

For information
on 15 July 1998

Subcommittee on Subsidiary Legislation
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Aviation Security Regulation (L.N. 622 of 1997)
(Commencement Notice 1998) (L.N. 247)

Purpose

This information note provides Members with information on the preparatory work completed before the Aviation Security Regulation (ASR) was brought into force on 22 June 1998.

Background

2. The primary objective of aviation security (avsec) is to safeguard international civil aviation operations against acts of unlawful interference, and the primary consideration in all such matters is the safety of passengers, crew and the general public. The International Civil Aviation Organisation (ICAO) has laid down security standards and recommended practices in Annex 17 to the Chicago Convention. To comply with the requirements of Annex 17 and to enable a statutory framework for implementing avsec measures in Hong Kong, the Aviation Security Ordinance (ASO) was brought into effect on 2 August 1996.

3. Amongst other things, section 53 of the ASO provides that the Aviation Security Authority (ASA) may, with the advice of the Aviation Security Committee, make regulations for the control of a Restricted Area (RA) at the airport and the better implementation of the Hong Kong Aviation Security Programme (HKASP). Accordingly, the Aviation Security Regulation (ASR) was made on 20 December 1997. The Regulation provides a statutory base for the establishment and implementation of a permit system for persons and vehicles seeking access to the RA. Under the Regulation, everyone unless exempted, must possess a valid permit for access into the RA of the airport.

4. The HKASP further specifies that certain parts of the RA shall be made Enhanced Security Restricted Areas (ESRA) within which a higher level of security protection is required. Permit holders and vehicles entering the ESRA are subject to additional security control measures. For example, all persons are screened using archway and hand-held metal detectors. Their hand baggage are subject to x-ray screening.

Access Control

5. Before the ASR was brought into force, we have examined and are satisfied with the readiness of the permit control system and availability of trained personnel and security equipment to avert unauthorised access to the RA and ensure the sterilization of the ESRA. Preparatory work undertaken by the Airport Authority (AA) and monitored by the Civil Aviation Department (CAD) is set out below:

- (a) A permit office has been set up by the AA to process and issue RA permits to the airlines and other airport operators requiring regular access to the RA.
- (b) On security facilities and equipment, perimeter fencing has been constructed to protect the airfield from unauthorised access while physical barrier such as separation wall has been put up within the Passenger Terminal Building. Archway and hand-held metal detectors, and x-ray machines for screening passengers, crew and hand baggage for access to the ESRA have been properly installed.
- (c) Adequate number of security personnel have been trained up to the service standards specified under the HKASP to enforce proper access control. In addition, the Police station at the new airport has established its full strength by mid-June 1998 to perform general policing duties at the new airport.

6. The RA of the Hong Kong International Airport was designated by the DCA in May 1998, under section 35 of ASO under the delegated authority of the ASA. The ASR was brought into effect on 22 June 1998 to require the AA to commence full access control at the new airport.