

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2011–12	\$558.8m
Establishment ceiling 2011–12 (notional annual mid-point salary value) representing an estimated 226 non-directorate posts as at 31 March 2011 and as at 31 March 2012.....	\$105.6m
In addition, there will be an estimated four directorate posts as at 31 March 2011 and as at 31 March 2012.	
Commitment balance	\$783.8m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2009–10 (Actual)	2010–11 (Original)	2010–11 (Revised)	2011–12 (Estimate)
Financial provision (\$m)	251.1	553.5	245.0 (–55.7%)	558.8 (+128.1%)
				(or +1.0% on 2010–11 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. The GFS's 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 threaten 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	2009 (Actual)	2010 (Actual)	2011 (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	88	95	90
outside Island Zone^ within 30 minutes (%)¶.....	90	N.A.	N.A.	90
on-scene time for call-outs for Type B Casevac within 120 minutes (%).....	100	100	99	100

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	Target	2009 (Actual)	2010 (Actual)	2011 (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	95	97	90
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	72Ω	83	90
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	67‡	50§	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	83	N.A.	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	0γ	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 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	88	90
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%).....	90	100	93	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%).....	90	50ψ	N.A.	90
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%).....	90	100	100	90

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	Target	2009 (Actual)	2010 (Actual)	2011 (Plan)
beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%).....	90	100	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	100	98	90
within 80 minutes where additional crew or specialised equipment required (%).....	90	100	N.A.	90
on-scene time for call-outs outside Island Zone [^] within 30 minutes where additional crew or specialised equipment not required (%)¶.....	90	90	79δ	90
within 90 minutes where additional crew or specialised equipment required (%).....	90	N.A.	100	90
<i>Fire fighting</i>				
on-scene time for call-outs for water bombing within 40 minutes (%).....	85	80	74φ	85
on-scene time for call-outs for trooping within 40 minutes where additional crew or specialised equipment not required (%).....	85	100	100	85
within 100 minutes where additional crew or specialised equipment required (%).....	85	100	N.A.	85
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%).....	100	97	99	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.

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.

§ Delay was recorded in one out of two cases due to the lead time required for crew deployment.

γ 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 three out of 14 cases due to inclement weather and additional time required for pre-flight planning.

φ Delay was recorded in ten out of 38 cases due to the lead time required for installation of equipment, engagement of crew in an earlier operation, aircraft unserviceability, and additional time required for pre-flight planning or flying.

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Indicators

<i>Indicators</i>	2009 (Actual)	2010 (Actual)	2011 (Estimate)
total flying hours			
fixed-wing	1 158	1 308	1 234
helicopter	3 793	4 167	4 060
casualty evacuation			
flying hours	964	1 010	940
casualties evacuated	1 464	1 493	— ^α
call-outs responded to (%)	99	100	100
search (fixed-wing)			
flying hours	104	163	120
call-outs responded to (%)	100	100	100
rescue (helicopters)			
flying hours	412	411	400
persons rescued	450	333	— ^α
call-outs responded to (%)	100	100	100
law enforcement			
flying hours	198	178	200
call-outs responded to (%)	99	97	99
fire fighting			
flying hours	164	77	150
call-outs responded to (%)	86	100	85
other tasks for government departments			
flying hours	1 061	1 233	1 150
call-outs responded to (%)	97	99	98
passengers	8 926	8 616	8 100
training			
fixed-wing flying hours	723	697	734
helicopter flying hours	1 119	1 525	1 400
miscellaneous			
fixed-wing flying hours	44	26	50
helicopter flying hours	162	155	150
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$).....	18,980	12,515	12,515
ZLIN 242L (\$)	13,980	8,435	8,435
helicopters			
AS-332 L2 Super Puma (\$).....	28,030	27,600	27,600
EC 155B1 (\$).....	19,330	17,770	17,770

α Not possible to estimate.

Matters Requiring Special Attention in 2011–12

5 During 2011–12, the GFS will continue to strengthen its capabilities 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

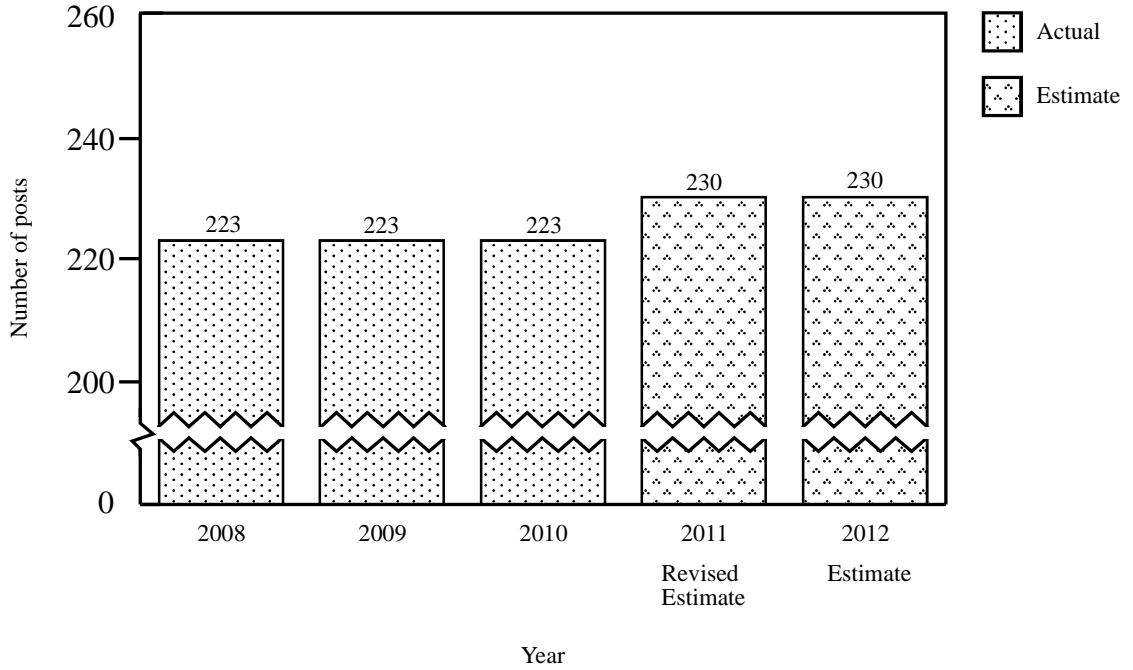
Programme	2009–10 (Actual) (\$m)	2010–11 (Original) (\$m)	2010–11 (Revised) (\$m)	2011–12 (Estimate) (\$m)
Government Flying Service.....	251.1	553.5	245.0 (–55.7%)	558.8 (+128.1%)
				(or +1.0% on 2010–11 Original)

Analysis of Financial and Staffing Provision

Provision for 2011–12 is \$313.8 million (128.1%) higher than the revised estimate for 2010–11. This is mainly due to the increased cash flow requirement for the procurement and replacement of fixed-wing aircraft.

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



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Sub-head (Code)		Actual expenditure 2009–10	Approved estimate 2010–11	Revised estimate 2010–11	Estimate 2011–12
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses.....	164,056	185,324	171,116	188,505
200	Insurance of aircraft	1,014	1,110	830	890
	Total, Recurrent	165,070	186,434	171,946	189,395
	Total, Operating Account.....	165,070	186,434	171,946	189,395
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	3,617	290,000	—	292,343
631	Aircraft components, component overhaul and safety equipment (block vote).....	81,388	77,096	73,096	77,096
	Minor plant, vehicles and equipment (block vote).....	986	—	—	—
	Total, Plant, Equipment and Works	85,991	367,096	73,096	369,439
	Total, Capital Account	85,991	367,096	73,096	369,439
	Total Expenditure	251,061	553,530	245,042	558,834

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Details of Expenditure by Subhead

The estimate of the amount required in 2011–12 for the salaries and expenses of the Government Flying Service is \$558,834,000. This represents an increase of \$313,792,000 over the revised estimate for 2010–11 and of \$307,773,000 over the actual expenditure in 2009–10.

Operating Account

Recurrent

2 Provision of \$188,505,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$17,389,000 (10.2%) over the revised estimate for 2010–11 is mainly due to the full-year effect of vacancies filled in 2010–11, filling of vacancies in 2011–12 and increased requirement for operating and training expenses.

3 The establishment as at 31 March 2011 will be 230 permanent posts. No change in establishment is expected in 2011–12. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2011–12, but the notional annual mid-point salary value of all such posts must not exceed \$105,590,000.

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

	2009–10 (Actual) (\$'000)	2010–11 (Original) (\$'000)	2010–11 (Revised) (\$'000)	2011–12 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	101,862	108,440	104,403	108,426
- Allowances	1,108	1,805	1,668	1,719
- Job-related allowances.....	157	162	156	152
Personnel Related Expenses				
- Mandatory Provident Fund contribution	177	442	235	289
- Civil Service Provident Fund contribution	1,104	1,492	1,579	1,980
- Disturbance allowance.....	69	—	9	—
Departmental Expenses				
- Fuel and lubricating oil.....	10,789	16,200	14,000	17,709
- General departmental expenses.....	34,839	39,767	36,447	40,641
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	9	10	10	11
- Pay and allowances for the auxiliary services.....	584	750	750	750
- Training expenses for the Government Flying Service.....	13,358	16,256	11,859	16,828
	164,056	185,324	171,116	188,505

5 Provision of \$890,000 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 31.3.2010	Revised estimated expenditure for 2010–11	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
824		Procurement of a light twin piston engine fixed-wing aircraft.....	7,810	—	—	7,810
869		Replacement of two fixed-wing aircraft and the associated mission equipment.....	776,000	—	—	776,000
		Total	783,810	—	—	783,810