

**THE GOVERNMENT OF  
THE HONG KONG  
SPECIAL ADMINISTRATIVE REGION**

**CONTINGENCY PLAN  
FOR DEALING WITH  
AN AIRCRAFT CRASH IN HONG KONG**

Amendments to this plan should be addressed to  
**Emergency Support Unit**  
on telephone **2810 2870** or fax **2501 4755**

Emergency Support Unit  
Security Bureau  
Government Secretariat  
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## I INTRODUCTION

1. An aircraft crash in Hong Kong could result in a very large number of casualties and considerable disruption to both surface and possibly air traffic and to essential services. There would also be a considerable risk of fire caused by escaping fuel. The consequences of the crash and the measures needed to deal with it would vary according to the circumstances. This Contingency Plan summarises the emergency response of the Government and other organizations in dealing with the worst conceivable case of an aircraft crash in the urban area and the international airport at Chek Lap Kok; the same principles apply to crashes in less densely populated areas or at sea.

## II ALERTING SYSTEM

2. In the event of an aircraft crash, the Duty Air Traffic Controller of Civil Aviation Department (CAD) will initiate the alerting system according to the chart at Annex A to this Contingency Plan.

## III COMMAND AND CONTROL

### *Crash Scene - Fire Services and Police*

3. In the aftermath of an aircraft crash, it will be necessary to exercise very strict control over access to the crash site in order that the rescue services shall not be deflected from their task of saving lives, protecting property and safeguarding the crash site for subsequent expert investigation. Two cordons will be established : an outer cordon to exclude all non-essential personnel from the vicinity of the crash site, and an inner cordon around the immediate crash site itself to which only rescue and investigation services shall be permitted entry. This control will apply to all Government servants and members of the public.

4. The senior Fire Services Officer will be the *Crash Commander* and as such will control the crash site and all fire-fighting and rescue services working within it. He will also establish a command post, which will fly a distinctive pennant of yellow and green stripes and is normally in a Mobile Command Unit, and inform the Fire Services Communication Centre (FSCC) immediately of the time of setting up and the location of this post. FSCC will then inform the Security Bureau Duty Officer or Emergency Monitoring and Support Centre (EMSC).

5. Representatives of other emergency services wishing to enter the inner cordoned zone of the crash site will require Police permission.

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6. The Police will also secure the outer cordon, and representatives of other Departments wishing to enter will require Police permission. The Police will establish a Forward Command Post to co-ordinate the activities of all agencies responding to the crash and to direct Police action. The Police will immediately inform the Crash Commander, the Security Bureau Duty Officer or EMSC of the establishment and location of this post.

7. Permission for entering condoned zone by essential personnel should be sought at the Police Forward Command Post. The relevant District Officer of Home Affairs Department will co-ordinate relief measures by Government Departments and other bodies, if necessary.

### ***Off Site - Emergency Monitoring & Support Centre (EMSC)***

8. In the event of an aircraft crash, the Emergency Monitoring & Support Centre (EMSC) will be activated. On activation EMSC will immediately establish links with the Fire Services and Police Forward Command Posts at the scene, Fire Services Communication Centre, Police HQCCC, Information Services Department and/or its Combined Information Centre and other relevant parties.

9. The EMSC Controller on duty will be responsible for -

- (a) obtaining and issuing policy directives and other instructions on behalf of the Chief Executive's Security Committee (CESC), the Chief Secretary for Administration and/or the Secretary for Security;
- (b) advising CESC in the event that emergency legislation needs to be enacted to deal with the situation;
- (c) providing a direct communication link with the Secretary for Security through which urgent decisions on policy matters, or clarification and guidance on the content or implementation of directions, can be readily obtained by the Departments concerned;
- (d) co-ordinating the acquisition and mobilization of additional resources and services as required by the emergency services and supporting agencies. Fire Services and Police resources will be acquired and mobilized by their respective Commanders in liaison with Fire Services Communication Centre and Police HQCCC;
- (e) monitoring and supporting actively the work of the emergency services and supporting agencies and to help resolve problems as necessary;

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- (f) acting as a link through which urgent public messages or announcements could be passed out for publication or broadcast;
- (g) briefing senior Government officers on the situation; and
- (h) performing any other duties set out in the EMSC Guide, the contingency plan or as may be required by CESC, CS and/or Secretary for Security at the time.

### ***Salvage Operations***

10. In the event of a civil aircraft accident in Hong Kong, the Director-General of Civil Aviation will be responsible for the co-ordination with other Departments and the Airport Authority Hong Kong, as required, to ensure that the aircraft wreckage is preserved for accident investigation purpose. In case of a crash involving an aircraft of Government Flying Service, the responsibility for investigation is also vested in the Director-General of Civil Aviation. Except under their authority, therefore, no crashed aircraft may be interfered with more than is necessary to extricate casualties, to prevent fire or any other danger, or to remove mails, goods or baggage to prevent them from further damage. The procedure for salvaging crashed aircraft and departmental responsibilities in the operation are described in the “Contingency Plan for the Salvage of Crashed Aircraft”.

## **IV NON-GOVERNMENT ORGANISATIONS’ RESPONSIBILITIES**

### ***Airport Authority Hong Kong (AA)***

11. Under normal circumstance, the Airport Authority Hong Kong acts as the manager, looking after the management of the international airport at Chek Lap Kok which includes the airport platform island and the sea area of 5km from the ends of the runways. In case of an aircraft crash accident occurring at the airport, AA is responsible for operating an Airport Emergency Centre at the Passenger Terminal Building to coordinate and support the rescue operation. Assistance will be provided to the Police in verifying whether any people working at or visiting the airport have been injured as a consequence of the crash. Immediately after the crash, AA should obtain a list of the passengers and crew members on board the crashed plane and fax it to FSD, Police HQCCC, Imm D, Hospital Authority and CAD.

12. AA will also set up a Liaison Post at the accident scene to coordinate handling of the emergency with the Crash Commander, Government Departments and airport services agencies. AA will immediately inform the Crash Commander, the Police Forward Command Post of the establishment and location of the post. AA will also provide escort to airside movements of vehicles responding to the accident and

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logistic support for the setting up of a public help desk and press enquiry arrangements at the airport in consultation with the Government Departments, airlines and any other agencies concerned. AA will also expedite restoration of the airport facilities to resume operation and to minimise disruption to air transport.

### ***Airport Authority Medical Services***

13. In the event of any aircraft crash within the airport boundary or at anywhere on Lantau Island but with land traffic through Lantau Link totally disrupted, the Airport Authority Medical Services may be requested for deploying a medical team to the scene. This medical team, in conjunction with other medical staff, will provide initial medical support at scene until the arrival of the Hospital Authority Medical Control Officer and Medical Teams, and will attend to non-hospitalised casualties when relieved from scene.

### ***Aircraft Maintenance Franchisees***

14. In the event of an aircraft crash within the airport boundary, the Airport Authority Aircraft Maintenance Franchisees will be responsible for providing skilled manpower, specialized equipment and technical support to the crash site as required by the Crash Commander, the Airport Authority Hong Kong and/or the airline company of the crashed aircraft.

### ***Airline Company of the Crashed Aircraft***

15. The airline company of the crashed aircraft will be responsible for providing CAD and the Airport Authority Hong Kong with a list of passengers, crew and cargo on board the crashed aircraft immediately after the incident. The airline will provide co-ordination to facilitate the rescue operation, care of non-hospitalised passengers and a passenger enquiry service.

### ***Into-plane Fuelling Franchisees***

16. In the event of an aircraft accident within the airport boundary, the Airport Authority Into-plane Fuelling Franchisees will be responsible for defuellings, safe keeping of the fuel removed, and submitting a report to Civil Aviation Department Investigator-in-charge.

### ***Ramp Handling, Cargo Handling and Bus Franchisees***

17. In the event of an aircraft accident within the airport boundary, the above Franchisees will be responsible for despatching passenger steps, buses, cargo loaders, other ramp handling equipment and drivers etc. to the crash site to facilitate the rapid evacuation of passengers and unloading of cargo from the crashed aircraft.

### **V BUREAUX'S & DEPARTMENTS' RESPONSIBILITIES**

18. The Departments most likely to be concerned in an aircraft crash should be represented at the Fire Services and/or Police Forward Command Posts as agreed with the senior Fire Services and Police officers at the scene. The basic job of these representatives will be to liaise with the Fire Services and the Police and to keep their Departments informed of the situation and the resources required to deal with it. All Departments concerned should maintain a log of their activities.

#### ***Architectural Services Department***

19. The Director of Architectural Services will be responsible for advising on the stability of Government buildings which are damaged and for carrying out any necessary emergency repair and protection work.

#### ***Auxiliary Medical Service (AMS)***

20. The Chief Staff Officer, AMS will be responsible for mobilising AMS members and emergency resources to assist the staff of medical and ambulance services at the crash site or other casualty off-loading points. He may also be requested to assist the Department of Health's Port Health Team in attending to non-hospitalised passengers by rendering first aid/counselling services. If required, staff of AMS will be requested to give assistance to the A & E Departments of the receiving hospitals and to the Department of Health in manning body holding areas.

#### ***Buildings Department (BD)***

21. The Director of Buildings will be responsible for advising on the stability of non-Government buildings which are damaged and effecting emergency repairs where necessary.

#### ***Civil Aid Service (CAS)***

22. The Chief Staff Officer, CAS will be responsible for providing trained personnel and equipment to assist the regular emergency services and other Government Departments to handle the aircraft crash accident. CAS personnel can undertake a wide variety of duties, including ground search and rescue operations, casualty evacuation, control of cordoned areas and manning of enquiry posts. To fulfil these duties, CAS will set up a CAS Liaison Post close to the Fire Services Command Post and deploy Liaison Officers to EMSC and appropriate Command Centres.

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### ***Civil Aviation Department (CAD)***

23. In any civil aircraft crash, the Director-General of Civil Aviation has a statutory responsibility for the preservation of aircraft wreckage so that the cause of the crash may be investigated. He will send a liaison officer to the scene to enlist the help of the Fire Services and Police in ensuring that the wreckage is preserved, insofar as this does not interfere with the fire-fighting and rescue work.

24. Immediately after the crash CAD should obtain a list of the passengers and crew members on board the crashed plane and fax it to the parties concerned namely : EMSC, FSD, Police, Imm D and Hospital Authority. This list will be for internal use only. Any enquiries on casualties will be referred to the Casualty Enquiry Unit of the Police.

### ***Civil Engineering and Development Department (CEDD)***

25. The Director of Civil Engineering and Development will be responsible for sending divers and floating equipment to assist if an aircraft has crashed into the sea.

### ***Correctional Services Department (CSD)***

26. In event of an aircraft crash at anywhere on Lantau Island but land traffic through Lantau Link being totally disrupted, the Commissioner of Correctional Services will be responsible for deploying as many CSD medical staff as possible to scene for providing initial medical support until the arrival of the Hospital Authority Medical Control Officer and Medical Team and relieved from scene.

### ***Customs and Excise Department (C & ED)***

27. The Commissioner of Customs and Excise will be responsible for the clearance of cargo and passengers' baggage of the crashed aircraft before they are released to the respective airline.

28. The Commissioner of Customs & Excise will also be responsible for providing facilitation in the speedy removal of casualties from the airport to hospitals through the perimeter gatehouses which are under Customs control.

### ***Department of Health (DH)***

29. If the crash occurs at the airport, the Director of Health will be responsible for deploying a Port Health Team to the scene to provide initial medical support until the arrival of the Hospital Authority Medical Control Officer and Medical Teams, and to attend to non-hospitalised casualties when relieved from scene. If the crash occurs outside the airport, the Department will receive casualties with minor injuries when the demand for emergency medical services overloads the normal Accident and Emergency Service of the Hospital Authority. If the crash occurs at anywhere on

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Lantau Island but the land traffic through Lantau Link is totally disrupted, the Director of Health will be responsible for deploying as many DH medical staff on Lantau Island as possible to scene for providing initial medical support until the arrival of the Hospital Authority Medical Control Officer and Medical Teams and relieved from scene.

30. The Director will be responsible for deploying a physicist to the scene if radioactive substances are involved and the service of a physicist is required. (A copy of the current month's Radiation Accidents Duty Roster of Physicists is filed in the Department of Health folder kept in EMSC). Forensic Pathologists of the Department will work in collaboration with the Disaster Victim Identification Unit of the Hong Kong Police Force as a team in the investigation and identification of the deceased victims. The Director will also be responsible for providing storage of the deceased victims in public mortuaries and other storage areas when required.

### ***Drainage Services Department (DSD)***

31. The Director of Drainage Services will be responsible for emergency repairs to public drainage systems.

### ***Electrical and Mechanical Services Department (EMSD)***

32. The Director of Electrical and Mechanical Services will be responsible for providing emergency plant and equipment, including recovery vehicles and floodlighting, under the charge of his Department.

### ***Emergency Monitoring and Support Centre (EMSC)***

33. See paragraphs 8 and 9.

### ***Environmental Protection Department (EPD)***

34. The Director of Environmental Protection will be responsible for giving advice and taking action, and to enlist help from other Government Departments like the Fire Services, the Government Laboratory and the Marine Department, to prevent the crash vicinity from contamination by the spilt aircraft fuel or other chemicals.

### ***Fire Services Department (FSD)***

35. The Director of Fire Services will be responsible for providing fire fighting, rescue, and ambulance services. He is also responsible for providing ambulance aid and for preservation of life, as far as they are able, until the Port Health Team of the Department of Health and the Hospital Authority Medical Control Officer and Medical Teams arrive at the scene.

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36. Its Ambulance Command will be responsible for the transportation of the Medical Teams to the scene.

37. For aircraft crashes within the airport boundary the Chief Executive Officer of Airport Authority Hong Kong will be responsible for the provision of rescue and fire-fighting equipment for the operation of that contingent of the FSD which is seconded for airport duties, i.e. the Airport Fire Contingent (AFC).

38. The senior Fire Services Officer (or the senior AFC officer, as the case may be) present at the scene will be the Crash Commander of the crash site and as such will control all fire-fighting and rescue services working within it. If the situation so warrants, he will liaise with parties concerned to cut off electricity and town gas supplies to facilitate fire fighting operations. He will establish a Command Post (normally in a Mobile Command Unit) and inform EMSC immediately of the time of setting up and the location of this Post. He will also provide communications facilities to the Port Health Team of the Department of Health, the Medical Control Officer of the Hospital Authority and liaison officers of the Auxiliary Medical Service, the Civil Aid Service, Information Services Department, Airport Authority Hong Kong and Civil Aviation Department to the extent that this is practicable.

39. The Fire Services Officer in charge, i.e. the Crash Commander, will also arrange casualty clearance to a triage station or hospitals.

40. The Crash Commander has statutory powers to cause buildings to be evacuated or demolished if he deems this necessary.

41. The Director of Fire Services will deploy staff to man the Help Desk established by the Home Affairs Department in dealing with public enquiries.

### ***Food and Environmental Hygiene Department (FEHD)***

42. The Director of Food and Environmental Hygiene will be responsible for providing staff, equipment and transport to remove dead bodies from holding areas near the scene of the crash to public mortuaries of the Department of Health, and any other storage area designated by the Department of Health. The Director also provides burial and cremation facilities.

### ***Government Flying Service (GFS)***

43. The Controller, GFS is responsible for deploying helicopters to assist in conveying emergency staff and their equipment to the scene and transfer of patients to hospitals if the crash site is inaccessible to land transport or if transport by helicopters is considered to be the most suitable means of transport.

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44. GFS helicopters can assist in conducting the search and rescue operations by providing airborne lighting to the crash site and by taking video films of the operations which can be simultaneously broadcast on the TV monitor set up at the crash site for reference by the Police and FSD Mobile Command Units. They can also conduct aerial surveys with a view to locating missing passengers in the vicinity of the crash site and assisting in investigation of the aircraft crash by CAD.

### ***Government Logistics Department (GLD)***

45. The Director of Government Logistics will be responsible for the provision or hiring of any additional transport required for Departments to meet an emergency.

### ***Highways Department (HyD)***

46. The Director of Highways will be responsible for clearing and repairing blocked or damaged public roads, removing dangerous and fallen boulders and dealing with landslips on Government land which has not been allocated to any department for maintenance and for co-ordinating repairs to utilities during emergencies. The Department is also responsible for keeping Transport Department informed of the progress in the road repair and clearing work at regular intervals, to enable TD to co-ordinate and develop transport arrangements as necessary.

### ***Home Affairs Department (HAD)***

47. The Director of Home Affairs will be responsible for co-ordinating relief measures and ensuring that those affected are cared for properly. The relevant HAD District Officer will establish a Help Desk at a suitable location in conjunction with the Police, Fire Services Department, Social Welfare Department and other relevant Government Departments and organizations for collecting information, answering enquiries and providing emergency relief. The District Officer will arrange for temporary shelters to be opened to accommodate the homeless. (Unless circumstances dictate otherwise, the following premises should be used in order of priority: - Housing Department transit centres, HAD community centres/halls, covered playgrounds of Government schools and other premises.)

### ***Hong Kong Observatory (HKO)***

48. The Director of the Hong Kong Observatory will be responsible for making and preserving extra meteorological records likely to be of use in an enquiry into the cause of the aircraft crash.

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### ***Hong Kong Police Force (HKPF)***

49. The Commissioner of Police will be responsible for assisting the Fire Services Department in rescue operations and for cordoning the area affected by the crash (on land or at sea), and for controlling both entry to the cordoned area and any persons therein not engaged in rescue work. The Police will establish a Forward Command Post at the scene to co-ordinate the activities of all agencies responding to the crash and to direct Police action. The Police Field Commander will maintain close liaison with the Crash Commander.

50. The Police will also be responsible for preventing theft and looting, and guarding aircraft wreckage to ensure that it is not tampered with except as provided for in paragraph 10 above, until taken over by CAD.

51. In order to establish the identities of the deceased and to aid investigation into the cause of the crash, Police will activate the Disaster Victim Identification Unit which will take charge of body recovery and the site as soon as death has been established in each case. They will arrange a temporary holding area for the dead pending the removal of these bodies to mortuaries with the assistance of Food and Environmental Hygiene Department staff.

52. The Police will record the particulars of the dead and injured and as such, will establish a Casualty Enquiry Unit (CEU) at Police HQCCC; the telephone number of this will be notified to the Information Services Department. If foreign nationals are involved in the accident, the CEU will liaise with the relevant Consulate(s). The Police will deploy police officers to man the Help Desk established by Home Affairs Department and the Enquiry Desks set up at hospitals in dealing with public enquiries.

53. Traffic control measures, including any appropriate segregated routes for rescue vehicles to and from the crash scene, will be implemented as necessary by the Police in consultation with the Fire Services. Also the Police, if required, may arrange transport for the Hospital Authority Medical Control Officer and Department of Health medical staff as a matter of high priority.

54. The Police will make all necessary arrangements to ensure the safety of the crash site and its immediate vicinity, except the cutting-off of electricity and town gas supplies, which is to be carried out by the Utility Companies concerned under the instruction of the Crash Commander.

### ***Hospital Authority (HA)***

55. In the event of an aircraft crash, the Hospital Authority will be responsible for receiving casualties and providing acute hospital services to the injured victims. The Hospital Authority will dispatch Medical Teams and Medical Control Officer (MCO) to the accident scene to provide on-site medical triage and emergency medical treatment to the casualties as appropriate.

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56. Request for despatch of the Medical Teams will be made through the FSCC. The Medical Teams will proceed to the crash scene by ambulances of the Fire Services Department. The teams will report to the Fire Services Command Post and assist FSD to establish a Triage Area at a suitable location to carry out triage and emergency medical treatment and decide on the casualty evacuation plan in consultation with the Fire Services Officer in charge of the rescue operation so that casualties may be sent to hospitals in accordance with their treatment needs.

57. The MCO will proceed to the scene of the crash by calling Police HQCCC for assistance. If transportation by helicopter to scene is required, the request will also be made through the HQCCC. The Police will arrange the most appropriate mode of transportation for the MCO. If the crash takes place at the Hong Kong International Airport, the MCO should look for the Port Health Team for taking over of duty and get situations updated upon arrival at the crash scene. The MCO will be responsible for overall co-ordination of medical response at the scene of the crash on matters related to the casualties and will liaise with the receiving hospitals and the Hospital Authority Head Office. The MCO will also give advice to all emergency services onsite, such as FSD, AMS, Police and CAS on medical matters related to the casualties evacuation and rescue.

58. The Hospital Authority will deploy staff to man Help Desk and Enquiry Desk if set up in hospitals for dealing with public enquiries on casualties.

### ***Housing Department (HD)***

59. The Director of Housing will be responsible for arranging for people rendered homeless to be registered and transported to temporary shelters.

### ***Immigration Department (Imm D)***

60. The Director of Immigration will be responsible for providing immigration clearance to the passengers at a suitable place and time that will not interfere with the rescue and medical treatment operations.

### ***Information Services Department (ISD)***

61. The Director of Information Services will be responsible for collecting and disseminating information on the situation to the Government, the mass media and members of the public in consultation with EMSC, the Hospital Authority, the Airport Authority, the Civil Aviation Department, the Fire Services and the Police. To this end, ISD will arrange liaison officers to man EMSC, the FSD Inter-departmental Command Post, the Airport Emergency Centre and the Media Information Unit.

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62. ISD will handle media enquiries, arrange media coverage and issue official statements on the accident and the progress of the rescue operations. If the crash is within the Airport, ISD will carry out these activities in conjunction with the Airport Authority.

63. The ISD will, if necessary, open its Combined Information Centre at ISD Headquarters to arrange for special announcements over radio and TV concerning recall of Government and auxiliary service personnel, emergency, traffic and other measures, the telephone numbers of the Casualty Enquiry Unit and official statements on the disaster and the progress of rescue operations. The Combined Information Centre will establish early contact with EMSC and keep it continuously informed of the situation.

### ***Lands Department (Lands D)***

64. The Survey and Mapping Office of Lands Department may provide existing maps, plans and aerial photographs in an emergency situation.

### ***Marine Department (MD)***

65. If an aircraft has crashed into the sea, the Director of Marine will deploy all available launches to the scene for transfer of casualties; and will control and regulate marine traffic in the vicinity of the scene. The Department will dispatch a liaison officer to FSD Inter-departmental Command Post. Under the direction of the Search Director (Director-General of Civil Aviation), Marine Department will assist to co-ordinate Search and Rescue Units (SRUSs) involved in the SAR operations. The Department will execute the Oil Pollution Contingency Plan should oil be spilled from the crashed aircraft, but execution of the Plan should not interfere the SAR operations. The Department will also participate in the salvage operations as described in the Contingency Plan for the Salvage of Crashed Aircraft. If under water survey is required to locate position of the aircraft, Marine Department will dispatch its hydrographic surveying team for this purpose.

### ***Security Bureau (SB)***

66. Whenever there is an aircraft crash, the Secretary for Security will activate the EMSC. Details of its role are given in paragraphs 8 and 9 above.

### ***Social Welfare Department (SWD)***

67. The Director of Social Welfare will be responsible for arranging SWD personnel to assist in relief operations, register victims and provide them with food and blankets. He will deploy SWD staff to man the Help Desk established by the Home Affairs Department in dealing with requests for emergency relief and counselling service. SWD staff will supervise volunteers mobilised by the Department at the scene.

### ***Transport Department (TD)***

68. The Commissioner for Transport will be responsible for monitoring the transport and traffic impacts of the incident and liaising with other relevant Government Departments and transport agencies to make emergency transport and traffic arrangements as appropriate.

### ***Water Supplies Department (WSD)***

69. The Director of Water Supplies will be responsible for ensuring the maintenance of water supplies for fire-fighting purposes, for repairing damaged water mains and for installing temporary standpipes as appropriate.

## **VI EMERGENCY RESOURCES AVAILABILITY**

70. Apart from the emergency resources provided by the front-line emergency Departments, i.e. FSD and Police, there are other emergency resources like trucks, lorries, heavy-duty lifting equipment, cutting sets, flood lights, recovery vehicles and launches, etc. available from the Works Departments and their contractors. A list showing the details of these emergency resources prepared by Environment, Transport and Works Bureau will be circulated to FSD, Police, Security Bureau and all Works Departments annually for reference.

71. Other emergency resources like rescue equipment, cutting sets, blankets, camp beds, tents and stretchers, etc, are kept by AMS and CAS. A list showing the details of these emergency resources prepared by AMS and CAS will be circulated to FSD, Police and Security Bureau annually for reference.

72. When in need, the Crash Commander can call for the aforesaid emergency resources through FSCC. Upon receiving the request, individual Works Departments, AMS or CAS will make arrangements to deliver the required emergency resources to the scene of the accident and report to FSD's Mobile Command Unit for receiving further instructions from the Crash Commander. To expedite the transportation of the emergency resources, request for Police escort can be made through the Police HQCCC.

### **VII TRAINING**

#### ***Departmental Training Programmes***

73. The Departmental Training Officer of each Department involved in this contingency plan, who is familiar with the contents of his own Department's plan on the same subject, will ensure that the plan is included in the overall training programme of the Department.

74. Training courses should be given as early as possible to all new arrivals, whilst refresher courses should be organised for existing staff on a regular basis.

#### ***Fire Services Department and Police***

75. As the correct initial responses of the Fire Services and the Police are of paramount importance to the success of the plan, officers of these two Departments must be thoroughly trained on their roles in dealing with emergency situations arising from the aircraft crash.

### **VIII EXERCISES**

#### ***Testing of the Plan***

76. The adequacy and effectiveness of the plan should be fully tested on a regular basis. Suitable scenarios involving the aircraft crash should also be included in the Government's Command Post Exercises.

#### ***Operational Drills***

77. Annually, all emergency organisations should test their operational procedures and conduct drills for those of their sections that are involved in the plan.

### **IX REVISION OF THE PLAN**

78. Security Bureau will co-ordinate regular reviews of the contingency plan in consultation with all addressees. Revisions of the plan should also incorporate recommendations made as a result of reports on exercises for improvements in training, equipment and procedures and so on.

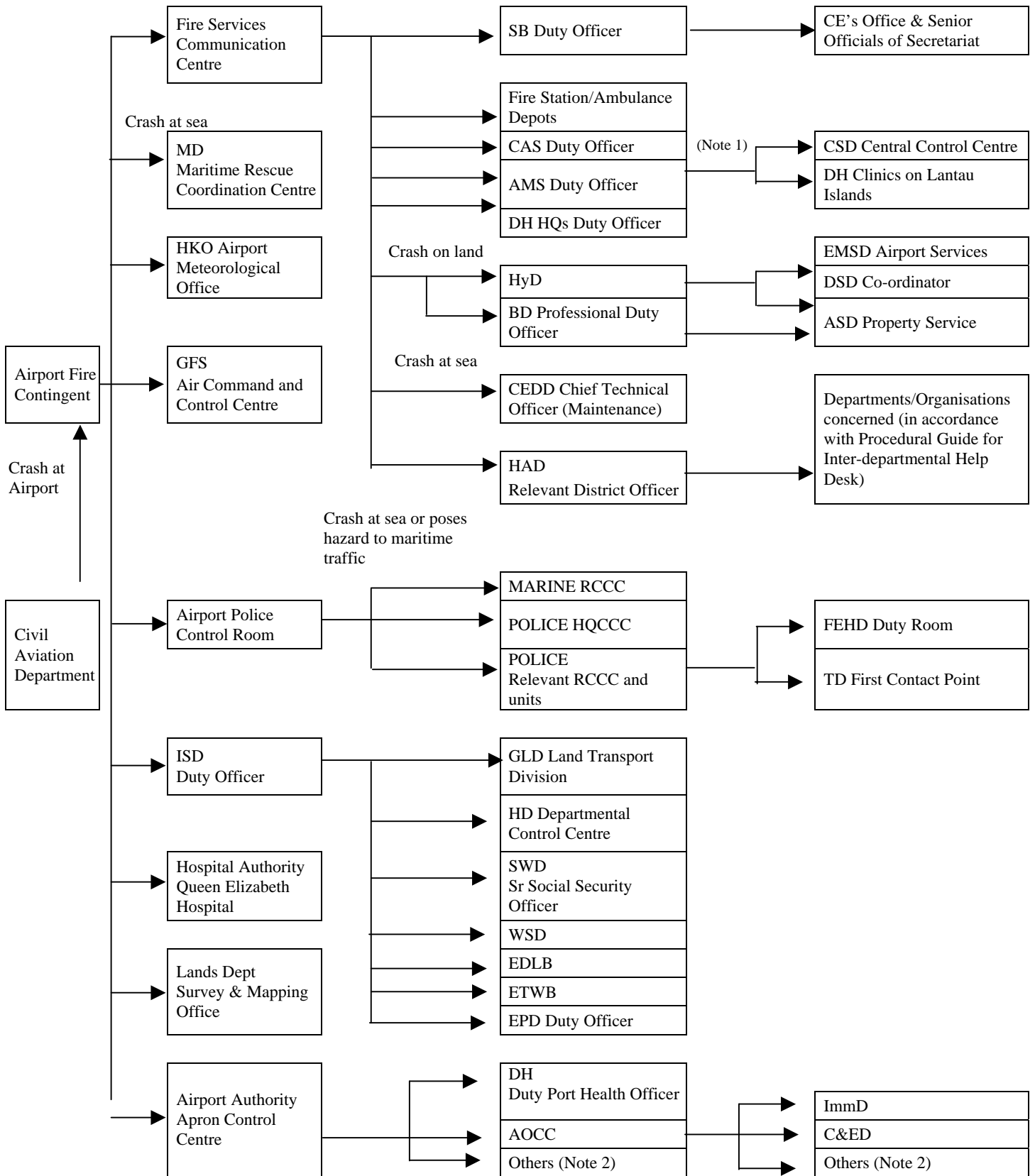
79. All Bureaux, Departments and other agencies are responsible for promptly notifying Security Bureau, as and when they occur, of any changes to this contingency plan that may be necessary as a result of reorganisations, changes in capabilities and available resources, changes in telephone and facsimile and so on.

**X TELEPHONE AND OTHER COMMUNICATIONS DIRECTORY**

80. For telephone numbers required for this plan, please refer to the HONG KONG EMERGENCY TELEPHONE DIRECTORY.

Emergency Support Unit  
Security Bureau  
Government Secretariat  
December 2001

**Alerting System Chart for Aircraft Crash  
in Hong Kong Territory Including the International Airport**



Note 1: Crash on Lantau Island but land traffic through Lantau Link being disrupted

Note 2: Other organisations / government departments / units as per the Alerting Chart in Section 2, Part 2 of the Airport Authority's Emergency Procedures Manual