

Head 166 — GOVERNMENT FLYING SERVICE

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

| | |
|--|-----------------|
| Estimate 2024–25 | \$626.2m |
| Establishment ceiling 2024–25 (notional annual mid-point salary value) representing an estimated 352 non-directorate posts as at 31 March 2024 reducing by two posts to 350 posts as at 31 March 2025 | \$286.4m |
| In addition, there will be an estimated five directorate posts as at 31 March 2024 and as at 31 March 2025. | |
| Commitment balance | \$966.2m |

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

| | 2022–23 (Actual) | 2023–24 (Original) | 2023–24 (Revised) | 2024–25 (Estimate) |
|---------------------------|---------------------|-----------------------|----------------------|-----------------------------------|
| Financial provision (\$m) | 683.9 | 616.1 | 586.2 (–4.9%) | 626.2 (+6.8%) |
| | | | | (or +1.6% on 2023–24 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 | 2022 (Actual) | 2023 (Actual) | 2024 (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 | 79§ | 91 | 90 |
| outside Island Zone [^] within 30 minutes (%)¶..... | 90 | N.A. | N.A. | 90 |

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| | Target | 2022 (Actual) | 2023 (Actual) | 2024 (Plan) |
|--|--------|------------------|------------------|----------------|
| on-scene time for call-outs for Type B Casevac within 120 minutes (%)# | 100 | 100 | 100 | 100 |
| <i>SARδ</i> | | | | |
| helicopter | | | | |
| on-scene time for inshore SAR call-outs | | | | |
| between 0700 and 2159 hours within 40 minutes (%) | 90 | 99 | 100 | 90 |
| between 2200 and 0659 hours within 40 minutes where additional crew or specialised equipment not required (%)..... | 90 | 97 | 100 | 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. | 100 | 90 |
| between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQ within 120 minutes (%)..... | 90 | N.A. | 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. | 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 | 100 | 90 |
| beyond 100 nm (185 km) from GFS HQ within 65 minutes plus an extra 15 minutes per 50 nm (%)..... | 90 | 88ω | 100 | 90 |
| between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQ within 110 minutes (%)..... | 90 | 0λ | N.A. | 90 |

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| | Target | 2022 (Actual) | 2023 (Actual) | 2024 (Plan) |
|---|--------|------------------|------------------|----------------|
| 50 nm (92.5 km) - 100 nm (185 km) from GFS HQ within 125 minutes (%)..... | 90 | 0λ | N.A. | 90 |
| beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%)..... | 90 | 100 | 67Φ | 90 |
| <i>Law enforcement</i> δ | | | | |
| 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> δ | | | | |
| on-scene time for call-outs for water bombingΨ | | | | |
| within 40 minutes (%)..... | 85 | 94 | 95 | 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 crew were unavailable for deployment due to engagement in an earlier operation were not included in this set of statistics. For 2022, they include 19 Casevac, six SAR operations and three fire-fighting operations. For 2023, they include 17 Casevac, six SAR operations and one law enforcement operation.

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, 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.

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- λ Out-of-pledge was recorded in the only case due to the lead time required for crew deployment.
 Φ Out-of-pledge was recorded in one out of three SAR cases due to the lead time required for crew deployment, refuelling and navigation planning in view of the location of the incident.
 Ψ Fire-fighting operations are carried out between 0700 hours and 30 minutes before sunset.

Indicators

| | 2022 (Actual) | 2023 (Actual) | 2024 (Estimate) |
|--|--------------------|--------------------|--------------------|
| total flying hours | | | |
| fixed-wing | 1 237 | 1 319 | 1 457 |
| helicopter..... | 4 960 | 5 335 | 5 659 |
| Casevac | | | |
| flying hours | 1 160 | 1 137 | 1 164 |
| casualties evacuated | 1 517 | 1 713 | — ^β |
| no. of flights | 1 417 | 1 486 | 1 436 |
| search (fixed-wing) | | | |
| flying hours | 150 | 51 | 115 |
| no. of flights | 36 | 20 | 33 |
| rescue (helicopter) | | | |
| flying hours | 892 | 702 | 898 |
| persons rescued | 795 | 571 | — ^β |
| no. of flights | 814 | 689 | 821 |
| law enforcement | | | |
| flying hours | 9 ^α | 55 ^α | 39 ^α |
| no. of flights | 10 ^α | 46 ^α | 27 ^α |
| fire fighting | | | |
| flying hours | 159 | 87 | 161 |
| no. of flights | 101 | 80 | 105 |
| other tasks for government departments | | | |
| flying hours | 1 233 | 1 375 | 1 347 |
| passengers | 5 294 | 8 491 | 6 821 |
| no. of flights | 951 | 1 138 | 1 089 |
| training | | | |
| fixed-wing flying hours..... | 695 ^α | 990 ^α | 1 000 ^α |
| helicopter flying hours | 1 578 ^α | 2 013 ^α | 2 200 ^α |
| miscellaneous | | | |
| fixed-wing flying hours..... | 75 | 59 | 30 |
| helicopter flying hours | 246 | 186 | 163 |
| direct operating cost/hour flown | | | |
| fixed-wing | | | |
| ZLIN 242L (\$)μ | N.A. | N.A. | — |
| DA42NG (\$) | 7,400 | 6,230 | 6,230 |
| CL 605 (\$)..... | 17,970 | 21,010 | 21,010 |
| helicopter | | | |
| AS-332 L2 Super Puma (\$)μ | N.A. | N.A. | — |
| EC 155B1 (\$) | 42,020 | 41,510 | 41,510 |
| H 175 (\$)..... | 26,740 | 29,290 | 29,290 |

β Not possible to estimate.

α The 2024 estimate is calculated by averaging figures from the past few years. The actual figures of 2023 are higher than that of 2022 mainly due to the resumption of the flight requirements from different government departments and better crew availability with the full resumption to normalcy in 2023. Taking an average from the past should yield a reasonable estimate for 2024.

μ This type of aircraft has been retired from service. The indicator is removed as from 2024.

Matters Requiring Special Attention in 2024–25

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 the 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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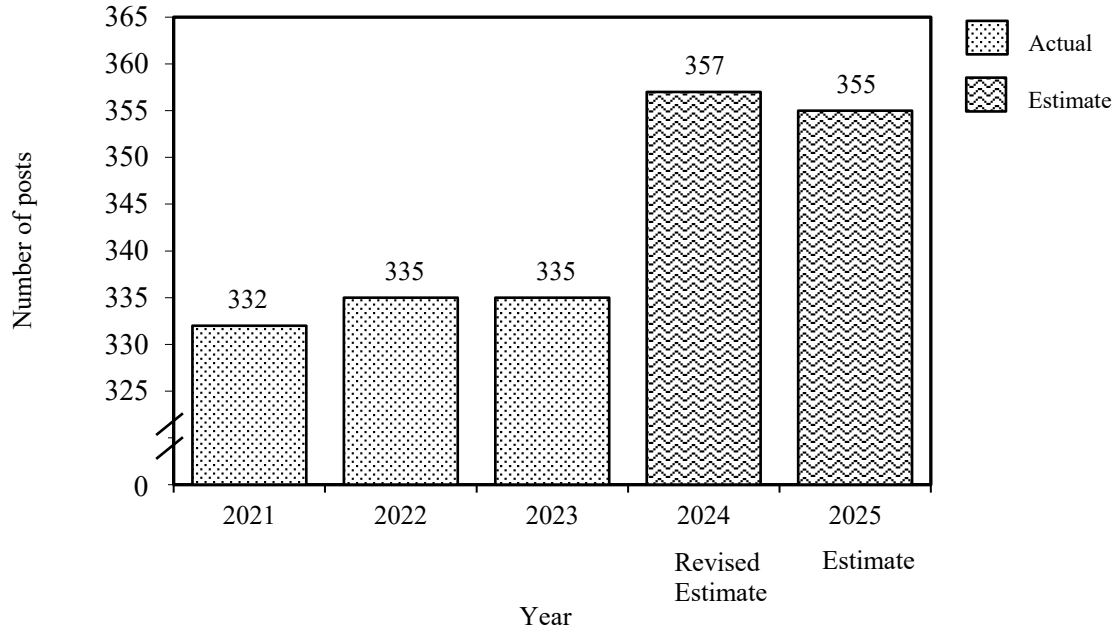
ANALYSIS OF FINANCIAL PROVISION

| | 2022–23 (Actual) (\$m) | 2023–24 (Original) (\$m) | 2023–24 (Revised) (\$m) | 2024–25 (Estimate) (\$m) |
|---------------------------------|------------------------------|--------------------------------|-------------------------------|---|
| Programme | | | | |
| Government Flying Service | 683.9 | 616.1 | 586.2 (–4.9%) | 626.2 (+6.8%) |
| | | | | (or +1.6% on 2023–24 Original) |

Analysis of Financial and Staffing Provision

Provision for 2024–25 is \$40.0 million (6.8%) higher than the revised estimate for 2023–24. This is mainly due to the increased provision for general departmental expenses, fuel cost and training expenses.

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



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| Sub-head (Code) | Actual expenditure 2022–23 | Approved estimate 2023–24 | Revised estimate 2023–24 | Estimate 2024–25 | |
|----------------------------|--|---------------------------------|--------------------------------|---------------------|----------------|
| | \$'000 | \$'000 | \$'000 | \$'000 | |
| Operating Account | | | | | |
| Recurrent | | | | | |
| 000 | Operational expenses | 410,437 | 460,219 | 428,569 | 469,446 |
| 200 | Insurance of aircraft | 1,268 | 1,600 | 1,400 | 1,400 |
| | Total, Recurrent..... | 411,705 | 461,819 | 429,969 | 470,846 |
| | Total, Operating Account | 411,705 | 461,819 | 429,969 | 470,846 |
| Capital Account | | | | | |
| Plant, Equipment and Works | | | | | |
| 603 | Plant, vehicles and equipment..... | 131,669 | 20,933 | 10,933 | 17,480 |
| 631 | Aircraft components, component overhaul and safety equipment (block vote) | 139,473 | 133,322 | 143,322 | 137,887 |
| | Minor plant, vehicles and equipment (block vote)..... | 1,030 | — | 1,968 | — |
| | Total, Plant, Equipment and Works..... | 272,172 | 154,255 | 156,223 | 155,367 |
| | Total, Capital Account..... | 272,172 | 154,255 | 156,223 | 155,367 |
| | Total Expenditure | 683,877 | 616,074 | 586,192 | 626,213 |

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Details of Expenditure by Subhead

The estimate of the amount required in 2024–25 for the salaries and expenses of the Government Flying Service is \$626,213,000. This represents an increase of \$40,021,000 over the revised estimate for 2023–24 and a decrease of \$57,664,000 against the actual expenditure in 2022–23.

Operating Account

Recurrent

2 Provision of \$469,446,000 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 2024 will be 357 posts. It is expected that there will be a net decrease of two posts in 2024–25. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2024–25, but the notional annual mid-point salary value of all such posts must not exceed \$286,423,000.

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

| | 2022–23 (Actual) (\$'000) | 2023–24 (Original) (\$'000) | 2023–24 (Revised) (\$'000) | 2024–25 (Estimate) (\$'000) |
|--|---------------------------------|-----------------------------------|----------------------------------|-----------------------------------|
| Personal Emoluments | | | | |
| - Salaries..... | 215,515 | 219,000 | 217,000 | 219,000 |
| - Allowances..... | 8,900 | 11,641 | 7,941 | 7,954 |
| - Job-related allowances..... | 167 | 231 | 201 | 206 |
| Personnel Related Expenses | | | | |
| - Mandatory Provident Fund contribution..... | 1,119 | 1,112 | 760 | 795 |
| - Civil Service Provident Fund contribution..... | 21,852 | 26,719 | 26,890 | 28,930 |
| Departmental Expenses | | | | |
| - Fuel and lubricating oil..... | 32,088 | 35,000 | 28,000 | 35,000 |
| - General departmental expenses..... | 109,717 | 139,440 | 123,819 | 146,561 |
| Other Charges | | | | |
| - Grant to the Government Flying Service Welfare Fund..... | 14 | 15 | 15 | 15 |
| - Pay and allowances for the auxiliary services..... | 1,051 | 1,300 | 1,300 | 1,700 |
| - Training expenses for the Government Flying Service..... | 20,014 | 25,761 | 22,643 | 26,245 |
| Subventions | | | | |
| - Hong Kong Air Cadet Corps..... | — | — | — | 3,040# |
| | 410,437 | 460,219 | 428,569 | 469,446 |

The Hong Kong Air Cadet Corps will become a youth uniformed group subvented by the Government Flying Service starting from 1 April 2024. Relevant provision is transferred from Head 53 — Government Secretariat: Home and Youth Affairs Bureau.

5 Provision of \$1,400,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance.

Capital Account

Plant, Equipment and Works

6 Provision of \$137,887,000 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 31.3.2023 | Revised estimated expenditure for 2023–24 | 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 | 122,829 | 5,583 | 271,588 |
| 821 | | Procurement of seven helicopters and the associated mission equipment..... | 2,187,500 | 1,487,524 | 5,350 | 694,626 |
| | | Total | <u>2,587,500</u> | <u>1,610,353</u> | <u>10,933</u> | <u>966,214</u> |