

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

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

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

Emergency Support Unit
Security Bureau
Government Secretariat
July 2020

File Ref.: SBCR 2/1866/91

Table of Contents

<u>Section</u>	<u>Subject</u>	<u>Paragraph(s)</u>	<u>Page(s)</u>
I	Introduction	1	2
II	Alerting System	2	2
III	Command and Control	3-9	2-4
IV	Non-government Organisations' Responsibilities	10-16	4-5
V	Bureaux's & Departments' Responsibilities	17-67	6-14
VI	Emergency Resources Availability	68-70	14-15
VII	Training	71-73	15
VIII	Exercises	74-75	15-16
IX	Revision of the Plan	76-77	16
X	Telephone and Other Communications Directory	78	16
Annex A	Alerting System Chart for Aircraft Crash in Hong Kong		

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 Hong Kong International Airport; 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 Officer-in-charge of Fire Services Department (FSD) 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 an Inter-departmental Command Post (ICP), which will fly a distinctive pennant of yellow and green stripes and is normally in a Mobile Command Unit, and inform the Fire Services Communications Centre (FSCC) immediately of the time of setting up and the location of this post. FSCC will then inform the Security Bureau Duty Officer (SBDO) or Emergency Monitoring and Support Centre (EMSC).

5. Police will establish a Forward Control Point (FCP) to co-ordinate the activities of all agencies responding to the crash and to direct Police action.

Police will immediately inform the Crash Commander, SBDO or EMSC of the establishment and location of this post.

6. Permission for entering any cordoned zone by essential personnel should be sought at the Police FCP. 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 and Support Centre (EMSC)

7. In the event of an aircraft crash, EMSC will be activated. On activation EMSC will immediately establish links with FSCC, Police HQCCC, Information Services Department and/or its Combined Information Centre and other relevant parties.

8. 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 (CS) and/or the Secretary for Security (S for S);
- (b) providing a direct communication link with S for S 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;
- (c) 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 FSCC and Police HQCCC;
- (d) monitoring and supporting actively the work of the emergency services and supporting agencies and to help resolve problems as necessary;
- (e) acting as a link through which urgent public messages or announcements could be passed out for publication or broadcast;
- (f) briefing senior Government officers on the situation; and
- (g) performing any other duties set out in the EMSC Operational Instructions, contingency plans or as may be required by CESC, CS and/or S for S at the time.

Salvage Operations

9. In the event of a civil aircraft accident in Hong Kong, the Chief Inspector of Air Accident Investigation Authority (CI of AAIA) 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 CI of AAIA. 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 (AAHK)

10. Under normal circumstances, AAHK acts as the manager, looking after the management of the Hong Kong International Airport 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, AAHK is responsible for operating an Airport Emergency Centre at the Integrated Airport Centre to coordinate and support the rescue operation. Assistance will be provided to 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, AAHK should obtain a list of the passengers and crew members on board the crashed plane and provide it to FSD, Police HQCCC, ImmD, Hospital Authority, CAD, EMSC and AAIA.

11. AAHK 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. AAHK will immediately inform the Crash Commander, the Police FCP of the establishment and location of the post. AAHK will provide escort to airside movements of vehicles responding to the accident and logistic support for the setting up of a public help and press enquiry arrangements at the airport in consultation with the Government Departments, airlines and any other agencies concerned. AAHK will also expedite restoration of the airport facilities to resume operation and to minimise disruption to air transport.

Airport Authority Medical Services

12. 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 (MCO) and Emergency Medical Teams, and will attend to non-hospitalised casualties when relieved from scene.

Aircraft Maintenance Franchisees

13. 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, AAHK and/or the airline company of the crashed aircraft.

Airline Company of the Crashed Aircraft

14. The airline company of the crashed aircraft will be responsible for providing CAD, AAIA and AAHK 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

15. 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 AAIA.

Ramp Handling, Cargo Handling and Bus Franchisees

16. 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

17. The Departments most likely to be concerned in an aircraft crash should be represented at the Fire Services ICP and/or Police FCP as agreed with the Crash Commander and Police Field Commander at the scene. The basic job of these representatives will be to liaise with FSD and 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.

Air Accident Investigation Authority (AAIA)

18. In any civil aircraft crash, the CI of the AAIA has a statutory responsibility for the preservation of aircraft wreckage so that the cause of the crash may be investigated. The CI of the AAIA will send a liaison officer to the scene to enlist the help of FSD and Police in ensuring that the wreckage is preserved, insofar as this does not interfere with the fire-fighting and rescue work.

Architectural Services Department (ASD)

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 Accident and Emergency (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 ICP and deploy Liaison Officers to EMSC and appropriate Command Centres.

Civil Aviation Department (CAD)

23. Immediately after the crash CAD (Aerodrome Control Supervisor) should obtain the following information:

- (a) crash location,
- (b) aircraft type,
- (c) operator and flight number,
- (d) nature and situation of accident,
- (e) number of persons on board, and
- (f) location, UN number / class and quantity of dangerous goods on board (if any) of the crashed plane and provide the information to the Airport Fire Contingent

Any enquiries on casualties will be referred to the Casualty Enquiry Unit of Police.

Civil Engineering and Development Department (CEDD)

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

Correctional Services Department (CSD)

25. 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 MCO and Emergency Medical Teams and relieved from scene.

Customs and Excise Department (C&ED)

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

27. 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 Custom's control.

Department of Health (DH)

28. 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 MCO and Emergency Medical Teams, and to attend to non-hospitalised casualties when relieved from scene. If the crash occurs outside the airport, DH will receive casualties with minor injuries when the demand for emergency medical services overloads the normal A&E Service of the Hospital Authority. If the crash occurs at anywhere on 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 MCO and Emergency Medical Teams and relieved from scene.

29. The Director of Health 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 DH folder kept in EMSC.) Forensic Pathologists of the DH will work in collaboration with the Disaster Victim Identification Unit of Police as a team in the investigation and identification of the deceased victims. The Director of Health will also be responsible for providing storage of the deceased victims in public mortuaries and other storage areas when required.

Drainage Services Department (DSD)

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

Electrical and Mechanical Services Department (EMSD)

31. 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 EMSD.

Emergency Monitoring and Support Centre (EMSC)

32. See paragraphs 7 and 8.

Environmental Protection Department (EPD)

33. The Director of Environmental Protection will be responsible for giving advice and taking action, and enlisting help from other Government Departments like FSD, 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)

34. The Director of Fire Services will be responsible for providing fire-fighting, rescue, and ambulance services. Ambulance personnel of FSD will provide on-site casualty triage, emergency treatment and casualty diversion to hospitals as appropriate. Upon arrival of the Port Health Team of DH, the Hospital Authority MCO and/or Emergency Medical Teams, the Ambulance personnel will work together with them according to the prevailing plans and agreement with the respective authority.

35. FSD will also be responsible for the transportation of the Emergency Medical Teams to the scene.

36. If the situation so warrants, the Crash Commander will liaise with parties concerned to cut off electricity and town gas supplies to facilitate fire-fighting operations. He will establish an ICP (normally in a Mobile Command Unit) and inform EMSC through FSCC immediately upon the completion of setting up of the ICP. He will also provide communications facilities to the Port Health Team of DH, the Hospital Authority MCO and liaison officers of AMS, CAS, Information Services Department, AAHK, AAIA and CAD to the extent that this is practicable.

37. The Crash Commander, will also arrange casualty clearance to a triage station or hospitals.

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

39. The Director of Fire Services will assign a liaison officer to man the Help Desk set up by the Home Affairs Department in dealing with public enquiries.

Food and Environmental Hygiene Department (FEHD)

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

Government Flying Service (GFS)

41. 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.

42. GFS helicopters can also 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 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 AAIA.

Government Logistics Department (GLD)

43. 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)

44. 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. HyD is also responsible for keeping Transport Department (TD) informed of the progress in the road repair and clearing work at regular intervals, to enable TD to co-ordinate and develop public transport arrangements as necessary.

Home Affairs Department (HAD)

45. The Director of Home Affairs will coordinate disaster relief efforts at the local level and ensure that those affected are cared for properly. The relevant District Officer (DO) will coordinate the setting up of an inter-departmental

Help Desk at a suitable location in conjunction with Police, FSD, Social Welfare Department and other relevant Government Departments and organizations to collect information, answer enquiries and provide emergency relief. DO will open temporary shelters to accommodate affected persons and help them to liaise with Government Departments for seeking relevant emergency relief assistance as and when necessary.

Hong Kong Observatory (HKO)

46. 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.

Hong Kong Police Force (Police)

47. The Commissioner of Police will be responsible for assisting FSD 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. Police will establish a FCP 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.

48. 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 9 above, until taken over by AAIA.

49. 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 FEHD staff.

50. 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, CEU will liaise with the relevant Consulate(s). Police will deploy police officers to man the Help Desk established by HAD and the Enquiry Desks set up at hospitals in dealing with public enquiries.

51. Traffic control measures, including any appropriate segregated routes for rescue vehicles to and from the crash scene, will be implemented as necessary by

Police in consultation with FSD. Police, if required, may also arrange transport escort for the Hospital Authority MCO and medical staff of DH.

52. 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)

53. In the event of an aircraft crash, HA will be responsible for receiving casualties and providing acute hospital services to the injured victims. HA will dispatch Emergency Medical Teams and MCO to the accident scene to provide on-site medical triage and emergency medical treatment to the casualties as appropriate.

54. The Emergency Medical Teams will proceed to the crash scene by ambulances via calling FSCC. The teams will report to MCO as well as the Fire Services ICP 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 Crash Commander so that casualties may be sent to hospitals in accordance with their treatment needs. EMT will confirm no signs of life for casualties whenever possible with the presence of FSD ambulance personnel.

55. The MCO will proceed to the scene of the crash by calling Police HQCCC for assistance. If transportation by helicopter to scene is required, MCO will make his/her request through HQCCC. Police will further liaise with GFS. If the crash takes place at the airport, MCO should look for the Port Health Team for taking over of duty and FSD's Ambulance Incident Officer to get situations updated upon arrival at the crash scene. 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 HA Head Office Duty Officer. 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.

56. HA will deploy staff to man the inter-departmental Help Desk if set up in hospitals for dealing with public enquiries on casualties.

Housing Department (HD)

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

Immigration Department (ImmD)

58. 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)

59. 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, HA, AAHK, CAD, AAIA, FSD and Police. To this end, ISD will arrange liaison officers to man EMSC, the Fire Services ICP, the Airport Emergency Centre and the Media Information Unit.

60. 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 AAHK.

61. ISD will, if necessary, open its Combined Information Centre (CIC) 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 CEU and official statements on the disaster and the progress of rescue operations. CIC will establish early contact with EMSC and keep it continuously informed of the situation.

Lands Department (LandsD)

62. The Survey and Mapping Office of LandsD may provide existing maps, plans and aerial photographs in an emergency situation.

Marine Department (MD)

63. 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. Radio navigational warning will be immediately broadcasted to alert passing-by vessels. MD will dispatch a liaison officer to Fire Services ICP. Under the direction of the Search Director (Director-General of Civil Aviation), MD will assist to coordinate Search and Rescue Units (SRUs) involved in the SAR operations. MD will execute the Maritime Oil Spill Response Plan (MOSRP) against oil spillage from the crashed aircraft, but execution of the MOSRP should not interfere the SAR operations. MD will also participate in the salvage operations as described in the

Contingency Plan for the Salvage of Crashed Aircraft. If underwater survey is required to locate position of the aircraft, MD will dispatch its hydrographic surveying team for assistance. More specifically, the wreckage of an aircraft refers to the body of the aircraft which does not include associated components such as cockpit voice recorders or flight data recorders.

Security Bureau (SB)

64. Whenever there is an aircraft crash, S for S will activate the EMSC. Details of its role are set out in paragraphs 7 and 8 above.

Social Welfare Department (SWD)

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

Transport Department (TD)

66. The Commissioner for Transport is responsible for monitoring the transport and traffic impacts of the incident, liaising with other relevant Government Departments and transport agencies to make appropriate emergency public transport and traffic arrangements, and disseminating traffic and public transport arrangements information to the media and the public.

Water Supplies Department (WSD)

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

VI EMERGENCY RESOURCES AVAILABILITY

68. 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 Development Bureau will be circulated to FSD, Police, SB and all Works Departments annually for reference.

69. 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 SB annually for reference.

70. 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 Police HQCCC.

VII TRAINING

Departmental Training Programmes

71. 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.

72. Training courses should be given as early as possible to all new recruits whose job duties are related to the operation of the contingency plan, whilst refresher courses should be organised for existing and relevant staff on a regular basis.

Fire Services Department and Police

73. As the correct initial responses of FSD and 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 this Plan

74. The adequacy and effectiveness of this plan should be fully tested on a regular basis. Suitable scenarios involving the aircraft crash should also be included in the Government's departmental exercises.

Operational Drills

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

IX REVISION OF THE PLAN

76. SB will co-ordinate regular reviews of this contingency plan in consultation with all addressees.

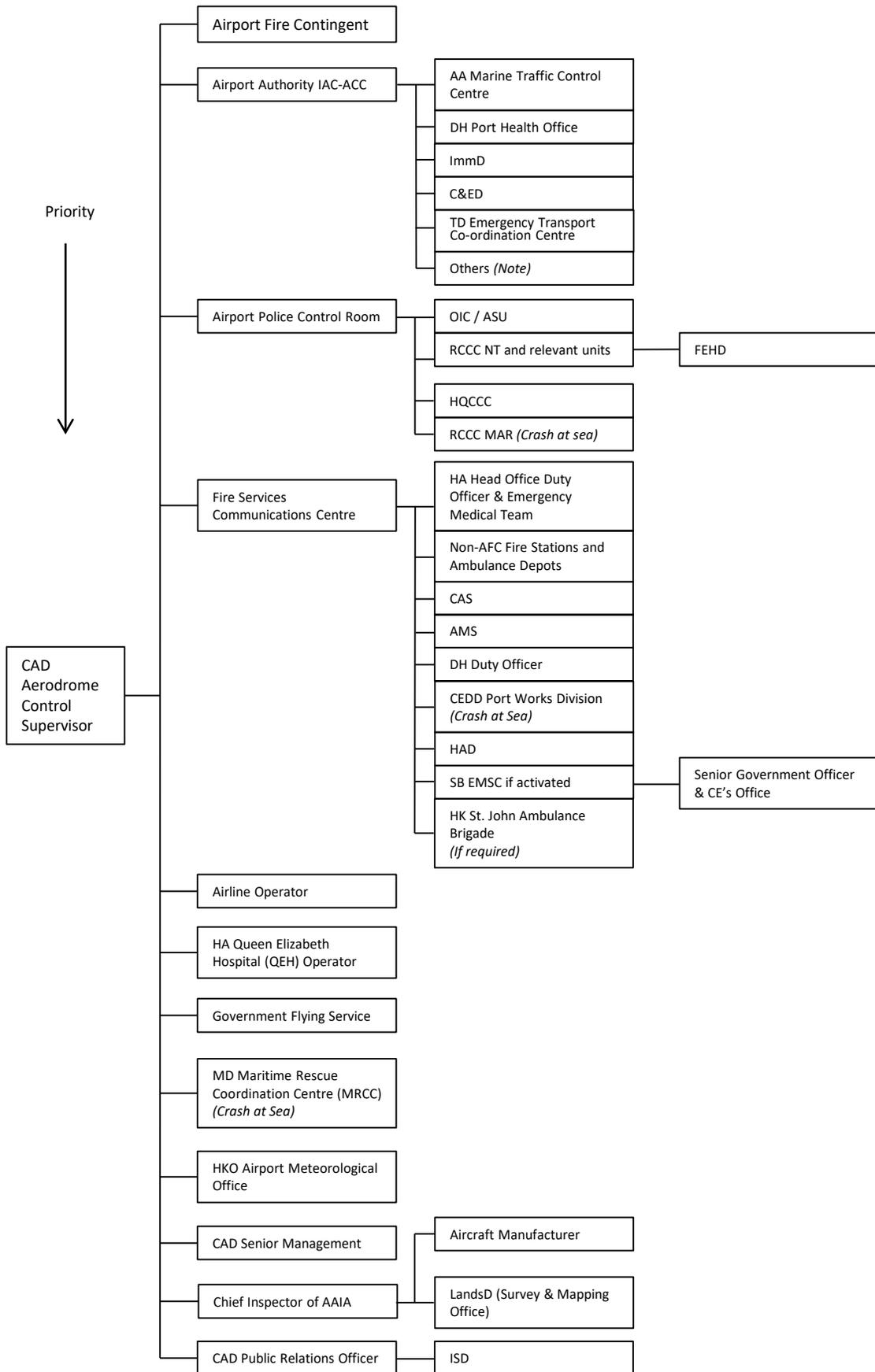
77. All Bureaux, Departments and other agencies are responsible for promptly notifying Security Bureau, as and when they occur, of any changes to this contingency plan that may be necessary as a result of reorganisations, changes in capabilities and available resources, changes in telephone and facsimile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

X TELEPHONE AND OTHER COMMUNICATIONS DIRECTORY

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

Emergency Support Unit
Security Bureau
Government Secretariat
July 2020

Alerting System Chart for Aircraft Crash in Hong Kong



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