

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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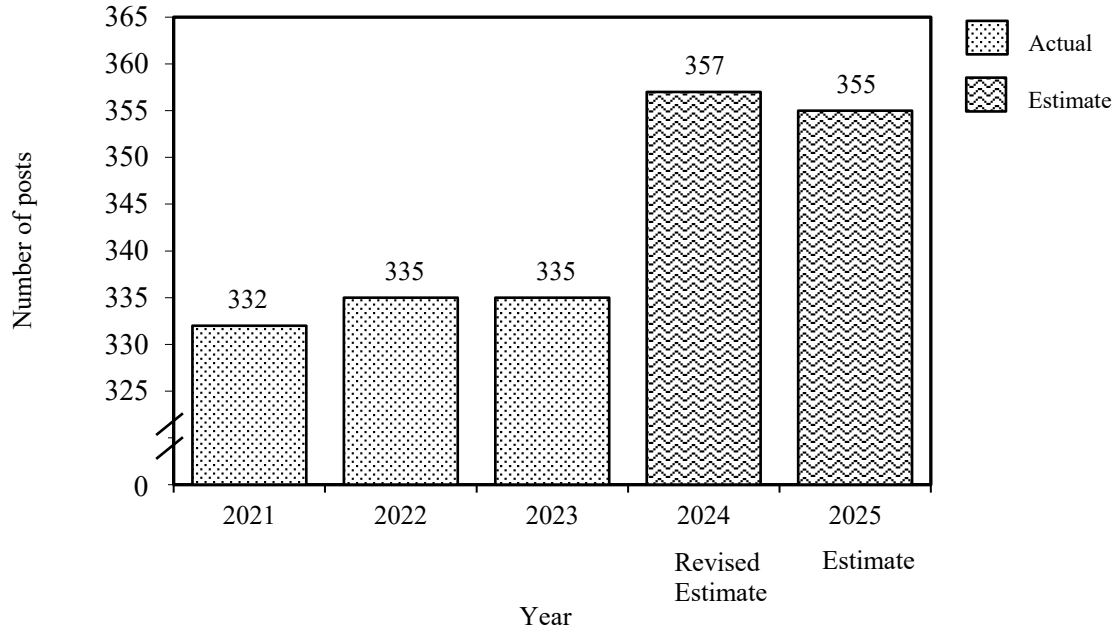
ANALYSIS OF FINANCIAL PROVISION

	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>