

**L.N. 164 of 2024**

# **Hong Kong Civil Aviation (Investigation of Accidents) (Amendment) Regulation 2024**

## **Contents**

Section	Page
1. Commencement .....	B3509
2. Hong Kong Civil Aviation (Investigation of Accidents) Regulations amended .....	B3509
3. Regulation 2 amended (interpretation) .....	B3509
4. Regulation 2A amended (meaning of <i>accident</i> ) .....	B3513
5. Regulation 3 amended (application) .....	B3515
6. Regulation 5 amended (notice of accidents and incidents) .....	B3517
7. Regulation 7 amended (access to and removal of damaged aircraft) .....	B3523
8. Regulation 8 amended (Inspectors) .....	B3523
9. Regulation 9 amended (power of Inspectors) .....	B3525
10. Regulation 10 amended (investigation) .....	B3525
11. Regulation 10A amended (investigation report) .....	B3525
12. Regulation 11 amended (notice of report and representations) .....	B3527
13. Part IIA added .....	B3531

---

Section Page

**Part IIA**

**Rights of Contracting States to Participate in Investigations and in  
respect of Certain Accidents with Fatalities or Serious Injuries**

11A.	Contracting States may appoint accredited representatives to participate in investigations .....	B3531
11B.	Rights and obligations of accredited representatives appointed under regulation 11A(1) .....	B3533
11C.	Appointment of advisers to assist accredited representatives appointed under regulation 11A(1) .....	B3537
11D.	Contracting States' rights as regards accidents involving their citizens .....	B3537
14.	Regulation 17 amended (holding of public inquires) .....	B3539
15.	Regulation 18 amended (proceedings of public inquires) .....	B3539
16.	Regulations 18A, 18B and 18C added .....	B3539
18A.	Contracting States may appoint accredited representatives to participate in public inquiries .....	B3541
18B.	Rights and obligations of accredited representatives appointed under regulation 18A(1) .....	B3541

---

Section	Page
18C.	Appointment of advisers to assist accredited representatives appointed under regulation 18A(1) .....B3545
17.	Part IVA added ..... B3545

**Part IVA**

**Rights of Chief Inspector to Participate in Non-Hong Kong Investigations and in respect of Certain Accidents with Fatalities or Serious Injuries**

19A.	Interpretation of Part IVA .....B3547
19B.	Chief Inspector may appoint accredited representatives to participate in non-Hong Kong investigations ..... B3547
19C.	Rights and obligations of accredited representatives appointed by Chief Inspector .....B3549
19D.	Appointment of advisers by Chief Inspector .....B3551
19E.	Hong Kong's rights as regards non-Hong Kong accidents involving specified persons .....B3553
18.	Regulation 20 repealed (accidents or incidents to aircraft registered outside Hong Kong) .....B3555
19.	Regulation 22 amended (obstruction of investigation) .....B3555
20.	Part VII added .....B3557

Section

Page

**Part VII**

**Transitional Provisions—Hong Kong Civil Aviation (Investigation of  
Accidents) (Amendment) Regulation 2024**

25.	Interpretation of Part VII .....	B3559
26.	Application of regulation 5 of amended Regulations .....	B3559
27.	Application of regulation 11 of amended Regulations .....	B3561
28.	Application of regulation 22 of amended Regulations .....	B3561

# Hong Kong Civil Aviation (Investigation of Accidents) (Amendment) Regulation 2024

(Made by the Chief Executive in Council under section 13 of the Civil Aviation Ordinance (Cap. 448))

## 1. Commencement

This Regulation comes into operation on a day to be appointed by the Secretary for Transport and Logistics by notice published in the Gazette.

## 2. Hong Kong Civil Aviation (Investigation of Accidents) Regulations amended

The Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448 sub. leg. B) are amended as set out in sections 3 to 20.

## 3. Regulation 2 amended (interpretation)

(1) Regulation 2(1)—

**Repeal the definition of *investigation***

**Substitute**

“*investigation* (調查) means a process conducted for the purposes of accident and incident prevention that includes—

- (a) gathering and analyzing any information;
- (b) drawing conclusions, including determining—
  - (i) the causes of an accident or incident; or
  - (ii) the contributing factors of an accident or incident; and

(c) when appropriate, making any safety recommendations;”.

(2) Regulation 2(1), English text, definition of *serious injury*—

**Repeal**

“shall be constructed accordingly.”

**Substitute**

“is to be constructed accordingly;”.

(3) Regulation 2(1)—

**Add in alphabetical order**

“*aircraft* (飛機) means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

*cause* (原因) means an action, omission, event or condition, or a combination of them, that has led to the occurrence of an accident or incident;

*Contracting State* (締約國) means a country, territory or place other than Hong Kong to which the Chicago Convention applies;

*contributing factor* (促成因素) means an action, omission, event or condition, or a combination of them, that, if eliminated, avoided or absent, would have—

(a) reduced the probability of the accident or incident occurring; or

(b) mitigated the severity of the consequences of the accident or incident;

*safety recommendation* (安全建議) means a proposal of the accident investigation authority that is—

Section 4

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- (a) based on any information derived from an investigation or other sources (including safety studies); and
- (b) made with the intention of preventing accidents or incidents;

***State of Design*** (設計國), in relation to an aircraft, means the country, territory or place having jurisdiction over the organization responsible for the type design of the aircraft;

***State of Manufacture*** (製造國), in relation to an aircraft, means the country, territory or place having jurisdiction over the organization responsible for the final assembly of—

- (a) the aircraft; or
- (b) the engine or propeller of the aircraft;

***State of Registry*** (註冊國), in relation to an aircraft, means the country, territory or place in which the aircraft is registered;

***State of the Operator*** (經營人所在國), in relation to an aircraft, means—

- (a) the country, territory or place in which the principal place of business of the operator of the aircraft is located; or
- (b) if there is no such place of business—the country, territory or place of the operator's permanent residence.”.

**4. Regulation 2A amended (meaning of *accident*)**

Regulation 2A(2), Chinese text—

**Repeal paragraph (b)**

**Substitute**

“(b) 該人死亡或受損傷，並非自然原因所導致，亦非由該人本身或由另一人所造成；及”。

**5. Regulation 3 amended (application)**

Regulation 3—

**Repeal paragraph (2)**

**Substitute**

- “(2) Parts II, IIA, III, IV, V, VI and VII apply to an accident or incident if—
- (a) it arises out of or in the course of air navigation; and
  - (b) any of the following conditions is met—
    - (i) it occurs to a civil aircraft (whether or not registered in Hong Kong) in or over Hong Kong;
    - (ii) it occurs to a civil aircraft registered in Hong Kong in or over a country, territory or place outside Hong Kong that is not a Contracting State;
    - (iii) it occurs to a civil aircraft registered in Hong Kong in or over a Contracting State and the Contracting State has declined to investigate into the accident or incident.
- (3) Part IVA applies to an accident or incident if it—
- (a) arises out of or in the course of air navigation; and
  - (b) occurs to a civil aircraft (whether or not registered in Hong Kong) in or over a Contracting State.”。



**6. Regulation 5 amended (notice of accidents and incidents)**

(1) Regulation 5—

**Repeal paragraph (3)**

**Substitute**

“(3) The Chief Inspector may, by written notice served on a person specified in paragraph (4), require the person to provide any information if the Chief Inspector has reasonable cause to believe that the information—

- (a) is related to any accident or incident; and
- (b) is in the person’s possession or control.”.

(2) After regulation 5(4)—

**Add**

“(5) For the purposes of paragraph (3), the notice is taken to have been served on a person specified in paragraph (4) if—

- (a) in the case of an individual, it is—
  - (i) delivered by hand to the individual;
  - (ii) left at, or sent by post to, the last known business or residential address of the individual;
  - (iii) sent by fax transmission to the last known fax number of the individual; or
  - (iv) sent by electronic mail transmission to the last known electronic mail address of the individual;
- (b) in the case of a company, it is—

- (i) delivered by hand to any director, manager, secretary, or other person concerned in the management of the company;
  - (ii) left at, or sent by post to, the registered office of the company within the meaning of the Companies Ordinance (Cap. 622);
  - (iii) sent by fax transmission to the last known fax number of the company; or
  - (iv) sent by electronic mail transmission to the last known electronic mail address of the company;
- (c) in the case of a non-Hong Kong company, it is—
- (i) delivered by hand to, or sent by post to, a person resident in Hong Kong who is authorized to accept service of process and notices on its behalf for the purposes of Part 16 of the Companies Ordinance (Cap. 622) (***authorized person***) at the authorized person's address delivered to the Registrar of Companies under that Ordinance;
  - (ii) sent by fax transmission to the last known fax number of the authorized person; or
  - (iii) sent by electronic mail transmission to the last known electronic mail address of the authorized person; or
- (d) in the case of a partnership, it is—
- (i) delivered by hand to any partner of the partnership;

- (ii) left at, or sent by post to, the last known principal place of business of the partnership;
  - (iii) sent by fax transmission to the last known fax number of the partnership; or
  - (iv) sent by electronic mail transmission to the last known electronic mail address of the partnership.
- (6) A person specified in paragraph (4) on whom the notice is served must provide the information required to the Chief Inspector within the period and in the form specified in the notice.
- (7) A person who, without reasonable excuse, fails to comply with paragraph (6) commits an offence and is liable on conviction to a fine at level 2 and to imprisonment for 6 months.
- (8) Paragraph (7) also applies to a person's failure to comply with paragraph (6) in a place outside Hong Kong if—
  - (a) the information in question is related to an accident or incident that occurs to an aircraft registered in Hong Kong; and
  - (b) the person is—
    - (i) a Hong Kong permanent resident; or
    - (ii) a Chinese citizen.
- (9) A person who, in purported compliance with paragraph (6), knowingly or recklessly provides the Chief Inspector with any information that is false or misleading in a material particular commits an offence and is liable on conviction to a fine at level 2 and to imprisonment for 6 months.

Section 7

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- (10) Paragraph (9) also applies to a purported compliance with paragraph (6) in a place outside Hong Kong by a person in respect of providing any information if—
- (a) the information is related to an accident or incident that occurs to an aircraft registered in Hong Kong; and
  - (b) the person is—
    - (i) a Hong Kong permanent resident; or
    - (ii) a Chinese citizen.
- (11) Nothing in paragraph (3) prevents the Chief Inspector from receiving any information relating to an accident or incident from a person (whether or not specified in paragraph (4)) who is not required under paragraph (6) to provide the information.”.

**7. Regulation 7 amended (access to and removal of damaged aircraft)**

Regulation 7(2)(c), Chinese text—

**Repeal**

“因由”

**Substitute**

“原因”.

**8. Regulation 8 amended (Inspectors)**

Regulation 8(1), Chinese text—

**Repeal**

“因由”

**Substitute**

“原因”.

Section 9

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**9. Regulation 9 amended (power of Inspectors)**

After regulation 9(e)—

**Add**

“(ea) to use any information mentioned in regulation 5(3) or (11) received by the Chief Inspector; and”.

**10. Regulation 10 amended (investigation)**

Regulation 10(1), Chinese text—

**Repeal**

“因由”

**Substitute**

“原因”.

**11. Regulation 10A amended (investigation report)**

(1) Regulation 10A(1), after “Subject to”—

**Add**

“paragraph (1A) and”.

(2) After regulation 10A(1)—

**Add**

“(1A) The report must not be submitted under paragraph (1)—

(a) if no notice of review has been served in accordance with regulation 12(1) in relation to the report, before the expiry of—

(i) the period specified in regulation 12(1); or

(ii) if the period has been extended under regulation 21 before its expiry—the period as extended; or

(b) if a notice of review has been served in accordance with regulation 12(1) in relation to the report—before the Chief Executive is informed of it under regulation 13(1).”.

(3) Regulation 10A(2)(c), Chinese text—

**Repeal**

“因由”

**Substitute**

“原因”.

(4) Regulation 10A(2)(d), before “recommendations”—

**Add**

“safety”.

(5) After regulation 10A(2)—

**Add**

“(2A) The identification of any causes of, or contributing factors to, an accident or incident does not imply the assignment of fault or the determination of administrative, civil or criminal liability for the accident or incident.

(2B) It is not the purpose of a safety recommendation to create a presumption of blame or liability for an accident or incident.”.

**12. Regulation 11 amended (notice of report and representations)**

(1) Regulation 11(1A)—

**Repeal**

“is deceased”

**Substitute**

“(specified person) is deceased, missing or mentally incapacitated”.

- (2) Regulation 11(1A)—

**Repeal**

“the deceased”

**Substitute**

“the specified person”.

- (3) Regulation 11(2)(a)—

**Repeal**

“and”.

- (4) Regulation 11(2)(b)—

**Repeal**

“that person.”

**Substitute**

“the person; and”.

- (5) Regulation 11(2)(b), Chinese text—

**Repeal**

“因由”

**Substitute**

“原因”.

- (6) After regulation 11(2)(b)—

**Add**

“(c) state that the person may make a representation in accordance with paragraph (3).”.

- (7) Regulation 11(3)—

**Repeal**

“28”

**Substitute**

“30”.

(8) Regulation 11(3)—

**Repeal**

“allowed”

**Substitute**

“extended”.

(9) Regulation 11(4)—

**Repeal**

“under regulation 10A”

**Substitute**

“made under regulation 10A on completion of the investigation”.

**13. Part IIA added**

After Part II—

**Add**

**“Part IIA**

**Rights of Contracting States to Participate in  
Investigations and in respect of Certain Accidents  
with Fatalities or Serious Injuries**



**11A. Contracting States may appoint accredited representatives to participate in investigations**

- (1) A Contracting State described in paragraph (2) may appoint an accredited representative on the basis of the qualifications of the person to be appointed to participate in an investigation of an accident or incident.
- (2) The Contracting State—
  - (a) is—
    - (i) the State of Registry;
    - (ii) the State of the Operator;
    - (iii) the State of Design; or
    - (iv) the State of Manufacture, of the aircraft involved in the accident or incident; or
  - (b) has, on request of the Chief Inspector, provided any information, facilities or experts to the Chief Inspector.

**11B. Rights and obligations of accredited representatives appointed under regulation 11A(1)**

- (1) Subject to paragraph (2), an accredited representative appointed under regulation 11A(1) may, under the control of the Inspector-in-charge, participate in all aspects of an investigation into an accident or incident and may in particular—
  - (a) visit the scene of the accident or incident;
  - (b) examine any wreckage;
  - (c) obtain witness information and suggest areas of questioning;

- (d) have full access to all relevant evidence as soon as possible;
  - (e) receive copies of all pertinent documents;
  - (f) participate in read-outs of recorded media;
  - (g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;
  - (h) participate in progress meetings of the investigation, including deliberations relating to any analysis, findings, causes, contributing factors and safety recommendations; and
  - (i) make submissions in respect of various aspects of the investigation.
- (2) If the accredited representative is appointed by a Contracting State that falls within regulation 11A(2)(b), the Chief Inspector may limit the accredited representative's participation in the investigation to the matters in respect of which the Contracting State has provided information, facilities or experts.
- (3) The accredited representative—
- (a) is to provide to the Chief Inspector all information relating to the accident or incident concerned in his or her possession or control; and
  - (b) is not to divulge information on the progress and the findings of the investigation without the express consent of the Chief Inspector.

**11C. Appointment of advisers to assist accredited representatives appointed under regulation 11A(1)**

- (1) A Contracting State that falls within regulation 11A(2) may appoint one or more advisers on the basis of the qualifications of each of the persons to be appointed to assist an accredited representative appointed by the Contracting State under regulation 11A(1).
- (2) The adviser is to participate in the investigation under the supervision of the accredited representative to the extent that is necessary to enable the effective participation of the accredited representative in the investigation.
- (3) The adviser—
  - (a) is to provide to the Chief Inspector all information relating to the accident or incident concerned in his or her possession or control; and
  - (b) is not to divulge information on the progress and the findings of the investigation without the express consent of the Chief Inspector.

**11D. Contracting States' rights as regards accidents involving their citizens**

- (1) If a Contracting State has a special interest in an accident due to fatalities or serious injuries to its citizens, the Contracting State may—
  - (a) appoint an expert for the purposes specified in paragraph (2); and
  - (b) assist—
    - (i) in the identification of the victims; and

- (ii) in any meetings with the survivors,  
who are citizens of the Contracting States.
- (2) The expert may—
  - (a) visit the scene of the accident concerned;
  - (b) have access to—
    - (i) any facts relating to the accident approved  
for public release by the Chief Inspector;  
and
    - (ii) any information relating to the progress of  
the investigation; and
  - (c) receive a copy of the investigation report after it  
is made public under regulation 15.”.

**14. Regulation 17 amended (holding of public inquires)**

Regulation 17(1), Chinese text—

**Repeal**

“因由”

**Substitute**

“原因”.

**15. Regulation 18 amended (proceedings of public inquires)**

Regulation 18(5), Chinese text—

**Repeal**

“因由 (一項或多於一項)”

**Substitute**

“原因或各項原因”.

**16. Regulations 18A, 18B and 18C added**

After regulation 18—

**Add**

**“18A. Contracting States may appoint accredited representatives to participate in public inquiries**

- (1) A Contracting State described in paragraph (2) may appoint an accredited representative on the basis of the qualifications of the person to be appointed to participate in a public inquiry of an accident or incident.
- (2) The Contracting State—
  - (a) is—
    - (i) the State of Registry;
    - (ii) the State of the Operator;
    - (iii) the State of Design; or
    - (iv) the State of Manufacture, of the aircraft involved in the accident or incident; or
  - (b) has, on request of the commission, provided any information, facilities or experts to the commission.

**18B. Rights and obligations of accredited representatives appointed under regulation 18A(1)**

- (1) Subject to paragraph (2), an accredited representative appointed under regulation 18A(1) may, under the control of the commission, participate in all aspects of a public inquiry into an accident or incident and may in particular—
  - (a) visit the scene of the accident or incident;
  - (b) examine any wreckage;

- (c) obtain witness information and suggest areas of questioning;
  - (d) have full access to all relevant evidence as soon as possible;
  - (e) receive copies of all pertinent documents;
  - (f) participate in read-outs of recorded media;
  - (g) participate in off-scene investigative activities such as component examinations, technical briefings, tests and simulations;
  - (h) participate in progress meetings of the public inquiry, including deliberations relating to any analysis, findings, causes, contributing factors and safety recommendations; and
  - (i) make submissions in respect of various aspects of the public inquiry.
- (2) If the accredited representative is appointed by a Contracting State that falls within regulation 18A(2)(b), the commission may limit the accredited representative's participation in the public inquiry to the matters in respect of which the Contracting State has provided information, facilities or experts.
- (3) The accredited representative—
- (a) is to provide to the commission all information relating to the accident or incident concerned in his or her possession or control; and
  - (b) is not to divulge information on the progress and the findings of the public inquiry without the express consent of the commission.

**18C. Appointment of advisers to assist accredited representatives appointed under regulation 18A(1)**

- (1) A Contracting State that falls within regulation 18A(2) may appoint one or more advisers on the basis of the qualifications of each of the persons to be appointed to assist an accredited representative appointed by the Contracting State under regulation 18A(1).
- (2) The adviser is to participate in the public inquiry under the supervision of the accredited representative to the extent that is necessary to enable the effective participation of the accredited representative in the public inquiry.
- (3) The adviser—
  - (a) is to provide to the commission all information relating to the accident or incident concerned in his or her possession or control; and
  - (b) is not to divulge information on the progress and the findings of the public inquiry without the express consent of the commission.”.

**17. Part IVA added**

After Part IV—

**Add**

## “Part IVA

### **Rights of Chief Inspector to Participate in Non-Hong Kong Investigations and in respect of Certain Accidents with Fatalities or Serious Injuries**

#### **19A. Interpretation of Part IVA**

In this Part—

*AIA (non-HK)* (外地調查當局) means an accident investigation authority designated by a Contracting State;

*non-Hong Kong accident or incident* (外地意外或事故) means an accident or incident to which this Part applies under regulation 3(3);

*non-Hong Kong investigation* (外地調查) means an investigation carried out by an AIA (non-HK) into a non-Hong Kong accident or incident.

#### **19B. Chief Inspector may appoint accredited representatives to participate in non-Hong Kong investigations**

- (1) In the case specified in paragraph (2), the Chief Inspector may appoint an accredited representative on the basis of the qualifications of the person to be appointed to participate in a non-Hong Kong investigation.
- (2) The case is—
  - (a) Hong Kong is—
    - (i) the State of Registry;
    - (ii) the State of the Operator;



- (iii) the State of Design; or
- (iv) the State of Manufacture,  
of the aircraft involved in the non-Hong Kong  
accident or incident; or
- (b) Hong Kong has, on request of an AIA (non-  
HK), provided any information, facilities or  
experts to the AIA (non-HK).

**19C. Rights and obligations of accredited representatives  
appointed by Chief Inspector**

- (1) Subject to paragraph (2), an accredited representative  
appointed under regulation 19B(1) may, under the  
control of an AIA (non-HK), participate in all  
aspects of a non-Hong Kong investigation and may  
in particular—
  - (a) visit the scene of the non-Hong Kong accident  
or incident;
  - (b) examine any wreckage;
  - (c) obtain witness information and suggest areas of  
questioning;
  - (d) have full access to all relevant evidence as soon  
as possible;
  - (e) receive copies of all pertinent documents;
  - (f) participate in read-outs of recorded media;
  - (g) participate in off-scene investigative activities  
such as component examinations, technical  
briefings, tests and simulations;

- (h) participate in progress meetings of the investigation, including deliberations relating to any analysis, findings, causes, contributing factors and safety recommendations; and
  - (i) make submissions in respect of various aspects of the non-Hong Kong investigation.
- (2) An accredited representative appointed in the case specified in regulation 19B(2)(b) is subject to the AIA (non-HK)'s power to limit the accredited representative's participation in the non-Hong Kong investigation to the matters in respect of which Hong Kong has provided information, facilities or experts.
- (3) The accredited representative—
- (a) is to provide to the AIA (non-HK) all information relating to the non-Hong Kong accident or incident concerned in his or her possession or control; and
  - (b) is not to divulge information on the progress and the findings of the non-Hong Kong investigation without the express consent of the AIA (non-HK).

**19D. Appointment of advisers by Chief Inspector**

- (1) In the case specified in regulation 19B(2), the Chief Inspector may appoint one or more advisers on the basis of the qualifications of each of the persons to be appointed to assist an accredited representative appointed under regulation 19B(1).

- (2) The adviser is to participate in a non-HK investigation under the supervision of the accredited representative to the extent that is necessary to enable the effective participation of the accredited representative in the investigation.
- (3) The adviser—
  - (a) is to provide to the AIA (non-HK) all information relating to the non-Hong Kong accident or incident concerned in his or her possession or control; and
  - (b) is not to divulge information on the progress and the findings of the non-Hong Kong investigation without the express consent of the AIA (non-HK).

**19E. Hong Kong's rights as regards non-Hong Kong accidents involving specified persons**

- (1) If Hong Kong has a special interest in an accident to which this Part applies under regulation 3(3) due to fatalities or serious injuries to Hong Kong residents or Chinese citizens (*specified persons*)—
  - (a) the Chief Inspector may appoint an expert for the purposes specified in paragraph (2); and
  - (b) Hong Kong may assist—
    - (i) in the identification of the victims; and
    - (ii) in any meetings with the survivors, who are specified persons.
- (2) The expert may—
  - (a) visit the scene of the accident concerned;
  - (b) have access to—

- (i) any facts relating to the accident approved for public release by the AIA (non-HK) concerned; and
- (ii) any information relating to the progress of the non-Hong Kong investigation; and
- (c) receive a copy of the investigation report.”.

**18. Regulation 20 repealed (accidents or incidents to aircraft registered outside Hong Kong)**

Regulation 20—

**Repeal the regulation.**

**19. Regulation 22 amended (obstruction of investigation)**

(1) Regulation 22(1)—

**Repeal**

“shall not”

**Substitute**

“must not without reasonable excuse”.

(2) Regulation 22(1), English text, after “exercise”—

**Add**

“or discharge”.

(3) After regulation 22(1)—

**Add**

“(1A) A person who contravenes paragraph (1) commits an offence and is liable on conviction to a fine at level 2 and to imprisonment for 6 months.

(1B) Paragraph (1A) also applies to an act of obstruction or impediment committed in a place outside Hong Kong if—

- (a) the relevant powers or duties are exercised or discharged in respect of an aircraft registered in Hong Kong; and
  - (b) the act is done by—
    - (i) a Hong Kong permanent resident; or
    - (ii) a Chinese citizen.”.
- (4) Regulation 22(2), English text—

**Repeal**

“shall not”

**Substitute**

“must not”.

- (5) After regulation 22(2)—

**Add**

- “(3) A person who contravenes paragraph (2) commits an offence and is liable on conviction to a fine at level 2 and to imprisonment for 6 months.
- (4) Paragraph (3) also applies to a person who has failed in a place outside Hong Kong to comply with a summons or requisition issued or made in respect of an accident or incident if—
  - (a) the accident or incident occurs to an aircraft registered in Hong Kong; and
  - (b) the person is—
    - (i) a Hong Kong permanent resident; or
    - (ii) a Chinese citizen.”.

**20. Part VII added**

After Part VI—

**Add**

## “Part VII

### **Transitional Provisions—Hong Kong Civil Aviation (Investigation of Accidents) (Amendment) Regulation 2024**

#### **25. Interpretation of Part VII**

In this Part—

*amended Regulations* (《經修訂的規例》) means these regulations as amended by the amending Regulation;

*amending Regulation* (《修訂規例》) means the Hong Kong Civil Aviation (Investigation of Accidents) (Amendment) Regulation 2024;

*commencement date* (生效日期) means the date on which the amending Regulation comes into operation;

*pre-amended Regulations* (《未修訂前的規例》) means these regulations as in force immediately before the commencement date.

#### **26. Application of regulation 5 of amended Regulations**

Regulation 5(3), (5), (6), (7), (8), (9) and (10) of the amended Regulations does not apply in relation to any requirement that was made by the Chief Inspector under regulation 5(3) of the pre-amended Regulations before the commencement date.

**27. Application of regulation 11 of amended Regulations**

- (1) Regulation 11(3) of the amended Regulations does not apply in relation to any notice that was served under regulation 11(1) or (1A) of the pre-amended Regulations (*specified notice*) before the commencement date.
- (2) For the purposes of paragraph (1), regulation 11(3) of the pre-amended Regulations continues to apply in relation to a specified notice served before the commencement date as if regulation 12(7) of the amending Regulation had not been enacted.

**28. Application of regulation 22 of amended Regulations**

Regulation 22(3) and (4) of the amended Regulations does not apply in relation to any summons or requisition mentioned in regulation 22(2) of the pre-amended Regulations issued or made before the commencement date.”.

Carmen KONG  
Clerk to the Executive Council

COUNCIL CHAMBER

12 November 2024

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## Explanatory Note

This Regulation amends the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448 sub. leg. B) (*principal Regulations*) to implement certain requirements on aircraft accident and incident investigation in Annex 13 to the Convention on International Civil Aviation (*Annex 13*).

2. The main amendments include—
  - (a) introducing the definitions of *aircraft*, *cause*, *Contracting State*, *contributing factor*, *safety recommendation*, *State of Design*, *State of Manufacture*, *State of Registry* and *State of the Operator*, and amending the definition of *investigation*, to align with those in Annex 13;
  - (b) clarifying the scope of the aircraft accidents or incidents to which certain Parts of the principal Regulations apply;
  - (c) providing for the participation of countries, territories or places other than Hong Kong to which the Convention on International Civil Aviation applies (*Contracting States*) in investigations or public inquiries carried out in Hong Kong into aircraft accidents or incidents; and
  - (d) providing for the participation of Hong Kong in investigations carried out into aircraft accidents or incidents occurred in or over Contracting States.
3. The Regulation also—
  - (a) clarifies the time when an investigation report must be submitted to the Chief Executive under regulation 10A(1) of the principal Regulations;



- (b) creates offences relating to the following conducts—
  - (i) failing to provide information to the Chief Inspector in accordance with the requirement under regulation 5(3) of the principal Regulations;
  - (ii) providing information to the Chief Inspector that is false or misleading in a material particular;
  - (iii) obstructing or impeding the exercise or discharge of certain powers or duties in contravention of regulation 22(1) of the principal Regulations;
  - (iv) failing to comply with certain summons or requisition under regulation 22(2) of the principal Regulations;
- (c) provides for the extraterritoriality effect of certain offence provisions in the principal Regulations;
- (d) clarifies that persons other than those who are required under regulation 5(3) of the principal Regulations to provide information relating to any accident or incident to the Chief Inspector may also provide such information voluntarily;
- (e) extends the period within which a representation in writing must be served on the Inspector-in-charge, from 28 to 30 days of service of a notice under regulation 11(3) of the principal Regulations;
- (f) streamlines the procedure for the submission of the investigation report;
- (g) provides for the transitional arrangements; and
- (h) makes other minor amendments.