

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2010–11	\$553.5m
Establishment ceiling 2010–11 (notional annual mid-point salary value) representing an estimated 219 non-directorate posts as at 31 March 2010 rising by seven posts to 226 posts as at 31 March 2011	\$103.6m
In addition there will be an estimated four directorate posts as at 31 March 2010 and as at 31 March 2011.	
Commitment balance	\$776.0m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2008–09 (Actual)	2009–10 (Original)	2009–10 (Revised)	2010–11 (Estimate)
Financial provision (\$m)	232.5	275.6	251.9 (–8.6%)	553.5 (+119.7%)
				(or +100.8% on 2009–10 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 three 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;
- provide emergency air medical service;
- 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; and
- carry such persons as the Secretary for Security may authorise as passengers.

4 The key performance measures are:

Targets

	Target	2008 (Actual)	2009 (Actual)	2010 (Plan)
<i>Air ambulance service#</i>				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations within Island Zone^ within 20 minutes (%)¶.....	90	87	88	90
outside Island Zone^ within 30 minutes (%)¶.....	90	N.A.	N.A.	90

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	Target	2008 (Actual)	2009 (Actual)	2010 (Plan)
on-scene time for call-outs for Type B Casevac within 120 minutes (%).....	100	99	100	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	96	95	90
between 2200 and 0659 hours within 40 minutes where additional crew or specialised equipment not required (%).....	90	75‡	72Ω	90
within 100 minutes where additional crew or specialised equipment required (%).....	90	100	67§	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	83	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.	0λ	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	100	100	90
beyond 100 nm (185 km) from GFS HQ within 65 minutes plus an extra 15 minutes per 50 nm (%).....	90	91	100	90

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	Target	2008 (Actual)	2009 (Actual)	2010 (Plan)
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	100	50 ψ	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%).....	90	N.A.	100	90
beyond 100 nm (185 km)				
from GFS HQ within				
125 minutes plus an				
extra 15 minutes per				
50 nm (%).....	90	75 δ	100	90
<i>Law enforcement</i>				
on-scene time for call-outs within				
Island Zone [^]				
within 20 minutes where				
additional crew or				
specialised equipment not				
required (%)¶.....	90	98	100	90
within 80 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	100	100	90
on-scene time for call-outs outside				
Island Zone [^]				
within 30 minutes where				
additional crew or				
specialised equipment not				
required (%)¶.....	90	100	90	90
within 90 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	N.A.	N.A.	90
<i>Fire fighting</i>				
on-scene time for call-outs for water				
bombing				
within 40 minutes (%)	85	92	80	85
on-scene time for call-outs for				
trooping				
within 40 minutes where				
additional crew or				
specialised equipment not				
required (%).....	85	N.A.	100	85
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	85	N.A.	100	85
<i>Flying services for government</i>				
departments				
meet reasonable requests where				
other priorities permit (%)	100	97	97	100

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.

¶ Or a later time specified by the tasking agent.

‡ 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.

Ω Delay was recorded in five out of 18 cases due to additional time required for pre-flight planning and inclement weather.

§ Delay was recorded in one out of three cases due to inclement weather.

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- λ Delay was recorded in one out of one case due to the lead time required for crew deployment.
 ψ Delay was recorded in one out of two cases due to additional time required for pre-flight planning.
 δ Delay was recorded in one out of four cases due to the lead time required for crew deployment.

Indicators

	2008 (Actual)	2009 (Actual)	2010 (Estimate)
total flying hours			
fixed-wing	1 178	1 158	1 184
helicopter	3 732	3 793	3 726
casualty evacuation			
flying hours	907	964	930
casualties evacuated	1 305	1 464	— ^α
call-outs responded to (%)	99	99	100
search (fixed-wing)			
flying hours	121	104	100
call-outs responded to (%)	100	100	100
rescue (helicopters)			
flying hours	424	412	400
persons rescued	296	450	— ^α
call-outs responded to (%)	99	100	100
law enforcement			
flying hours	150	198	150
call-outs responded to (%)	97	99	98
fire fighting			
flying hours	313	164	200
call-outs responded to (%)	99	86	99
other tasks for government departments			
flying hours	946	1 061	1 050
call-outs responded to (%)	97	97	99
passengers	5 480	8 926	6 500
training			
fixed-wing flying hours	791	723	800
helicopter flying hours	1 007	1 119	1 100
miscellaneous			
fixed-wing flying hours	28	44	30
helicopter flying hours	223	162	150
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	12,950	18,980	18,980
ZLIN 242L (\$)	N.A. ^β	13,980	13,980
helicopters			
AS-332 L2 Super Puma (\$).....	31,180	28,030	28,030
EC 155B1 (\$).....	17,390	19,330	19,330

^α Not possible to estimate.

^β This aircraft came into operation in June 2009.

Matters Requiring Special Attention in 2010–11

5 During 2010–11, 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

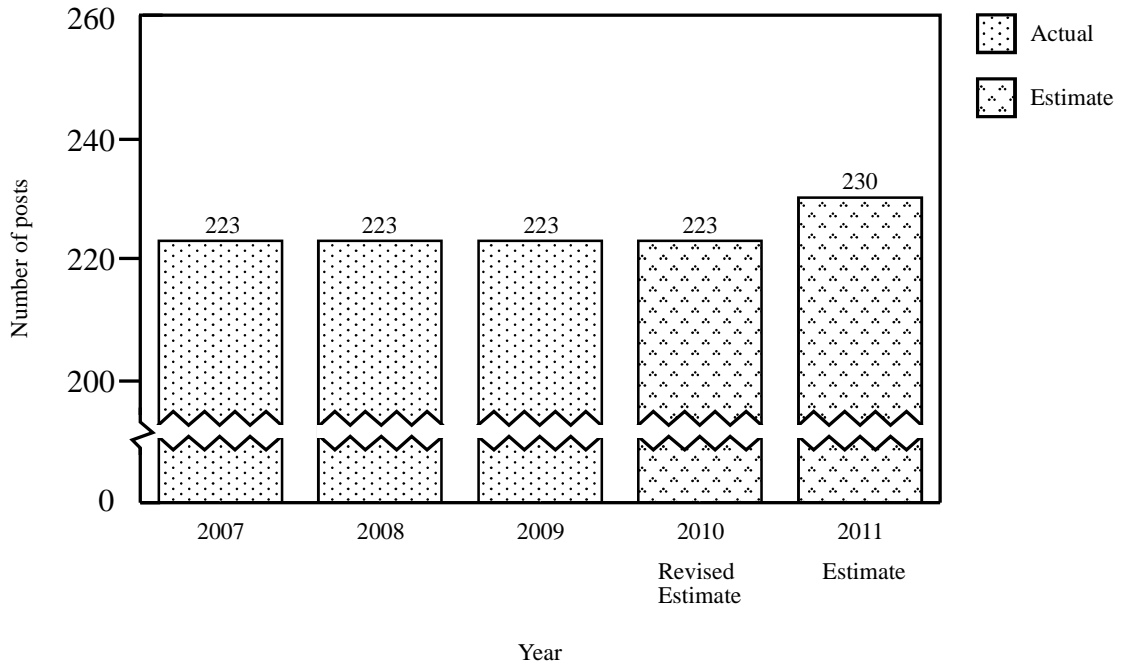
Programme	2008-09 (Actual) (\$m)	2009-10 (Original) (\$m)	2009-10 (Revised) (\$m)	2010-11 (Estimate) (\$m)
Government Flying Service.....	232.5	275.6	251.9 (-8.6%)	553.5 (+119.7%)
				(or +100.8% on 2009-10 Original)

Analysis of Financial and Staffing Provision

Provision for 2010-11 is \$301.6 million (119.7%) higher than the revised estimate for 2009-10. This is mainly due to the increased cash flow requirement for the replacement of two fixed-wing aircraft and the associated mission equipment.

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



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Sub-head (Code)		Actual expenditure 2008-09	Approved estimate 2009-10	Revised estimate 2009-10	Estimate 2010-11
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses.....	159,455	182,354	163,050	185,324
200	Insurance of aircraft	1,069	1,110	1,110	1,110
	Total, Recurrent	<u>160,524</u>	<u>183,464</u>	<u>164,160</u>	<u>186,434</u>
	Total, Operating Account.....	<u>160,524</u>	<u>183,464</u>	<u>164,160</u>	<u>186,434</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	—	—	3,620	290,000
631	Aircraft components, component overhaul and safety equipment (block vote).....	71,987	91,141	83,141	77,096
	Minor plant, vehicles and equipment (block vote).....	—	986	986	—
	Total, Plant, Equipment and Works	<u>71,987</u>	<u>92,127</u>	<u>87,747</u>	<u>367,096</u>
	Total, Capital Account	<u>71,987</u>	<u>92,127</u>	<u>87,747</u>	<u>367,096</u>
	Total Expenditure	<u><u>232,511</u></u>	<u><u>275,591</u></u>	<u><u>251,907</u></u>	<u><u>553,530</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2010–11 for the salaries and expenses of the Government Flying Service is \$553,530,000. This represents an increase of \$301,623,000 over the revised estimate for 2009–10 and of \$321,019,000 over the actual expenditure in 2008–09.

Operating Account

Recurrent

2 Provision of \$185,324,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$22,274,000 (13.7%) over the revised estimate for 2009–10 is mainly due to the full-year effect of vacancies filled in 2009–10, filling of vacancies in 2010–11 and increased requirement for operating and training expenses.

3 The establishment as at 31 March 2010 will be 223 permanent posts. It is expected that there will be a net increase of seven posts in 2010–11. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2010–11, but the notional annual mid-point salary value of all such posts must not exceed \$103,635,000.

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

	2008–09 (Actual) (\$'000)	2009–10 (Original) (\$'000)	2009–10 (Revised) (\$'000)	2010–11 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	100,213	108,074	102,794	108,440
- Allowances	1,652	2,135	1,896	1,805
- Job-related allowances.....	166	172	161	162
Personnel Related Expenses				
- Mandatory Provident Fund contribution	123	270	195	442
- Civil Service Provident Fund contribution	793	1,162	1,211	1,492
- Disturbance allowance.....	—	70	70	—
Departmental Expenses				
- Fuel and lubricating oil.....	15,044	19,089	10,000	16,200
- General departmental expenses.....	29,784	36,700	32,206	39,767
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	9	10	9	10
- Pay and allowances for the auxiliary services.....	655	750	750	750
- Training expenses for the Government Flying Service.....	11,016	13,922	13,758	16,256
	159,455	182,354	163,050	185,324

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 \$77,096,000 under *Subhead 631 Aircraft components, component overhaul and safety equipment (block vote)* is for acquiring and overhauling aircraft engines 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 31.3.2009	Revised estimated expenditure for 2009–10	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	869	Replacement of two fixed-wing aircraft and the associated mission equipment	776,000	—	—	776,000
		Total	776,000	—	—	776,000