

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2002–03	\$271.3m
Establishment ceiling 2002–03 (notional annual mid-point salary value) representing an estimated 241 non-directorate posts at 31 March 2002 reducing by two posts to 239 posts at 31 March 2003	\$106.2m
In addition there will be an estimated four directorate posts at 31 March 2002 and at 31 March 2003.	
Capital Account commitment balance	\$72.6m

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2000–01 (Actual)	2001–02 (Approved)	2001–02 (Revised)	2002–03 (Estimate)
Financial provision (\$m)	180.5	328.4 (+81.9%)	270.1 (-17.8%)	271.3 (+0.4%)

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 of the Hong Kong Special Administrative Region (HKSAR), and to provide a 24-hour coverage of air ambulance as well as search and rescue services.

Brief Description

3 The Government Flying Service (GFS) operates two fixed-wing aircraft and nine helicopters providing a wide range of flying services to the Government of the HKSAR. 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 In 2001, all targets were achieved to a satisfactory standard. Both pilots and aircrewmen were given specialist training in order to provide 24-hour search and rescue services and police emergency response service.

5 The key performance measures are:

Targets

	Target	% within target	2000 (Actual)	2001 (Actual)	2002 (Plan)
<i>air ambulance service</i>					
2000#					
respond to call-outs for Type A+ Casevac† and Type A Casevac† ...	15 minutes	95	99	N.A.‡	N.A.‡
respond to call-outs for Type B Casevac†	2 hours	100	100	N.A.‡	N.A.‡

Head 166 — GOVERNMENT FLYING SERVICE

	Target Target time	% within target	2000 (Actual)	2001 (Actual)	2002 (Plan)
2001 and 2002#					
on-scene time for call-outs for Type A+ Casevac† and Type A Casevac†					
within Island Zone@	20 minutes	95	N.A.∅	95	95
outside Island Zone@	30 minutes	95	N.A.∅	100	95
on-scene time for call-outs for Type B Casevac†					
	2 hours	100	N.A.∅	100	100
<i>search and rescue (SAR)</i>					
2000#					
respond to inshore SAR call-outs					
between 0700 - 1759 hours	20 minutes	90	98	N.A.‡	N.A.‡
between 1800 - 2159 hours	45 minutes	90	100	N.A.‡	N.A.‡
between 2200 - 0659 hours	1 hour and 30 minutes	90	91	N.A.‡	N.A.‡
respond to offshore SAR call-outs					
between 0700 - 2159 hours	45 minutes	90	100	N.A.‡	N.A.‡
between 2200 - 0659 hours	1 hour and 30 minutes	90	100	N.A.‡	N.A.‡
<i>search and rescue (SAR)</i>					
helicopter					
2001 and 2002#					
on-scene time for inshore SAR call-outs					
between 0700 - 2159 hours	40 minutes	90	N.A.∅	96	90
between 2200 - 0659 hours additional crew or specialised equipment not required.....	40 minutes	90	N.A.∅	100	90
additional crew or specialised equipment are required.....	1 hour and 40 minutes	90	N.A.∅	100	90
on-scene time for offshore SAR call-outs					
between 0700 - 2159 hours within 50 nm (92.5 km) of GFS HQs	1 hour	90	N.A.∅	100	90
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs.....	1 hour and 30 minutes	90	N.A.∅	N.A.Ω	90
between 2200 - 0659 hours within 50 nm (92.5 km) of GFS HQs	2 hours	90	N.A.∅	50§	90
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs.....	2 hours and 30 minutes	90	N.A.∅	N.A.Ω	90
fixed-wing aircraft					
2001 and 2002#					
on-scene time for SAR call-outs					
between 0700 - 2159 hours within 50 nm (92.5 km) of GFS HQs	50 minutes	90	N.A.∅	100	90
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs	1 hour and 5 minutes	90	N.A.∅	100	90
beyond 100 nm (185 km) of GFS HQs	add 15 minutes per 50 nm	90	N.A.∅	100	90

Head 166 — GOVERNMENT FLYING SERVICE

	Target Target time	% within target	2000 (Actual)	2001 (Actual)	2002 (Plan)
on-scene time for SAR call-outs between 2200 - 0659 hours within 50 nm (92.5 km) of GFS HQs.....	1 hour and 50 minutes	90	N.A.∅	N.A.Ω	90
between 50 nm (92.5 km) and 100 nm (185 km) of GFS HQs	2 hours and 5 minutes	90	N.A.∅	100	90
beyond 100 nm (185 km) of GFS HQs.....	add 15 minutes per 50 nm	90	N.A.∅	100	90
<i>police operation</i>					
2000#					
respond to call-outs during day-time.	45 minutes	100	100	N.A.‡	N.A.‡
respond to night call-outs	1 hour and 15 minutes	85	100	N.A.‡	N.A.‡
2001 and 2002#					
on-scene time for call-outs within Island Zone@					
additional crew or specialised equipment not required	20 minutes	90	N.A.∅	83	90
additional crew or specialised equipment are required	1 hour and 20 minutes	90	N.A.∅	N.A.Ω	90
on-scene time for call-outs outside Island Zone@					
additional crew or specialised equipment not required	30 minutes	90	N.A.∅	84	90
additional crew or specialised equipment are required	1 hour and 30 minutes	90	N.A.∅	N.A.Ω	90
<i>fire fighting</i>					
2000#					
respond to call-outs during day-time.	45 minutes	85	99	N.A.‡	N.A.‡
2001 and 2002#					
on-scene time for call-outs for water bombing during day-timeβ.....	40 minutes	85	N.A.∅	85	85
on-scene time for call-outs for trooping during day-time					
additional crew or specialised equipment not required	40 minutes	85	N.A.∅	100	85
additional crew or specialised equipment are required	1 hour and 40 minutes	85	N.A.∅	N.A.Ω	85
<i>flying services for government departments</i>					
meet reasonable requests where other priorities permit	N.A.œ	100	94	95	100

In 2000, the target time was referred to 'take-off' time. With the introduction of new targets in 2001, the target time is revised to 'on-scene' time.

‡ Not applicable. This target is replaced by a new target starting from 2001.

∅ Not applicable. New target starting from 2001.

Ω Not applicable. No cases fell into this category.

§ Only two cases fell into this category. Nine minutes of delay was recorded in one of the cases because the operation required additional aircrew from both Aeroplane and Helicopter Sections.

œ Not applicable.

† Type A+ Casevac — Casualty evacuation involving life-threatening cases.

‡ Type A Casevac — Casualty evacuation involving emergency medical conditions other than 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.

Head 166 — GOVERNMENT FLYING SERVICE

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

Indicators

	2000 (Actual)	2001 (Actual)	2002 (Estimate)
total flying hours			
fixed-wing	2 003	1 629	1 780
helicopter	5 088	4 801	6 330
casualty evacuation			
flying hours	824	1 063	800
casualties evacuated	1 299	1 762	1 400
% of call-outs responded to.....	100	100	100
search (fixed-wing)			
flying hours	152	258	230
% of call-outs responded to.....	100	100	100
rescue (helicopters)			
flying hours	288	402	400
persons rescued	279	366	N.A.®
% of call-outs responded to.....	100	100	100
police operations			
flying hours	563	450	550
% of call-outs responded to.....	100	100	100
fire fighting			
flying hours	139	214	300
% of call-outs responded to.....	100	100	100
other tasks for government departments			
flying hours	2 378	1 981	2 300
% of call-outs responded to.....	94	95	100
passengers	14 413	11 803	16 200
training			
fixed-wing flying hours.....	600	357	650
helicopter flying hours	1 801	1 490	2 500
miscellaneous			
fixed-wing flying hours.....	82	26	80
helicopter flying hours	264	189	300
recurrent cost/hour flown			
fixed-wing			
Jetstream (\$).....	7,510	9,108	8,748
helicopters			
S-76 (\$)	10,964	9,682	8,744
Blackhawk (\$).....	16,867β	11,712	10,007
AS-332 L2 Super Puma (\$).....	N.A.#	16,308#	18,136
EC 155B (\$).....	N.A.∅	N.A.∅	9,859

@ Not applicable.

The recurrent cost was recorded since November 2001 when the AS-332 L2 Super Puma helicopters commenced operation.

∅ Not applicable as the EC 155B helicopters will arrive in 2002.

β Relatively higher recurrent cost due to additional expenditure for replacing six numbers of aircraft engines.

Matters Requiring Special Attention in 2002–03

6 During 2002–03, the GFS will continue to accord a high priority to the training of local pilots and aircrewmembers in order that the localisation policy can be implemented in a safe and measured way. Additionally, the GFS will ensure a safe and smooth introduction of the new helicopter fleet into service which has commenced in October 2001 and is to be completed by December 2002.

Head 166 — GOVERNMENT FLYING SERVICE

ANALYSIS OF FINANCIAL PROVISION

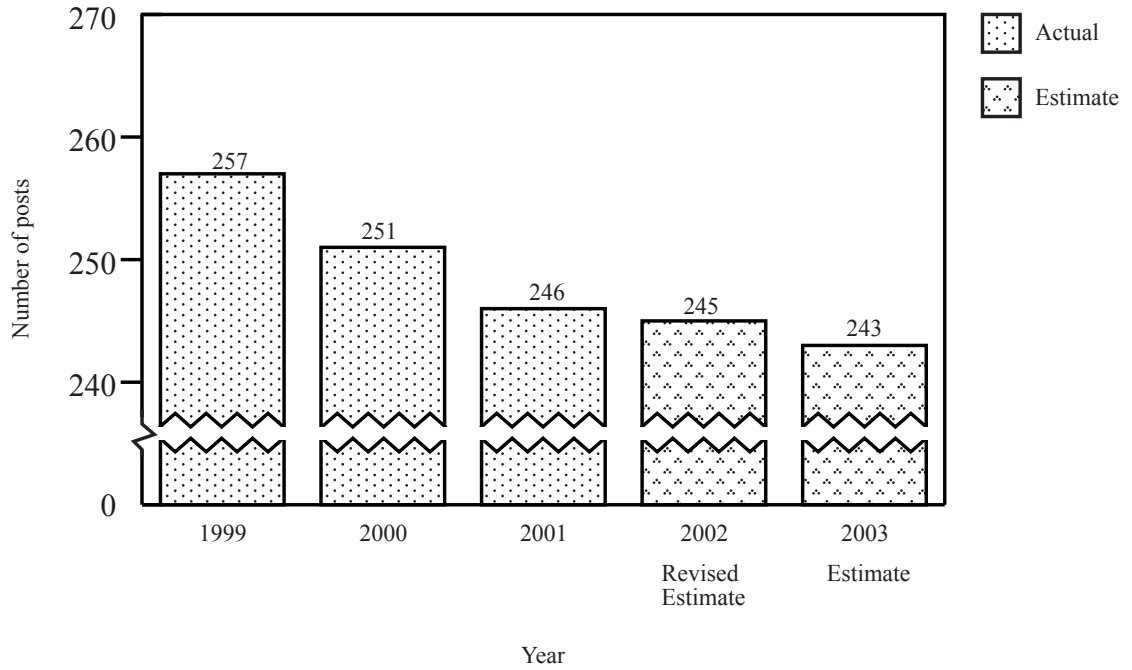
Programme	2000-01 (Actual) (\$m)	2001-02 (Approved) (\$m)	2001-02 (Revised) (\$m)	2002-03 (Estimate) (\$m)
Government Flying Service.....	180.5	328.4 (+81.9%)	270.1 (-17.8%)	271.3 (+0.4%)

Analysis of Financial and Staffing Provision

Provision for 2002-03 is \$1.2 million (0.4%) higher than the revised estimate for 2001-02. This is mainly due to the increased requirement for aircraft components upon the delivery of the new helicopter fleet and the training expenses for operating the new helicopters, partly offset by the decreased cashflow requirement for procuring new helicopters to replace the existing helicopter fleet in the GFS.

Head 166 — GOVERNMENT FLYING SERVICE

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



Head 166 — GOVERNMENT FLYING SERVICE

Sub-head (Code)		Actual expenditure 2000-01	Approved estimate 2001-02	Revised estimate 2001-02	Estimate 2002-03
		\$'000	\$'000	\$'000	\$'000
Recurrent Account					
I — Personal Emoluments					
001	Salaries	103,531	108,482	108,100	108,300
002	Allowances	1,682	2,185	2,124	2,121
007	Job-related allowances	—	—	37	38
	Total, Personal Emoluments	<u>105,213</u>	<u>110,667</u>	<u>110,261</u>	<u>110,459</u>
III — Departmental Expenses					
115	Fuel and lubricating oil	7,388	10,854	8,530	8,865
149	General departmental expenses	22,830	26,399	25,380	25,027
	Total, Departmental Expenses	<u>30,218</u>	<u>37,253</u>	<u>33,910</u>	<u>33,892</u>
IV — Other Charges					
200	Insurance of aircraft	584	618	1,081	816*
201	Grant to the Government Flying Service				
	Welfare Fund	10	11	11	11
245	Pay and allowances for the auxiliary services ...	89	413	322	413
291	Training expenses for the Government Flying Service	7,158	8,058	7,858	8,826
	Total, Other Charges	<u>7,841</u>	<u>9,100</u>	<u>9,272</u>	<u>10,066</u>
	Total, Recurrent Account	<u>143,272</u>	<u>157,020</u>	<u>153,443</u>	<u>154,417</u>
Capital Account					
I — Plant, Equipment and Works					
603	Plant, vehicles and equipment	—	126,941	88,309	68,548
631	Aircraft components, component overhaul and safety equipment (block vote)	37,265	43,616	28,395	46,601
	Total, Plant, Equipment and Works	<u>37,265</u>	<u>170,557</u>	<u>116,704</u>	<u>115,149</u>
II — Other Non-Recurrent					
700	General other non-recurrent	—	807	—	1,712
	Total, Other Non-Recurrent	<u>—</u>	<u>807</u>	<u>—</u>	<u>1,712</u>
	Total, Capital Account	<u>37,265</u>	<u>171,364</u>	<u>116,704</u>	<u>116,861</u>
	Total Expenditure	<u><u>180,537</u></u>	<u><u>328,384</u></u>	<u><u>270,147</u></u>	<u><u>271,278</u></u>

Head 166 — GOVERNMENT FLYING SERVICE

Details of Expenditure by Subhead

The estimate of the amount required in 2002–03 for the salaries and expenses of the Government Flying Service is \$271,278,000. This represents an increase of \$1,131,000 over the revised estimate for 2001–02 and of \$90,741,000 over actual expenditure in 2000–01.

Recurrent Account

Personal Emoluments

2 Provision of \$110,459,000 for personal emoluments represents an increase of \$198,000 over the revised estimate for 2001–02.

3 The establishment at 31 March 2002 will be 245 permanent posts. It is expected that two posts will be deleted in 2002–03.

4 Subject to certain conditions, the controlling officer may under delegated powers create or delete non-directorate posts during 2002–03, but the notional annual mid-point salary value of all such posts must not exceed \$106,199,000.

5 Provision of \$2,121,000 under *Subhead 002 Allowances* is for standard allowances.

6 Provision of \$38,000 under *Subhead 007 Job-related allowances* is for standard job-related allowances.

Departmental Expenses

7 Provision of \$8,865,000 under *Subhead 115 Fuel and lubricating oil* is for the purchase of fuel and oil for the GFS' fleet of aircraft.

Other Charges

8 Provision of \$816,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The decrease of \$265,000 (24.5%) against the revised estimate for 2001–02 is mainly due to decrease in insurance premium requirement upon the anticipated disposal of helicopters to be replaced in the year.

9 Provision of \$11,000 under *Subhead 201 Grant to the Government Flying Service Welfare Fund* is for the welfare fund for permanent disciplined staff.

10 Provision of \$413,000 under *Subhead 245 Pay and allowances for the auxiliary services* is for the remuneration of auxiliary members. The increase of \$91,000 (28.3%) over the revised estimate for 2001–02 is mainly due to the enhancement of service and training.

11 Provision of \$8,826,000 under *Subhead 291 Training expenses for the Government Flying Service* is for overseas and local training of pilots, aircrewmen, and groundcrew. The increase of \$968,000 (12.3%) over the revised estimate for 2001–02 is mainly due to the increase in training in relation to the new helicopters.

Capital Account

Plant, Equipment and Works

12 Provision of \$46,601,000 under *Subhead 631 Aircraft components, component overhaul and safety equipment (block vote)* is for overhauling aircraft engines, components and avionics, and for safety and rescue equipment. The increase of \$18,206,000 (64.1%) over the revised estimate for 2001–02 is mainly due to the increased requirement for aircraft components for the new helicopter fleet, the delivery of which will be completed by December 2002.

Head 166 — GOVERNMENT FLYING SERVICE

Capital Account

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2001	Revised estimated expenditure for 2001–02	Balance
			\$'000	\$'000	\$'000	\$'000
603		<i>Plant, vehicles and equipment</i>				
	230	Replacement of three large and five small helicopters.....	737,780	580,923	88,309	68,548
700		<i>General other non-recurrent</i>				
	227	Provision of training to local pilots to enhance localisation	3,624	496	—	3,128
	229	Production of a public relation film	900	—	—	900
			<u>4,524</u>	<u>496</u>	<u>—</u>	<u>4,028</u>
		Total.....	<u>742,304</u>	<u>581,419</u>	<u>88,309</u>	<u>72,576</u>