

**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  
Government Secretariat  
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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 and 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 modes of 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 Inspector of Air Accident Investigation Authority (CI of AAIA) will be the Controlling Authority for aircraft salvage operations in the event of civil aircraft accident occurred in or over Hong Kong under the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B). If a civil aircraft crashes in the airport Area of the Hong Kong International Airport and / or the aircraft wreckage constitutes an unacceptable obstruction to the operations of the Hong Kong International Airport, the Chief Executive Officer of Airport Authority Hong Kong (AAHK) in consultation with the CI of AAIA and Director-General of Civil Aviation (DG of CA) shall be responsible for initiating and co-ordinating salvage operations.

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

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

## Contingency Plan for the Salvage of Crashed Aircraft

### *Summary*

8. 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 Hong Kong International Airport or any aircraft wreckage which constitutes an unacceptable obstruction to the operation of the airport	AAHK in consultation with CI of AAIA and DG of CA
2.	Civil aircraft accident on land off the Hong Kong International Airport	CI of AAIA
3.	Civil aircraft accident on water	CI of AAIA
4.	Aircraft accident not subject to investigation	Aircraft Owner/Operator

9. 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)*

10. When acting as the Controlling Authority, AAHK will be responsible for co-ordinating salvage operations with AAIA, 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 (EPM) of the AAHK.

### *Aircraft Owner/Operator*

11. 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*

12. 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*

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

## ***IV BUREAUX'S AND DEPARTMENTS' RESPONSIBILITIES***

### ***Air Accident Investigation Authority (AAIA)***

14. When acting as the Controlling Authority, the CI of AAIA 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 Aviation Department (CAD)***

15. The DG of CA will be consulted and be responsible for providing air traffic management and aviation safety advices during the planning and coordination of salvage operations.

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

16. The Port Works 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 DH 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 clean up.

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

18. 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.

### ***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 summoned for assisting 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 CI of AAIA in providing aerial surveys of the accident site and airlift of Inspectors of Accidents.

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

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 Police until a physical barrier is erected to fence off the wreckage or other arrangements are made by the AAIA. In the event of a protracted or large scale incident and at the request of the Controlling Authority, 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, Police divers should be called upon for the recovery and preservation of evidence. Police will also provide an official photographer.

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### ***Lands Department (LandsD)***

23. The Survey and Mapping Office of LandsD 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. During the course of hiring heavy lift crane barges or acquiring immediate salvage services to recover the aircraft under the coordination of the Controlling Authority, MD will facilitate and assist on matters such as vessel licensing and port formalities, if the circumstances warrant, and will establish close communication with the crane barge operators and or the salvage contractor for execution of the salvage plan as decided by the Aircraft Recovery Committee. Funds for such services will be settled directly by the Controlling Authority. MD will control and regulate marine traffic in the vicinity of the salvage site, and provide escort service during transportation of the crashed aircraft. If underwater survey is required to locate the whereabouts or the wreckage of the aircraft, MD will dispatch its hydrographic surveying team for this purpose. 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.

## ***V EMERGENCY RESOURCES AVAILABILITY***

25. 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 the Development Bureau will be circulated to AAIA, FSD, 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 this Contingency Plan in consultation with all relevant parties. This Contingency Plan may also incorporate recommendations made as a result of exercises for improvements in training, equipment and procedures and so on.

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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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