

## Head 166 — GOVERNMENT FLYING SERVICE

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

<b>Estimate 2012–13</b> .....	<b>\$686.5m</b>
<b>Establishment ceiling 2012–13</b> (notional annual mid-point salary value) representing an estimated 226 non-directorate posts as at 31 March 2012 rising by six posts to 232 posts as at 31 March 2013 ...	<b>\$117.6m</b>
In addition, there will be an estimated four directorate posts as at 31 March 2012 and as at 31 March 2013.	
<b>Commitment balance</b> .....	<b>\$515.5m</b>

### Controlling Officer's Report

#### Programme

##### Government Flying Service

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

#### Detail

	2010–11 (Actual)	2011–12 (Original)	2011–12 (Revised)	<b>2012–13 (Estimate)</b>
Financial provision (\$m)	248.8	558.8	538.8 (–3.6%)	<b>686.5</b> (+27.4%)
				(or +22.9% on 2011–12 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 (SAR) 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 SAR 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	2010 (Actual)	2011 (Actual)	<b>2012 (Plan)</b>
<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	95	89	<b>90</b>
outside Island Zone^ within 30 minutes (%)¶.....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs for Type B Casevac within 120 minutes (%).....	100	99	100	<b>100</b>

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	Target	2010 (Actual)	2011 (Actual)	<b>2012 (Plan)</b>
<i>SAR</i>				
helicopter				
on-scene time for inshore SAR				
call-outs				
between 0700 and 2159 hours				
within 40 minutes (%).....	90	97	96	<b>90</b>
between 2200 and 0659 hours				
within 40 minutes where				
additional crew or				
specialised equipment				
not required (%).....	90	83	67‡	<b>90</b>
within 100 minutes where				
additional crew or				
specialised equipment				
required (%).....	90	50§	100	<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				
Headquarters (HQ)				
within				
60 minutes (%) .....	90	N.A.	100	<b>90</b>
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.	<b>90</b>
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
120 minutes (%) .....	90	100	100	<b>90</b>
50 nm (92.5 km) -				
200 nm (370 km)				
from GFS HQ within				
120 minutes plus an				
extra 30 minutes per				
50 nm (%).....	90	100	50γ	<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 HQ within				
50 minutes (%) .....	90	100	100	<b>90</b>
50nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
65 minutes (%) .....	90	88	100	<b>90</b>
beyond 100 nm (185 km)				
from GFS HQ within				
65 minutes plus an				
extra 15 minutes per				
50 nm (%).....	90	93	100	<b>90</b>
between 2200 and 0659 hours				
less than 50 nm (92.5 km)				
from GFS HQ within				
110 minutes (%) .....	90	N.A.	100	<b>90</b>
50 nm (92.5 km) -				
100 nm (185 km)				
from GFS HQ within				
125 minutes (%) .....	90	100	100	<b>90</b>

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	Target	2010 (Actual)	2011 (Actual)	2012 (Plan)
beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%).....	90	100	100	<b>90</b>
<i>Law enforcement</i>				
on-scene time for call-outs within Island Zone <sup>^</sup> within 20 minutes where additional crew or specialised equipment not required (%)¶.....	90	98	100	<b>90</b>
within 80 minutes where additional crew or specialised equipment required (%).....	90	N.A.	N.A.	<b>90</b>
on-scene time for call-outs outside Island Zone <sup>^</sup> within 30 minutes where additional crew or specialised equipment not required (%)¶.....	90	79 <sup>α</sup>	73 <sup>Ψ</sup>	<b>90</b>
within 90 minutes where additional crew or specialised equipment required (%).....	90	100	N.A.	<b>90</b>
<i>Fire fighting</i>				
on-scene time for call-outs for water bombing within 40 minutes (%).....	85	74 <sup>δ</sup>	72 <sup>Ω</sup>	<b>85</b>
on-scene time for call-outs for trooping within 40 minutes where additional crew or specialised equipment not required (%).....	85	100	100	<b>85</b>
within 100 minutes where additional crew or specialised equipment required (%).....	85	N.A.	N.A.	<b>85</b>
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%).....	100	99	100	<b>100</b>

# 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; and Type B Casevac - casualty evacuation involving lesser emergency.

<sup>^</sup> 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 nine cases due to aircraft unserviceability, additional time required for pre-flight planning or lead time required for refuelling.

§ 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 two cases due to the lead time required for arrival of Ambulance Officer.

α Delay was recorded in three out of 14 cases due to inclement weather or additional time required for pre-flight planning.

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- Ψ Delay was recorded in three out of 11 cases due to the additional time required for pre-flight planning or lead time required for refuelling or installation of equipment.
- δ 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, additional time required for pre-flight planning or flying.
- Ω Delay was recorded in 26 out of 92 cases due to aircraft unserviceability, lead time required for installation of equipment, additional time required for pre-flight planning or flying etc.

### Indicators

	2010 (Actual)	2011 (Actual)	2012 (Estimate)
total flying hours			
fixed-wing .....	1 308	1 274	<b>1 350</b>
helicopter .....	4 167	4 925	<b>4 730</b>
casualty evacuation			
flying hours .....	1 010	1 100	<b>1 050</b>
casualties evacuated .....	1 493	1 682	— <sup>β</sup>
call-outs responded to (%) .....	100	100	<b>100</b>
search (fixed-wing)			
flying hours .....	163	103	<b>110</b>
call-outs responded to (%) .....	100	100	<b>100</b>
rescue (helicopter)			
flying hours .....	411	385	<b>400</b>
persons rescued .....	333	327	— <sup>β</sup>
call-outs responded to (%) .....	100	100	<b>100</b>
law enforcement			
flying hours .....	178	232	<b>230</b>
call-outs responded to (%) .....	97	100	<b>100</b>
fire fighting			
flying hours .....	77	212	<b>250</b>
call-outs responded to (%) .....	100	100	<b>100</b>
other tasks for government departments			
flying hours .....	1 233	1 374	<b>1 300</b>
call-outs responded to (%) .....	99	100	<b>100</b>
passengers .....	8 616	9 872	<b>8 700</b>
training			
fixed-wing flying hours .....	697	715	<b>760</b>
helicopter flying hours .....	1 525	1 866	<b>1 800</b>
miscellaneous			
fixed-wing flying hours .....	26	30	<b>30</b>
helicopter flying hours .....	155	182	<b>150</b>
direct operating cost/hour flown			
fixed-wing			
Jetstream (\$) .....	12,515	14,260	<b>14,260</b>
ZLIN 242L (\$) .....	8,435	7,245	<b>7,245</b>
helicopter			
AS-332 L2 Super Puma (\$) .....	27,600	30,225	<b>30,225</b>
EC 155B1 (\$) .....	17,770	18,190	<b>18,190</b>

β Not possible to estimate.

### Matters Requiring Special Attention in 2012–13

5 During 2012–13, 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 and training.

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### ANALYSIS OF FINANCIAL PROVISION

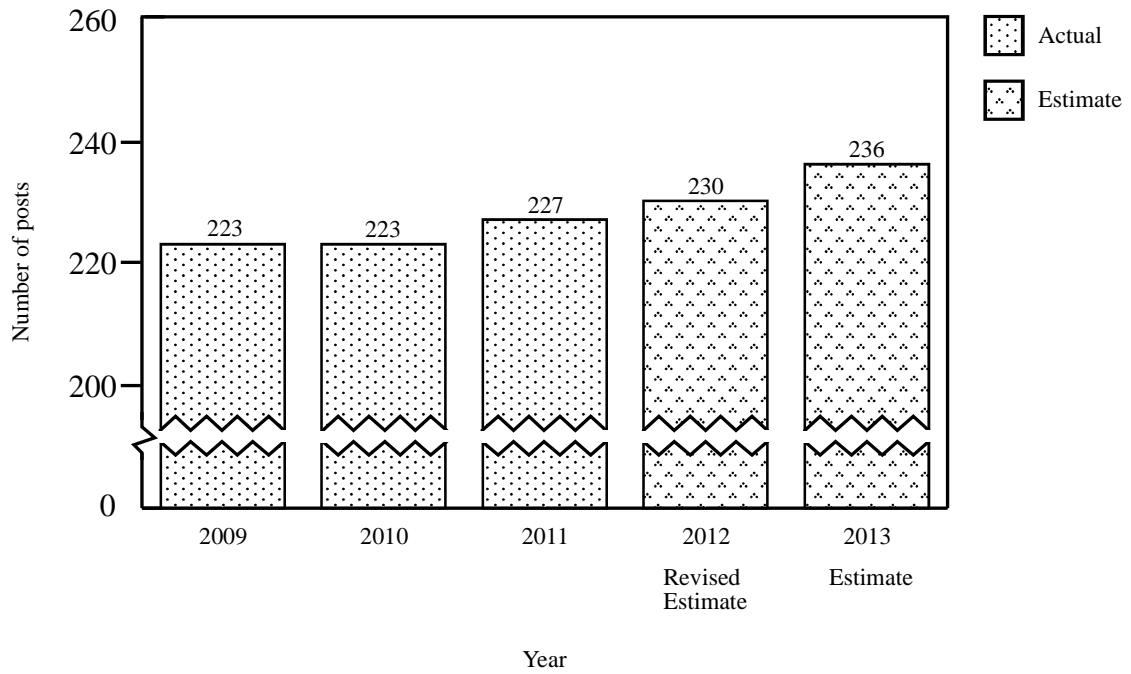
<b>Programme</b>	2010–11 (Actual) (\$m)	2011–12 (Original) (\$m)	2011–12 (Revised) (\$m)	2012–13 (Estimate) (\$m)
Government Flying Service.....	248.8	558.8	538.8 (–3.6%)	686.5 (+27.4%)
				(or +22.9% on 2011–12 Original)

#### Analysis of Financial and Staffing Provision

Provision for 2012–13 is \$147.7 million (27.4%) higher than the revised estimate for 2011–12. This is mainly due to the increased cost for aircraft maintenance, the increased cash flow requirement for the procurement and replacement of fixed-wing aircraft and the net increase of six posts.

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



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Sub-head (Code)	Actual expenditure 2010–11	Approved estimate 2011–12	Revised estimate 2011–12	<b>Estimate 2012–13</b>	
	\$'000	\$'000	\$'000	<b>\$'000</b>	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	171,113	188,505	192,660	<b>213,302</b>
200	Insurance of aircraft .....	825	890	700	<b>750</b>
	Total, Recurrent .....	171,938	189,395	193,360	<b>214,052</b>
	Total, Operating Account .....	171,938	189,395	193,360	<b>214,052</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment .....	—	292,343	268,343	<b>349,467</b>
631	Aircraft components, component overhaul and safety equipment (block vote) .....	76,893	77,096	77,096	<b>122,990</b>
	Total, Plant, Equipment and Works .....	76,893	369,439	345,439	<b>472,457</b>
	Total, Capital Account .....	76,893	369,439	345,439	<b>472,457</b>
	Total Expenditure .....	248,831	558,834	538,799	<b>686,509</b>

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### Details of Expenditure by Subhead

The estimate of the amount required in 2012–13 for the salaries and expenses of the Government Flying Service is \$686,509,000. This represents an increase of \$147,710,000 over the revised estimate for 2011–12 and of \$437,678,000 over the actual expenditure in 2010–11.

#### Operating Account

##### Recurrent

**2** Provision of \$213,302,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service. The increase of \$20,642,000 (10.7%) over the revised estimate for 2011–12 is mainly due to the full-year effect of vacancies filled in 2011–12, filling of vacancies in 2012–13 and increased requirement for operating expenses.

**3** The establishment as at 31 March 2012 will be 230 permanent posts. It is expected that there will be a net increase of six posts in 2012–13. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2012–13, but the notional annual mid-point salary value of all such posts must not exceed \$117,626,000.

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

	2010–11 (Actual) (\$'000)	2011–12 (Original) (\$'000)	2011–12 (Revised) (\$'000)	<b>2012–13 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	104,134	108,426	111,635	<b>115,625</b>
- Allowances .....	767	1,719	2,746	<b>2,765</b>
- Job-related allowances.....	139	152	150	<b>149</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	226	289	272	<b>290</b>
- Civil Service Provident Fund contribution .....	1,450	1,980	1,974	<b>2,538</b>
- Disturbance allowance.....	9	—	—	—
Departmental Expenses				
- Fuel and lubricating oil.....	17,296	17,709	23,339	<b>26,342</b>
- General departmental expenses .....	35,450	40,641	37,031	<b>48,852</b>
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	9	11	10	<b>10</b>
- Pay and allowances for the auxiliary services.....	524	750	600	<b>850</b>
- Training expenses for the Government Flying Service .....	11,109	16,828	14,903	<b>15,881</b>
	171,113	188,505	192,660	<b>213,302</b>

**5** Provision of \$750,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

#### Capital Account

##### Plant, Equipment and Works

**6** Provision of \$122,990,000 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. The increase of \$45,894,000 (59.5%) over the revised estimate for 2011–12 is mainly due to the increased requirement for the repair of one of the Super Puma helicopters to maintain the service capability of the Government Flying Service.



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### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2011	Revised estimated expenditure for 2011–12	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
824		Procurement of a light twin piston engine fixed-wing aircraft .....	7,810	—	2,343	5,467
869		Replacement of two fixed-wing aircraft and the associated mission equipment.....	776,000	—	266,000	510,000
		Total .....	<u>783,810</u>	<u>—</u>	<u>268,343</u>	<u>515,467</u>