

Head 166 — GOVERNMENT FLYING SERVICE

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

Estimate 2025–26 **\$626.6m**

Establishment ceiling 2025–26 (notional annual mid-point salary value) representing an estimated 350 non-directorate posts as at 31 March 2025 reducing by two posts to 348 posts as at 31 March 2026..... **\$294.8m**

In addition, there will be an estimated five directorate posts as at 31 March 2025 and as at 31 March 2026.

Commitment balance..... **\$949.1m**

Controlling Officer's Report

Programme

Government Flying Service

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

Detail

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	573.9	626.2	621.2 (–0.8%)	626.6 (+0.9%)
				(or +0.1% on 2024–25 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	2023 (Actual)	2024 (Actual)	2025 (Plan)
<i>Air ambulance services</i>				
on-scene time for call-outs for Type A+ and Type A casualty evacuation (Casevac) situations#				
within Island Zone^ within 20 minutes (%)¶.....	90	91	90	90
outside Island Zone^ within 30 minutes (%)¶.....	90	N.A.	N.A.	90

Head 166 — GOVERNMENT FLYING SERVICE

	Target	2023 (Actual)	2024 (Actual)	2025 (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	100	99	90
between 2200 and 0659 hours within 40 minutes where additional crew or specialised equipment not required (%)	90	100	95	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	100	100	90
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQ within 120 minutes (%)	90	100	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	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	N.A.	90
50 nm (92.5 km) - 100 nm (185 km) from GFS HQ within 65 minutes (%)	90	100	N.A.	90
beyond 100 nm (185 km) from GFS HQ within 65 minutes plus an extra 15 minutes per 50 nm (%)	90	100	40λ	90
between 2200 and 0659 hours less than 50 nm (92.5 km) from GFS HQ within 110 minutes (%)	90	N.A.	N.A.	90

Head 166 — GOVERNMENT FLYING SERVICE

	Target	2023 (Actual)	2024 (Actual)	2025 (Plan)
50 nm (92.5 km) - 100 nm (185 km) from GFS HQ within 125 minutes (%).....	90	N.A.	N.A.	90
beyond 100 nm (185 km) from GFS HQ within 125 minutes plus an extra 15 minutes per 50 nm (%)	90	67Φ	100	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	89Ω	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 bombing ^Ψ within 40 minutes (%).....	85	95	96	85
on-scene time for call-outs for trooping ^Ψ within 40 minutes where additional crew or specialised equipment not required (%).....	85	100	N.A.	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 2023, they include 17 Casevac, six SAR operations and one law enforcement operation. For 2024, they include 14 Casevac, four SAR operations and one fire-fighting 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.

λ Out-of-pledge was recorded in three out of five SAR cases due to the lead time required for crew deployment, refuelling and navigation planning in view of the location of the incident.

Head 166 — GOVERNMENT FLYING SERVICE

- 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.
- Ω Out-of-pledge was recorded in one out of nine law enforcement cases due to aircraft and/or equipment unserviceability.
- Ψ Fire-fighting operations are carried out between 0700 hours and 30 minutes before sunset.

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
total flying hours			
fixed-wing	1 319	708 ^α	1 357
helicopter.....	5 335	5 190	5 493
Casevac			
flying hours	1 137	1 292	1 191
casualties evacuated	1 713	2 030	— ^β
no. of flights	1 486	1 676	1 491
search (fixed-wing)			
flying hours	51	61	99
no. of flights	20	19	28
rescue (helicopter)			
flying hours	702	602	895
persons rescued	571	520	— ^β
no. of flights	689	577	825
law enforcement			
flying hours	55	28	28
no. of flights	46	24	21
fire fighting			
flying hours	87	128	164
no. of flights	80	78	106
other tasks for government departments			
flying hours	1 375	1 252	1 315
passengers	8 491	6 894	6 711
no. of flights	1 138	999	1 054
training			
fixed-wing flying hours.....	990	373 ^α	933
helicopter flying hours	2 013	1 841	2 003
miscellaneous			
fixed-wing flying hours.....	59	41	38
helicopter flying hours	186	279	184
direct operating cost/hour flown			
fixed-wing			
ZLIN 242L (\$)μ	N.A.	—	—
DA42NG (\$)	6,230	21,350	21,350
CL 605 (\$).....	21,010	27,740	27,740
helicopter			
AS-332 L2 Super Puma (\$)μ	N.A.	—	—
EC 155B1 (\$)	41,510	43,130	43,130
H 175 (\$).....	29,290	27,340	27,340

^α The lower number in 2024 was mainly due to aircraft overhaul maintenance and aircrew availability.

^β Not possible to estimate.

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

Matters Requiring Special Attention in 2025–26

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.

Head 166 — GOVERNMENT FLYING SERVICE

ANALYSIS OF FINANCIAL PROVISION

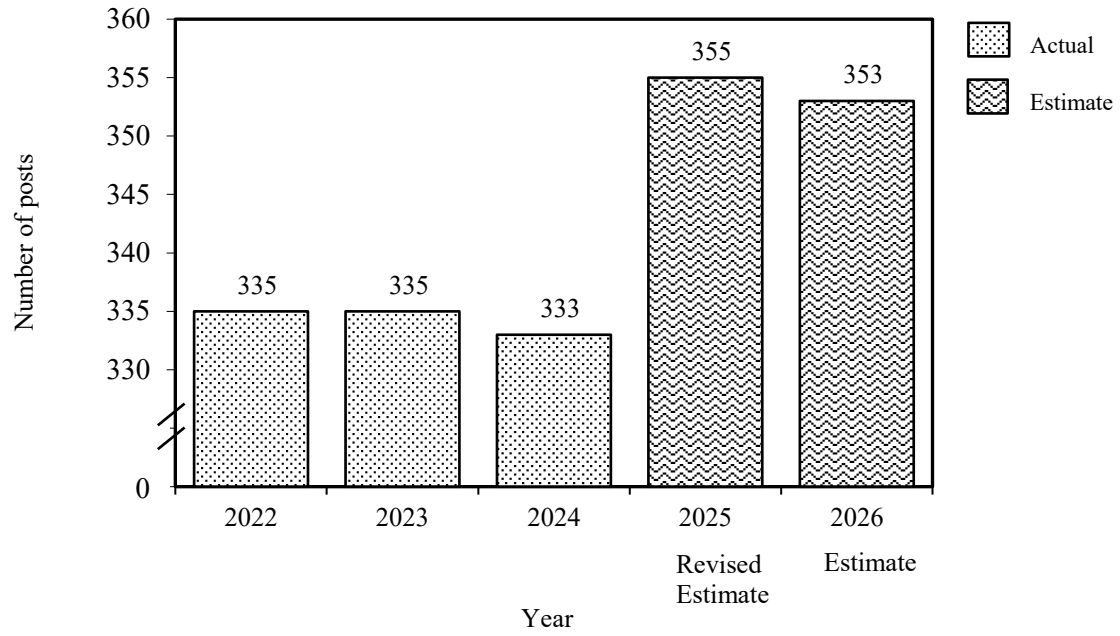
	2023–24 (Actual) (\$m)	2024–25 (Original) (\$m)	2024–25 (Revised) (\$m)	2025–26 (Estimate) (\$m)
Programme				
Government Flying Service	573.9	626.2	621.2 (–0.8%)	626.6 (+0.9%)
				(or +0.1% on 2024–25 Original)

Analysis of Financial and Staffing Provision

Provision for 2025–26 is \$5.4 million (0.9%) higher than the revised estimate for 2024–25. This is mainly due to the increased provisions for filling of vacancies, fuel cost and training expenses, partly offset by a net decrease of two posts in 2025–26 and the decreased cash flow requirement for procurement/replacement of equipment and aircraft components.

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 2023–24	Approved estimate 2024–25	Revised estimate 2024–25	Estimate 2025–26
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses	415,554	469,446	453,280	470,381
200	Insurance of aircraft	1,266	1,400	1,260	1,400
	Total, Recurrent.....	416,820	470,846	454,540	471,781
	Total, Operating Account	416,820	470,846	454,540	471,781
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	10,527	17,480	17,480	11,628
631	Aircraft components, component overhaul and safety equipment (block vote)	143,319	137,887	147,887	141,103
661	Minor plant, vehicles and equipment (block vote).....	3,239	—	1,300	2,060
	Total, Plant, Equipment and Works.....	157,085	155,367	166,667	154,791
	Total, Capital Account.....	157,085	155,367	166,667	154,791
	Total Expenditure	573,905	626,213	621,207	626,572

Head 166 — GOVERNMENT FLYING SERVICE

Details of Expenditure by Subhead

The estimate of the amount required in 2025–26 for the salaries and expenses of the Government Flying Service is \$626,572,000. This represents an increase of \$5,365,000 over the revised estimate for 2024–25 and \$52,667,000 over the actual expenditure in 2023–24.

Operating Account

Recurrent

2 Provision of \$470,381,000 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 2025 will be 355 posts. It is expected that there will be a net decrease of two posts in 2025–26. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2025–26, but the notional annual mid-point salary value of all such posts must not exceed \$294,796,000.

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

	2023–24 (Actual) (\$'000)	2024–25 (Original) (\$'000)	2024–25 (Revised) (\$'000)	2025–26 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	216,898	219,000	222,000	230,000
- Allowances.....	7,947	7,954	7,927	8,335
- Job-related allowances.....	168	206	187	187
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	747	795	630	788
- Civil Service Provident Fund contribution.....	26,467	28,930	28,450	35,797
Departmental Expenses				
- Fuel and lubricating oil.....	29,370	35,000	18,000	25,000
- General departmental expenses	111,537	146,561	149,120	140,330
Other Charges				
- Grant to the Government Flying Service Welfare Fund.....	14	15	15	15
- Pay and allowances for the auxiliary services	1,231	1,700	1,500	1,850
- Training expenses for the Government Flying Service.....	21,175	26,245	22,410	24,748
Subventions				
- Hong Kong Air Cadet Corps◇	—	3,040	3,041	3,331
	415,554	469,446	453,280	470,381

◇ The Hong Kong Air Cadet Corps has become a youth uniformed group subvented by the Government Flying Service starting from 1 April 2024. Relevant provision was transferred from Head 53 — Government Secretariat: Home and Youth Affairs Bureau as from 2024–25.

5 Provision of \$1,400,000 under *Subhead 200 Insurance of aircraft* is for third party, passenger and crew liability insurance. The increase of \$140,000 (11.1%) over the revised estimate for 2024–25 is mainly due to the anticipated increase in insurance premium amidst global instability.

Capital Account

Plant, Equipment and Works

6 Provision of \$141,103,000 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.

7 Provision of \$2,060,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$760,000 (58.5%) over the revised estimate for 2024–25. This is mainly due to the increased cash flow requirement for procurement/replacement of equipment in 2025–26.

Head 166 — GOVERNMENT FLYING SERVICE

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2024	Revised estimated expenditure for 2024–25	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	128,043	2,786	269,171
	821	Procurement of seven helicopters and the associated mission equipment.....	2,187,500	1,492,837	14,694	679,969
		Total	<u>2,587,500</u>	<u>1,620,880</u>	<u>17,480</u>	<u>949,140</u>