

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

**CONTINGENCY PLAN FOR
THE SALVAGE OF CRASHED AIRCRAFT**

Amendments or enquiries should be addressed to
Emergency Support Unit
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Emergency Support Unit
Security Bureau
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This contingency plan summarises the functions and responsibilities of Government departments and other bodies which may be involved in the salvage of a crashed aircraft.

Separate contingency plans entitled Contingency Plan for Maritime and Aeronautical Search & Rescue and Contingency Plan for Dealing with an Aircraft Crash in Hong Kong have been issued.

This contingency plan is supplementary to and should be read in conjunction with the above-mentioned contingency plans.

Each department has its own more detailed departmental plans/instructions.



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I INTRODUCTION

Definition

For the purpose of this Contingency Plan, salvage includes recovery of a crashed aircraft and/or things inside the wreckage, be they on land or at sea.

Alerting System

2. Those Departments and other organisations which may be involved in salvage operations will normally have already been involved at the crash, search and rescue stages. There are separate contingency plans entitled 'Contingency Plan for Maritime and Aeronautical Search and Rescue' and 'Contingency Plan for Dealing with an Aircraft Crash in Hong Kong', which give full details of the alerting procedures for these emergencies.

Purpose of Salvage Operations

3. The primary purpose of most salvage operations is to enable the cause of an aircraft accident to be determined. For this reason, the preservation of wreckage, in situ, if possible, is of considerable importance. A crashed aircraft should not be disturbed without the approval of the Controlling Authority (see paragraph 4 below) except insofar as is necessary for:-

- a) extricating persons or animals from it;
- b) removing mail from it;
- c) preventing it from being destroyed or further damaged by fire or other causes;
- d) preventing any damage or obstruction to the public, to air traffic, or to other transport;
- e) removing property from it under the supervision of a police officer; and
- f) in the case of an aircraft wrecked on the water, removing it and its contents to a place of safety.

Even in these circumstances, a photographic record of the wreckage and any ground marks should be obtained prior to disturbance, if at all possible. In the case of wreckage in water, the position should be marked by buoys.

II CONTROLLING AUTHORITY

4. The Controlling Authority is responsible for initiating and co-ordinating salvage operations. The Controlling Authority will vary according to aircraft ownership and the type and location of the accident as elaborated in the ensuing paragraphs.

5. The Controlling Authority will set up an Aircraft Recovery Committee which will comprise of representatives of Government Departments and organisations concerned for the purposes of mapping out and deciding the course of action ahead.

Civil Aircraft

6. The Chief Executive Officer of the Airport Authority Hong Kong (AAHK) in consultation with the Director-General of Civil Aviation (DG of CA) shall be responsible for initiating and co-ordinating salvage operations when:-

- a) a civil aircraft crash in the Airport Area (within the meaning of the Airport Authority Ordinance) of the international airport at Chek Lap Kok which is subject to investigation; or
- b) an aircraft wreckage constitutes an unacceptable obstruction to the operation of the international airport.

7. The DG of CA will normally be the Controlling Authority for civil aircraft crash in water and on land off the Airport Area if the incident becomes the subject of investigation under the Hong Kong Civil Aviation (Investigation of Accidents) Regulations.

Government Flying Service (GFS) Aircraft

8. GFS aircraft are on the Civil Aircraft Register. Therefore, any accidents related to GFS aircraft are subject to investigation by DG of CA under the Hong Kong Civil Aviation (Investigation of Accidents) Regulations.

Summary

9. In brief, the Controlling Authorities of various kinds of aircraft accidents are as follows-

	<u>Type of Accident</u>	<u>Controlling Authority</u>
1.	Civil aircraft crash in the international airport which is subject to investigation or any aircraft wreckage which constitutes an unacceptable obstruction to the operation of the airport	AAHK in consultation with Director-General of Civil Aviation
2.	Civil aircraft accident on land off the international airport and which is subject to investigation	Director-General of Civil Aviation
3.	Civil aircraft accident on water and which is subject to investigation	Director-General of Civil Aviation
4.	Aircraft accident not subject to investigation	Aircraft Owner/Operator

10. Until formal advice to the contrary is received, organisations involved in an aircraft accident shall assume that the accident is subject to investigation and shall act accordingly.

III NON-GOVERNMENT ORGANISATIONS' RESPONSIBILITIES

Airport Authority Hong Kong (AAHK)

11. When acting as the Controlling Authority, AAHK will be responsible for co-ordinating salvage operations with Civil Aviation Department, Police, Airport Fire Contingent, the airline company of the crashed aircraft, maintenance and fuelling franchisees. After ensuring that the position of wreckage is properly surveyed and recorded for the purpose of accident investigation, AAHK will cause expeditious removal of the crashed aircraft from the aircraft movement areas and its subsequent disposal. It will provide aircraft recovery equipment; access control at the accident scene in conjunction with Police; escort of personnel and vehicles involved in the aircraft salvage; and a physical barrier to fence off the wreckage. In the event of a spill of dangerous goods or other chemical on the airport platform during salvage operation, the disposal of chemical waste and subsequent area clean up will follow the procedures prescribed in the Emergency Procedures Manual of the Airport Authority.

Aircraft Owner/Operator

12. The owner/operator of the crashed aircraft shall be responsible for the unloading of baggage and freight; the removal of the disabled aircraft; its storage and subsequent disposal under the direction of the Controlling Authority. The owner/operator shall be the ultimate body to bear all salvage costs, and provide such technical advice and information to the Controlling Authority as is necessary. The owner/operator, when acting as the Controlling Authority, will be responsible for co-ordinating salvage operations.

Into-plane Fuelling Franchisees

13. The Airport Authority Into-Plane Fuelling Franchisees companies based at the airport will be responsible for defuelling of the aircraft and the analysis of fuel content as and when required by the accident investigator.

Aircraft Maintenance Franchisees

14. The Airport Authority Aircraft Maintenance Franchisees can be called on to assist in aircraft salvage and disposal.

IV BUREAUX'S AND DEPARTMENTS' RESPONSIBILITIES***Civil Aviation Department (CAD)***

15. When acting as the Controlling Authority, the Director-General of Civil Aviation will co-ordinate salvage operations after ensuring that the position of wreckage is properly surveyed and recorded for the purpose of accident investigation, and preserve with assistance from the Police the aircraft wreckage and any other evidence for subsequent investigation.

Civil Engineering and Development Department (CEDD)

16. The Technical Services Division of the Civil Engineering Office will be responsible for providing divers and floating equipment to assist in salvage operations in the event of an aircraft crashing into the sea.

Department of Health (DH)

17. The Director of Health will be responsible for the provision of a physicist to give guidance on the removal of radioactive material from a crashed aircraft. A copy of the current month's Radiation Accidents Duty Roster of Physicists is filed in the Department of Health folder kept in the Emergency Monitoring and Support Centre. In the event of an accidental spillage/leakage of transshipment infectious substances during salvage operation, depending on where this occurs, staff of the Port Health Office (if the event occurs within or in the immediate vicinity of the airport) or the Headquarters Duty Officer (if the event occurs elsewhere in Hong Kong) may be called upon to give advice on containment, decontamination, disposal and the subsequent environmental cleanup.

Electrical and Mechanical Services Department (EMSD)

18. The Director of Electrical and Mechanical Services will be responsible for providing heavy salvage equipment from his departmental resources.

Environmental Protection Department (EPD)

19. The Director of Environmental Protection will be responsible for giving advice to other Government Departments like the Fire Services Department, the Government Laboratory and the Marine Department, to prevent the crash vicinity from contamination by the spilt fuel or other chemicals during the salvage

operation. For chemical waste arising from handling the spilt fuel or other chemicals during the salvage operation in public venues or places, the Director of Environmental Protection will be responsible for collecting and transporting chemical waste that can be treated at the Chemical Waste Treatment Centre. The Controlling Authority or Government Department responsible for management of the affected area will provide assistance to EPD such as plant, equipment and manpower in cleaning up the area.

Fire Services Department (FSD)

20. The Director of Fire Services will be responsible for fire protection during salvage operations, provision of specialized equipment and sluicing down wreckage recovered from the sea as directed by the Accident Investigator nominated by the Controlling Authority. FSD divers may be called upon to assist the Controlling Authority or the Police in the salvage and preservation of evidence under the direction of the Salvage Officer nominated by the Controlling Authority. FSD will also be responsible for recovering any radioactive materials under the guidance of a physicist of the Department of Health.

Government Flying Service (GFS)

21. GFS should assist in accident investigation as required by the Director-General of Civil Aviation in providing aerial surveys of the accident site and airlift of Inspectors of Accidents.

Hong Kong Police Force (HKPF)

22. The Commissioner of Police will be responsible for securing the area of the crash and preventing disturbance of it, the aircraft or its contents except for the purposes as described in paragraph 3 above. Preservation of the scene of the crash as well as the wreckage will be enforced by the Police until a physical barrier is erected to fence off the wreckage or other arrangements are made by CAD. In the event of a protracted or large scale incident and at the request of the Controlling Authority, the Police may be able to provide divers to assist with salvage operations. If there are reasons to suspect the crash has been caused by a criminal act, the Police divers should be called upon for the recovery and preservation of evidence. The Police will also provide an official photographer.

Lands Department (Lands D)

23. The Survey and Mapping Office will be responsible for providing assistance in fixing the position of the wreckage or other physical evidence by survey, and for obtaining aerial and/or terrestrial photographs of the crash site.

Marine Department (MD)

24. If salvage of a crashed aircraft is carried out at sea, the Director of Marine will provide professional input to the Controlling Authority and assist where necessary in salvage operations. He will send a liaison officer to the Aircraft Recovery Committee. If heavy lift crane barges are needed, Marine Department may hire crane barges from private organisations. Funds for such service will be paid by the Controlling Authority. The Department will liaise with contractor of the crane barge for execution of the salvage plan as decided by the Aircraft Recovery Committee. The Department will control and regulate marine traffic in the vicinity of the salvage site, and provide escort service during transportation of the crashed aircraft. If under water survey is required to locate position of the aircraft, the Department will dispatch its hydrographic surveying team for this purpose.

V EMERGENCY RESOURCES AVAILABILITY

25. Apart from the emergency resources provided by the front-line emergency Departments, i.e. FSD and the 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 the Environment, Transport and Works Bureau will be circulated to CAD, FSD, the Police, Security Bureau and all Works Departments annually for reference. If resources from private organisations are hired or acquired, the Controlling Authority is responsible for defraying necessary expenses.

VI REVISION OF THE PLAN

26. Security Bureau will co-ordinate regular review of the Contingency Plan in consultation with all relevant parties. The Contingency Plan may also incorporate recommendations made as a result of exercises for improvements in training, equipment and procedures and so on.

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

VII TELEPHONE AND OTHER COMMUNICATIONS DIRECTORY

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

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