009–10, 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

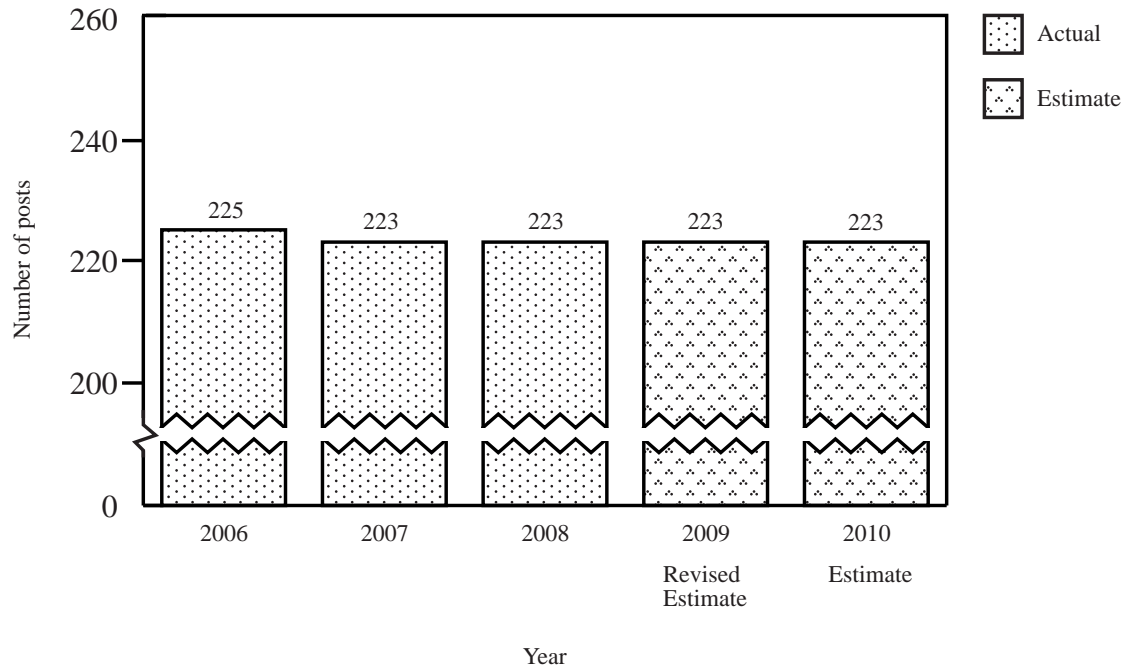
Programme	2007-08 (Actual) (\$m)	2008-09 (Original) (\$m)	2008-09 (Revised) (\$m)	2009-10 (Estimate) (\$m)
Government Flying Service	213.1	257.3	233.3 (-9.3%)	275.6 (+18.1%)
				(or +7.1% on 2008-09 Original)

Analysis of Financial and Staffing Provision

Provision for 2009-10 is \$42.3 million (18.1%) higher than the revised estimate for 2008-09. This is mainly due to the full-year effect of vacancies filled in 2008-09, filling of vacancies in 2009-10, increased requirement for operating and training expenses, and increased cost for aircraft maintenance.

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



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Sub-head (Code)	Actual expenditure 2007-08	Approved estimate 2008-09	Revised estimate 2008-09	Estimate 2009-10	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	148,448	160,676	156,205	182,354
200	Insurance of aircraft	1,101	1,110	1,110	1,110
	Total, Recurrent.....	149,549	161,786	157,315	183,464
	Total, Operating Account	149,549	161,786	157,315	183,464
Capital Account					
Plant, Equipment and Works					
631	Aircraft components, component overhaul and safety equipment (block vote)	63,541	72,406	72,406	91,141
661	Minor plant, vehicles and equipment (block vote).....	—	—	—	986
	Plant, vehicles and equipment.....	—	23,088	3,620	—
	Total, Plant, Equipment and Works.....	63,541	95,494	76,026	92,127
	Total, Capital Account.....	63,541	95,494	76,026	92,127
	Total Expenditure	213,090	257,280	233,341	275,591

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Details of Expenditure by Subhead

The estimate of the amount required in 2009–10 for the salaries and expenses of the Government Flying Service is \$275,591,000. This represents an increase of \$42,250,000 over the revised estimate for 2008–09 and of \$62,501,000 over actual expenditure in 2007–08.

Operating Account

Recurrent

2 Provision of \$182,354,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$26,149,000 (16.7%) over the revised estimate for 2008–09 is mainly due to the full-year effect of vacancies filled in 2008–09, filling of vacancies in 2009–10 and increased requirement for operating and training expenses.

3 The establishment as at 31 March 2009 will be 223 permanent posts. No change in establishment is expected in 2009–10. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2009–10, but the notional annual mid-point salary value of all such posts must not exceed \$101,048,000.

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

	2007–08 (Actual) (\$'000)	2008–09 (Original) (\$'000)	2008–09 (Revised) (\$'000)	2009–10 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	98,937	104,013	102,182	108,074
- Allowances	793	916	2,088	2,135
- Job-related allowances	146	159	174	172
Personnel Related Expenses				
- Mandatory Provident Fund contribution	95	212	133	270
- Civil Service Provident Fund contribution	704	804	820	1,162
- Disturbance allowance	68	70	—	70
Departmental Expenses				
- Fuel and lubricating oil	12,452	13,715	13,512	19,089
- General departmental expenses	26,804	30,477	26,261	36,700
Other Charges				
- Grant to the Government Flying Service Welfare Fund	9	10	9	10
- Pay and allowances for the auxiliary services	631	700	700	750
- Training expenses for the Government Flying Service	7,809	9,600	10,326	13,922
	148,448	160,676	156,205	182,354

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 \$91,141,000 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 \$18,735,000 (25.9%) over the revised estimate for 2008–09 is mainly due to the full-year effect of the increase in the contract price of the new maintenance contract effective from November 2008, replacement of certain major components and provision of additional equipment.