

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2023–24 **\$616.1m**

Establishment ceiling 2023–24 (notional annual mid-point salary value) representing an estimated 356 non-directorate posts as at 31 March 2023 reducing by four posts to 352 posts as at 31 March 2024... **\$276.7m**

In addition, there will be an estimated five directorate posts as at 31 March 2023 and as at 31 March 2024.

Commitment balance..... **\$971.8m**

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	524.3	633.8	699.8 (+10.4%)	616.1 (–12.0%)
				(or –2.8% on 2022–23 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 both fixed-wing aircraft and helicopters for 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	2021 (Actual)	2022 (Actual)	2023 (Plan)
<i>Air ambulance service</i> ^δ				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations# within Island Zone^ within 20 minutes (%)¶.....	90	91	79§	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	100	100

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	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
<i>SAR</i>				
helicopter				
on-scene time for inshore SAR call-outs				
between 0700 and 2159 hours				
within 40 minutes (%)	90	100	99	90
between 2200 and 0659 hours				
within 40 minutes where additional crew or specialised equipment not required (%)	90	97	97	90
within 100 minutes where additional crew or specialised equipment required (%)	90	N.A.	N.A.	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	N.A.	N.A.	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	100	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	100	100	90
beyond 100 nm (185 km) from GFS HQ within 65 minutes plus an extra 15 minutes per 50 nm (%)	90	100	88	90
between 2200 and 0659 hours				
less than 50 nm (92.5 km) from GFS HQ within 110 minutes (%)	90	100	0	90
50 nm (92.5 km) - 100 nm (185 km) from GFS HQ within 125 minutes (%)	90	N.A.	0	90
beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%)	90	N.A.	100	90

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	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
<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	100	90
within 80 minutes where additional crew or specialised equipment required (%).....	90	N.A.	N.A.	90
on-scene time for call-outs outside Island Zone [^]				
within 30 minutes where additional crew or specialised equipment not required (%)¶.....	90	100	100	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 bombingΨ				
within 40 minutes (%).....	85	81	94	85
on-scene time for call-outs for troopingΨ				
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	N.A.	N.A.	85
<i>Flying services for government departments</i>				
meet reasonable requests where other priorities permit (%)	100	100	100	100

δ Cases where aircrew were unavailable for deployment due to engagement in an earlier operation were not included in this set of statistics. For 2021, they include seven Casevac and 16 SAR operations. For 2022, they include 19 Casevac, six SAR operations and three fire-fighting operations.

The different types of Casevac are denoted as follows: Type A+ Casevac - Casevac involving immediate life-threatening or limb-threatening cases; Type A Casevac - Casevac involving emergency medical conditions other than immediate life-threatening and limb-threatening ones; and Type B Casevac - Casevac for patients in emergency medical conditions with potential risks of deterioration and requiring definitive treatment as soon as possible.

^ 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.

§ Out-of-pledge was recorded in 208 out of 992 cases due to the lead time required for infection control, inclement weather, aircraft unserviceability, the need to wait for take-off clearance from Air Traffic Control, etc.

ω Out-of-pledge was recorded in one out of eight cases due to the lead time required for crew deployment.

λ Out-of-pledge was recorded in the only case due to the lead time required for crew deployment.

Ψ Fire-fighting operations are carried out between 0700 hours and 30 minutes before sunset.

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Indicators

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
total flying hours			
fixed-wing	1 651 ^α	1 237 ^α	1 477 ^α
helicopter	5 861 ^α	4 960 ^α	5 728 ^α
Casevac			
flying hours	1 202	1 160	1 176
casualties evacuated	1 629	1 517	— ^β
no. of flights	1 436	1 417	1 431
search (fixed-wing)			
flying hours	123	150	118
no. of flights	33	36	33
rescue (helicopter)			
flying hours	1 174 ^α	892 ^α	869 ^α
persons rescued	957	795	— ^β
no. of flights	1 036	814	782
law enforcement			
flying hours	34 ^α	9 ^α	36 ^α
no. of flights	19	10	24
fire fighting			
flying hours	221	159	187
no. of flights	144	101	113
other tasks for government departments			
flying hours	1 436	1 233	1 392
passengers	6 561	5 294	6 992
no. of flights	1 163	951	1 128
training			
fixed-wing flying hours	1 155 ^α	695 ^α	1 000 ^α
helicopter flying hours	2 043 ^α	1 578 ^α	2 200 ^α
miscellaneous			
fixed-wing flying hours	8	75	23
helicopter flying hours	116	246	204
direct operating cost/hour flown			
fixed-wing			
ZLIN 242L (\$)	N.A. ^μ	N.A. ^μ	N.A. ^μ
DA42NG (\$)	6,820	7,400	7,400
CL 605 (\$)	12,790	17,970	17,970
helicopter			
AS-332 L2 Super Puma (\$)	N.A.	N.A. ^Δ	N.A. ^Δ
EC 155B1 (\$)	39,100	42,020	42,020
H 175 (\$)	25,820	26,740	26,740

^α The 2023 estimate is calculated by averaging figures from the past few years. The actual figures of 2022 are comparatively lower than that of 2021. The difference is mainly due to the reduction of non-essential flights amidst the COVID-19 epidemic. Moving along the path to normalcy as the epidemic continues to stabilise, it is envisaged that the flight requirements would resume normal steadily. Taking an average from the past should yield a reasonable estimate for 2023.

^β Not possible to estimate.

^μ This training aircraft is under maintenance.

^Δ This aircraft is under maintenance.

Matters Requiring Special Attention in 2023–24

5 The GFS will continue to enhance its operational capability as well as strengthen its human resources to provide effective and efficient flying services to the community and Government. In the coming year, the GFS will also focus on enhancing the training and development of frontline staff to better prepare them for the new challenge ahead.

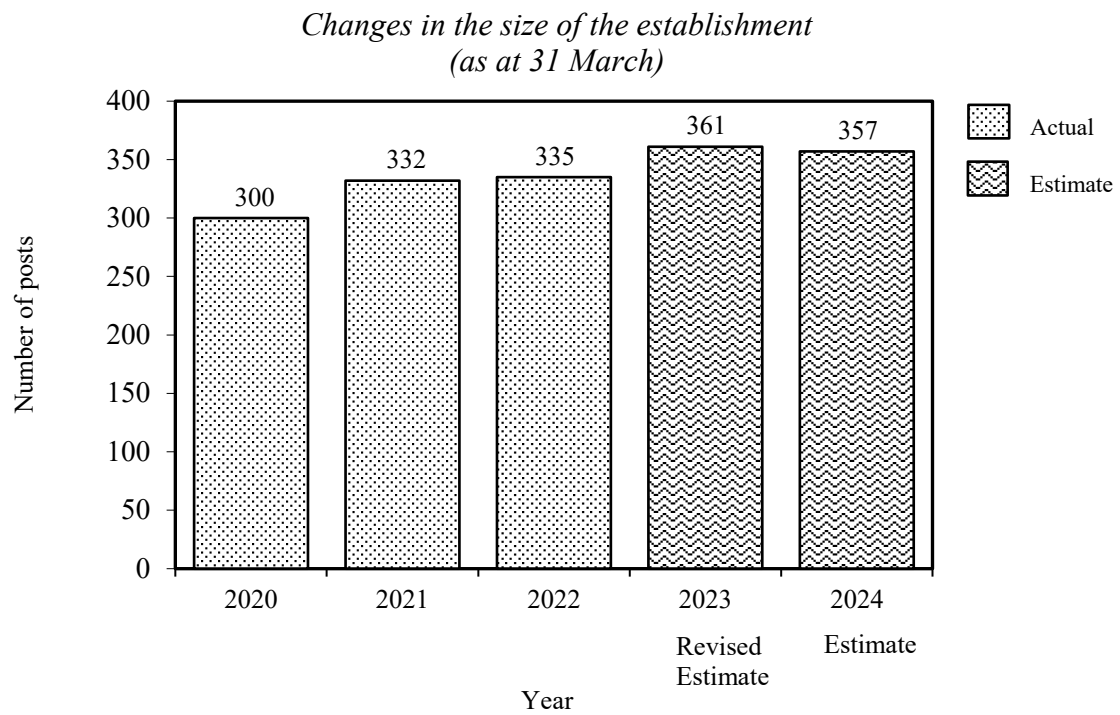
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ANALYSIS OF FINANCIAL PROVISION

Programme	2021–22 (Actual) (\$m)	2022–23 (Original) (\$m)	2022–23 (Revised) (\$m)	2023–24 (Estimate) (\$m)
Government Flying Service	524.3	633.8	699.8 (+10.4%)	616.1 (–12.0%)
				(or –2.8% on 2022–23 Original)

Analysis of Financial and Staffing Provision

Provision for 2023–24 is \$83.7 million (12.0%) lower than the revised estimate for 2022–23. This is mainly due to the decreased cash flow requirement for the procurement of helicopters and a flight simulator training device, partly offset by the increased provision for general departmental expenses and training expenses.



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Sub-head (Code)		Actual expenditure 2021–22	Approved estimate 2022–23	Revised estimate 2022–23	Estimate 2023–24
		\$'000	\$'000	\$'000	\$'000
Operating Account					
	Recurrent				
000	Operational expenses	349,769	447,231	420,848	460,219
200	Insurance of aircraft	1,791	1,900	1,400	1,600
	Total, Recurrent	351,560	449,131	422,248	461,819
	Total, Operating Account	351,560	449,131	422,248	461,819
Capital Account					
	Plant, Equipment and Works				
603	Plant, vehicles and equipment	23,979	55,200	137,000	20,933
631	Aircraft components, component overhaul and safety equipment (block vote)	146,290	129,474	139,474	133,322
	Minor plant, vehicles and equipment (block vote)	2,477	—	1,030	—
	Total, Plant, Equipment and Works	172,746	184,674	277,504	154,255
	Total, Capital Account	172,746	184,674	277,504	154,255
	Total Expenditure	524,306	633,805	699,752	616,074

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Details of Expenditure by Subhead

The estimate of the amount required in 2023–24 for the salaries and expenses of the Government Flying Service is \$616,074,000. This represents a decrease of \$83,678,000 against the revised estimate for 2022–23 and an increase of \$91,768,000 over the actual expenditure in 2021–22.

Operating Account

Recurrent

2 Provision of \$460,219,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Government Flying Service.

3 The establishment as at 31 March 2023 will be 361 posts. It is expected that there will be a net decrease of four posts in 2023–24. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2023–24, but the notional annual mid-point salary value of all such posts must not exceed \$276,721,000.

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

	2021–22 (Actual) (\$'000)	2022–23 (Original) (\$'000)	2022–23 (Revised) (\$'000)	2023–24 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	205,056	218,591	218,000	219,000
- Allowances	7,537	10,463	9,770	11,641
- Job-related allowances.....	204	291	184	231
Personnel Related Expenses				
- Mandatory Provident Fund contribution	1,151	1,332	1,140	1,112
- Civil Service Provident Fund contribution	17,188	21,479	22,090	26,719
Departmental Expenses				
- Fuel and lubricating oil.....	17,713	34,000	34,000	35,000
- General departmental expenses	92,281	133,058	116,480	139,440
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	14	15	15	15
- Pay and allowances for the auxiliary services.....	1,038	1,300	1,200	1,300
- Training expenses for the Government Flying Service	7,587	26,702	17,969	25,761
	<u>349,769</u>	<u>447,231</u>	<u>420,848</u>	<u>460,219</u>

5 Provision of \$1,600,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$200,000 (14.3%) over the revised estimate for 2022–23 is mainly due to the additional insurance premium requirement arising from global instability.

Capital Account

Plant, Equipment and Works

6 Provision of \$133,322,000 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 31.3.2022	Revised estimated expenditure for 2022–23	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	801	Procurement of a flight simulator training device	400,000	56,876	71,000	272,124
	821	Procurement of seven helicopters and the associated mission equipment.....	2,187,500	1,421,808	66,000	699,692
		Total	<u>2,587,500</u>	<u>1,478,684</u>	<u>137,000</u>	<u>971,816</u>