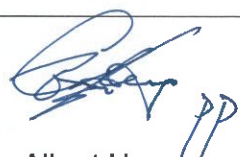
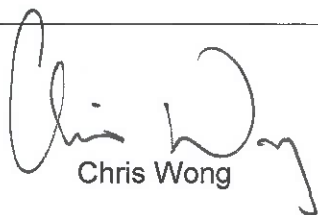
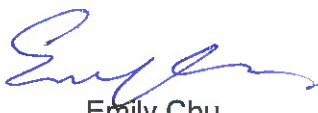



Business Continuity Manual

Business Continuity Plan: A8

Aviation Fuel Services Disruption Plan

		Signature	Revision	Effective Date
Updated By	Assistant General Manager AD	 Albert Ho	35	May 2024
Updated By	Assistant General Manager LPAF	 Chris Wong		
Reviewed By	Assistant General Manager BCP, SSBC	 Emily Chu		
Approved By	General Manager SSBC	 David Jea		

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BCP – A8. Aviation Fuel Services Disruption Plan

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A. Background

Supply Chain of Aviation Fuel Supply for HKIA

1. Aviation fuel is delivered to the Permanent Aviation Fuel Facility (PAFF) located at Tuen Mun Area 38 (which is currently operated by ECO Aviation Fuel Services Limited) by ocean going tankers ranging from 10,000 to 80,000 dwt from refineries or fuel depots located outside Hong Kong territory.
2. After settlement and quality checks at PAFF, aviation fuel is then transferred to the On-Airport Aviation Fuel System which is currently operated by AFSC Operations Limited via twin pipelines (submarine and shore-based) connecting through Sha Chau.
3. Through the fuel hydrant and distribution system, aviation fuel is uplifted to aircraft via hydrant dispensers operated by the into-plane fuelling services franchisees.
4. At the BAC apron, aviation fuel is uplifted to the business jets via hydrant dispenser operated by the Business Aviation Centre operator.
5. For aircraft parking at the maintenance bays which have no fuel hydrants, the uplift of fuel to aircraft is via bowsers.

Mandatory Fuel Inventory at HKIA

1. As mandated by the Government, fuel inventory equivalent to at least 11 days of fuel uplift at HKIA has been maintained in the On-Airport Aviation Fuel System and PAFF collectively as contingency to cater for unforeseen disruption in the aviation fuel supply. On average, the fuel inventory maintained in the system is about 15 days of fuel uplift which is above the mandatory fuel inventory level.

Protective and Mitigation Measures

1. Hong Kong is susceptible to tropical cyclones and the jetties for the On-Airport Fuel System at Sha Chau and PAFF were vulnerable to external damage during inclement weather. To reduce the risk of failure of aviation fuel facilities, two protection tugboats will be deployed, one each at Sha Chau and PAFF, during typhoon signal no.3 and above. The protection tugboats would proactively protect the jetties from collision by any third party objects such as vessels which have loss its power and drift towards the two locations.

B. Prolonged Suspension of Operation at PAFF

1.0 Failure Impacts

1. A prolonged suspension at PAFF is for expected disruption of operation for 7 days and above. It will include scenarios covering a complete disruption of operation of the tank farm's critical facility, the jetty and the submarine pipelines connecting to the On-Airport Aviation Fuel System.
2. With suspension of operation at PAFF, the receipt of fuel from ocean-going tankers will also be suspended. As a result, HKIA will need to rely on its remaining fuel inventory maintained in the On-Airport Aviation Fuel System to support its day-to-day operation.
3. If it is expected that the operation of PAFF cannot be resumed within a week from its suspension, Land, Property & Aviation Franchises Department (LPAF) shall report the incident to the Executive Director – Airport Operation. Subject to the decision of the Authority, activation of the fuel rationing scheme on the airlines will need to be considered in order to control the demand of fuel until PAFF can resume normal operation.

2.0 Failure Recovery

1. If there is an expected prolonged suspension of operation at PAFF, to resume supply of fuel to HKIA, AFSC Operations will firstly activate the Aviation Fuel Emergency Connection ("AFEC") located at the West Quay of the airport island.
2. In parallel, the Aviation Fuel Receiving Facility ("AFRF") at Sha Chau, which is currently serving as an emergency back-up, will be reinstated by AFSC Operations.
3. The reinstatement works of AFRF will take approximately one week.
4. The AFEC can accommodate one barge of size of ranging from 1,000 to 1,800 dwt and AFRF can accommodate two barges of maximum size of 6,000 dwt simultaneously.
5. With the settlement and quality check process performed at other fuel depots located outside Hong Kong territory, aviation fuel will be delivered to the AFEC and AFRF by barges employed by the fuel suppliers.
6. AFSC Operations will coordinate with the fuel suppliers on the scheduling of barges in using the AFEC and AFRF to receive the fuel, and close communication will be maintained with the AA AEC and the relevant Government Departments concerned, including but not limited to the Fire Services, Marine and Agricultural, Fisheries & Conservation Departments.
7. In the event that there is an expected prolonged fuel supply disruption at HKIA for a period of 7 days and above, and if situation warrants, pursuant to the arrangement as stated in "Contingency Measures for Aviation Fuel Supply", Chapter 16 of the Oil Supply Contingency Plan issued by the Hong Kong SAR

Government, the “Oil Distribution Sub-committee (ODSC)” for the Airport Sector and the “Task Force to Ration Aviation Fuel for the Airport” will be set up which will be chaired by the Airport Authority and the Civil Aviation Department respectively.

8. The Task Force will review the rationing of aviation fuel at the airport and advise the ODSC of the agreed rationing scheme for implementation.
9. A copy of Chapter 16 to the Oil Supply Contingency Plan is included in this section for easy reference. It will be amended as the Government’s plan is updated.
10. Advice on and the operation of any aviation fuel quota system will be provided by the Director General of Civil Aviation in consultation with the Airport Authority, AFSC Operations, PAFF, aviation fuel suppliers and airlines.

C. Interruption of Operation at AFRF

1.0 Failure Impacts

1. With suspension of operation at AFRF, no aviation fuel can be transferred from PAFF to the On-airport Fuel System. As a result, HKIA will need to rely on its remaining fuel inventory maintained in the On-airport Aviation Fuel System to support its day-to-day operation.
2. If it is expected that the operation at AFRF cannot be resumed, AA-LPAF shall immediately alert the Executive Director – Airport Operations for the incident.

2.0 Failure Recovery

1. If it is expected that there would be a prolonged suspension of operation at AFRF for more than 3 days, to resume supply of fuel to HKIA, AFSC Operations will firstly activate the Aviation Fuel Emergency Connection (“AFEC”) located at the West Quay of the airport island which can accommodate one barge with size ranging from 1,000 to 1,800 dwt. With the settlement and quality check process performed at PAFF, aviation fuel will be delivered by barges to the AFEC.
2. In addition, pursuant to the arrangement as stated in “Contingency Measures for Aviation Fuel Supply”, Chapter 16 of the Oil Supply Contingency Plan issued by the Hong Kong SAR Government, the “Oil Distribution Sub-committee (ODSC)” for the Airport Sector and the “Task Force to Ration Aviation Fuel for the Airport” will be set up which will be chaired by the Airport Authority and the Civil Aviation Department respectively.
3. The Task Force will review the rationing of aviation fuel at the airport and advise the ODSC of the agreed rationing scheme for implementation.

4. A copy of Chapter 16 to the Oil Supply Contingency Plan is included in this section for easy reference. It will be amended as the Government's plan is updated.

D. Suspension of On-Airport Fuel System

1.0 Failure Impacts

No aviation fuel can be uplifted to the aircraft.

2.0 Failure Recovery

If there is any suspension of the operation of the on-airport fuel system, AFSC Operations shall report the incident to IAC, ACC and AA-LPAF. If situation warrants, the fuel rationing process as stated in "Contingency Measures for Aviation Fuel Supply", Chapter 16 of the Oil Supply Contingency Plan issued by the Hong Kong SAR Government will be activated.

E. Failure of SCADA for the On-Airport Aviation Fuel System

1.0 Failure Impacts

Temporary suspension of fuel supply to the aircraft will be resulted.

2.0 Failure Recovery

1. In the event of failure of the SCADA system, the control on distribution of aviation fuel will be transferred from the Operations Control Room located at the Tank Farm to the LV Switch Room.
2. A Tank Farm Operator will manually switch on or off the fuel pumps at the LV Switch Room as instructed by the Operations Control Room.
3. The failure of the SCADA will also de-activate the automatic "Emergency Shut Down" ("ESD") of the fuel system.
4. The emergency shutdown of the fuel system can only be activated at the LV Switch Room.
5. Reliable radio communication must be established and tested amongst the AFSC's Operations Control Room, Tank Farm Operators and Apron Patrols.
6. The communication with into-plane fuelling services franchisees will be by telephone. The list of emergency contact is included in this section for easy reference.
7. AFSC Operations will deploy manpower at the LV Switch Room and to patrol on the aprons to enable quick response to emergencies during the failure of SCADA.

8. AFSC Operations will communicate with AA-Airfield Department and the into-plane fuelling services franchisees to ensure that they are fully aware of the alternative arrangement should ESD is de-activated.

F. Activation of Emergency Shut-Down

1.0 Failure Impacts

In case of an emergency situation (such as major spillage due to refuelling equipment failure, hydrant pit valve damaged by ground handling vehicles, aircraft fire etc) , the Emergency Shut-Down (ESD) system will be activated and the fuel supply to aircraft will be suspended.

2.0 Failure Recovery

1. When an ESD signal is generated, either due to the activation of an ESD push button or a system fault from the fuel control computer, the SCADA system will shut down the system by zones.
2. The aviation fuel hydrant system is currently divided into 13 segregated zones. Details are as follows:
 - a. AFSC AOA
 - b. Cargo Apron
 - c. Passenger Apron – Southern
 - d. Passenger Apron – Western
 - e. Passenger Apron – Northern
 - f. West Cargo Apron 1
 - g. West Cargo Apron 2
 - h. West Cargo Apron 3
 - i. T1M Apron – Eastern
 - j. T1M Apron – Western
 - k. T1 Midfield Apron 1
 - l. T1 Midfield Apron 2
 - m. BAC Apron

Drawing of the ESD Zonings is shown in Figure 8.1 for easy reference.

3. As stands N70 and N68 are located side by side, special arrangement of ESD response for these two stands are as follows:
 - a. In the case of ESD activated at N70 or W71, fuel supply to all stands at Western Passenger Apron will be terminated. Besides, fuel supply to stands N62, N64, N66 and N68 will also be stopped.
 - b. In the case of ESD activated at N66 or N68, fuel supply to all stands at Northern Passenger Apron will be terminated. Besides, fuel supply to stands N70, W71, W69, W67, W65, W63 and W61 will also be stopped.
4. The ESD zoning will provide an effective response to the ESD events and minimize the impact on the airfield operations.

5. The fuel supply interruption will be confined within the affected zone where an ESD signal is generated. Subject to the incident location, the interruption could be further confined into the nearest stands.
6. The fuel supply to other parking stands, which are located remotely from the position where an ESD signal is generated, will not be affected.
7. Upon activation of ESD, AFSC Operations shall immediately deploy its staff to investigate the situation. If the fuel supply cannot be resumed in 3 minutes, AFSC Operations will alert AA-Airfield / AA-LPAF and the extent of fuel interruption. AA-Airfield Department will assign parking bay for aircraft based on the actual situation.

G. Into-Plane Operation Disruptions

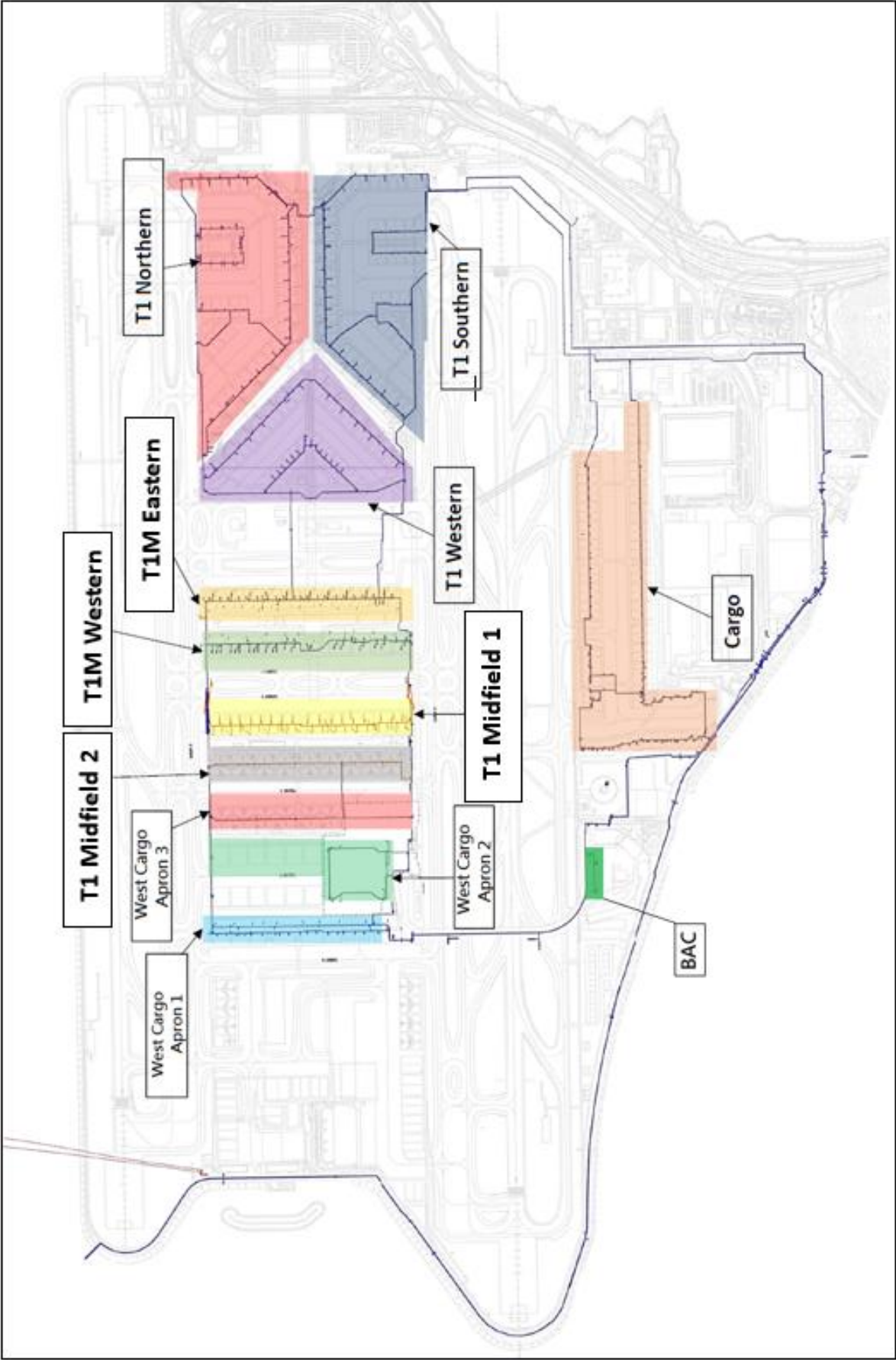
1. To minimize the potential impacts on the into-plane refuelling services at HKIA due to operation disruption / failure of individual franchisee, it is important to ensure the contingency preparedness of the three into-plane refuelling operators at HKIA to manage any unexpected operation disruptions within or outside their premises.
2. In case of manpower shortage on the refuellers due to any industrial action of individual franchisee, the franchisee concerned will deploy their own mechanics / other staff from different functions to carry out the re-fuelling operations.
3. If situation warrants, they will also seek the support from other into-plane refuelling franchisee(s) at HKIA through separate commercial arrangement provided that surplus capacities are available at the other franchisee(s) at the time of emergency.
4. Similarly, in case of shortage of fuelling vehicles of individual franchisee, to mitigate overall impact of the re-fuelling operations at HKIA, the franchisee concerned will also seek the support from other into-plane refuelling franchisee(s) through separate commercial arrangement.

H. HKG Government Oil Supply Contingency Plan – Airport Sector

1. Current version of Chapter 16, Airport Sector, HKG Government Oil Supply Contingency Plan (2019 Edition) is attached for easy reference.
2. This current version will be amended as the Government plan is periodically updated.

Franchisees' Emergency Contact

Franchisees	Name of & phone no.	Duty manager/ control phone no.	Duty manager/ control email address
AFSC Operations Ltd (On-Airport Aviation Fuel System Operator)	Technical & Safety Manager Matthew Wu 2988 6128	2988 6161	matthewwu@afsc.com.hk
AFSC Refuelling Ltd (Intoplane Services Operator)	Refuelling & Quality Assurance Manager Eric Kwok 2286 6728	2949 9722 / 2949 9723	erickwok@afsc.com.hk
CNAF Hong Kong Refuelling Ltd (Intoplane Services Operator)	General Manager Anson Lin 2995 9595 / 6581 0658	9025-8470 / 2995 9588	linas@cnafhk.com.hk
ECO Fuel Services Ltd (EAFS) (PAFF Operator)	General Manager Sylvia Har 2212 5713 / 9479 0949	2212 5720 / 2212 5721	sylvia.har@ecopaff.com
WFS Fuelling Ltd (Intoplane Services Operator)	General Manager Jeff Tsui 3691 8139 / 9386 3706	2180 2549 / 2180 2550	jtsui@worldwideflight.com.hk



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Chapter 16 : The Airport

1. THE AIRPORT

- 1.1 The Airport Authority Hong Kong (AA) is a statutory body that operates and maintains the Hong Kong International Airport (the Airport). In addition to the AA, there are around 550 business partners operating on the airport island. Their operations require the consumption of large amount of oil especially in airline operations.
- 1.2 As of May 2019, there are about 130 airlines operating at the Airport. Aviation fuel is supplied to these airlines via fuel storage facilities at the Permanent Aviation Fuel Facility (PAFF) at Tuen Mun and the on-airport aviation fuel tank farm. The PAFF is an off-airport aviation fuel storage facility consisting of 8 nos. of tanks to stock aviation fuel. Aviation fuel shipped by oil tankers would first be received by PAFF and then be transferred via Sha Chau to the on-airport aviation fuel tank farm using submarine fuel pipelines. Aviation fuel is not covered by the Code of Practice on oil reserves, as such, there exist agreements with the operators of PAFF and the on-airport aviation fuel tank farm that their combined fuel inventory shall be maintained above a minimum of 11 days consumption volume. The annual consumption of aviation fuel at the Airport is given in Annex 16.1. (Note: To ensure aviation fuel supply, protection measures have been put in place by AAHK and concerned facility operators to safeguard the fuel receiving and storage facilities from damages due to fire, extreme weather, etc.)
- 1.3 The 11 days minimum reserve requirement could still be fulfilled when the three-runway system (3RS) is in full operation, at which time the yearly demand of air traffic movement is expected to increase by approximately 50% as compared to that of 2018, equivalent to a consumption of about 12.672 billion litres of aviation fuel annually. As a result, 382 million litres of aviation fuel stock would be required to fulfil the 11 days minimum reserve, which is still well below the existing combined aviation fuel storage capacity of both PAFF and on-airport fuel tank farm of 484 million litres.
- 1.4 Other than aviation fuel, diesel and petrol are also used by a number of vehicles and equipment to support the airport operation. There are 4 airside filling stations that supply petrol, tax-free diesel and LPG to vehicles and equipment that operate at the airside operational areas of the Airport only (i.e. most of these vehicles are not registered and licensed under the Road Traffic Ordinance, Cap. 374 for use on public roads). Currently, there are approximately 2150 non-electrical motorised airside vehicles / equipment (July 2019) and oil consumption figures are given in Annex 16.1.
- 1.5 For vehicles and equipment that operate at landside (i.e. public areas of the Airport), supply of diesel and petrol can be obtained from 2 commercial filling stations operating on the airport island or any other commercial filling stations downtown.
- 1.6 In addition, the AA also operates a number of generators. The estimated annual

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consumption of diesel by these generators is given in Annex 16.2.

- 1.7 Advice on and the operation of any aviation fuel quota system will be provided by the Director-General of Civil Aviation in consultation with the AA, On-airport Fuel Tank Farm operator, PAFF (Permanent Aviation Fuel Facility) operator, aviation fuel suppliers and airlines. To deal with the oil supply emergency, contingency measures as detailed in Annex 16.3 will be implemented.
- 1.8 An Oil distribution Sub-committee (ODSC) for the Airport Sector will be convened to coordinate the implementation of the overall oil conservation measures at the Airport at times of emergencies. The composition and terms of reference of the ODSC for the Airport Sector is outlined in Annex 16.4.
- 1.9 To coordinate the rationing of aviation fuel as detailed in Annex 16.3, a separate Task Force to Ration Aviation Fuel for the airport will be set up to advise the ODSC for the Airport Sector on the detailed rationing arrangements. The composition and terms of reference of the task force are given in Annex 16.5. (Note: AAHK's Aerodrome Manual (ADM) part 5 Section 10 *Aviation Fuel Supply* and AAHK's Business Continuity Plan (BCP) A8 *Aviation Fuel Services Disruption Plan* stipulate that the contingency measures as detailed in Annex 16.3, Annex 16.4 and Annex 16.5 are also to be implemented in case of prolonged disruptions of aviation fuel supply at the airport level including disruptions due to physical damages of the fuel receiving and storage facilities mentioned in para 16.2, and disruptions due to extreme weather)

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Annex 16.1

Oil Consumption and Storage of Hong Kong International Airport

Type	Location	Storage Capacity (in litres)	Consumption Data for Illustrative Purposes for year ending 2018 (in litres)
Aviation Fuel	On-airport Fuel Tank Farm	220,000,000	8,448,309,000
	PAFF at Tuen Mun ¹	264,000,000	
Diesel	Airside Filling Station	509,900	9,627,421
Petrol	Airside Filling Station	34,500	723,578
LPG	Airside Filling Station	24,000	221,174

¹ PAFF is an off-airport fuel storage facility at Tuen Mun, receiving aviation fuel from oil tankers, then transferring the fuel via Sha Chau to the on-airport aviation fuel tank farm using submarine fuel pipelines.

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Annex 16.2

**Consumption of Diesel by Generators and Special Equipment
at Hong Kong International Airport**



Generator (LV) Building	Generator Ratings	Underground Oil Tank Size
Airside		
GL1	2 x 1000kVA	30,000 litres
GL2	2 x 1000kVA	30,000 litres
GL3	1 X 1500kVA	5,000 litres
GL4	1 x 1500kVA	5,000 litres
GL5	1 x 1000kVA	5,000 litres
GL7	1 x 1000kVA	5,000 litres
GL8	1 x 1000kVA	5,000 litres
GL13	2 x 1250kVA	30,000 litres
GL14	2 x 1250kVA	30,000 litres
PR3	1 x 1600kVA	2,400 litres
PR4	1 x 1100kVA	2,300 litres
NMF	1 x 275kVA	400 litres
Switching Station WA	1 x 200kVA	500 litres
Chiller Building Generator 1	3 x 1650kVA	5,800 litres + 1,500 litres (Day Tank)
Chiller Building Generator 2		
Chiller Building Generator 3		
Chiller Building Generator 4	1 x 2250kVA	4,000 litres + 450 litres (Day Tank)
MFC Generator 1	1 x 2000kVA	4,000 litres + 450 litres (Day Tank)
MFC Generator 2	1 x 1500kVA	2,500 litres + 1,000 litres (Day Tank)
MFC Generator 3	1 x 1000kVA	
MFC Generator 4	1 x 2250kVA	4,000 litres + 450 litres (Day Tank)
MFC Generator 5	1 x 1500kVA	2,500 litres + 450 litres (Day Tank)
MFC Generator 6	1 x 1250kVA	
MFC Generator 7	1 x 200kVA	500 litres (Day Tank)
MFC Generator 8	1 x 1000kVA	1,000 litres (Day Tank)
MSUB Generator 1	1 x 250kVA	500 litres (Day Tank)
MSUB Generator 2	1 x 1030kVA	1,000 litres (Day Tank)
NSC Generator 1	1 x 1500kVA	3,500 litres + 450 litres (Day Tank)
NSC Generator 2	1 x 1100kVA	1,000 litres + 450 litres (Day Tank)

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Landside		
GL6	1 x 1500kVA	5,000 litres
GL10	1 x 1000kVA	5,000 litres
GL11	1 x 1500kVA	2,500 litres
GL12 a	1 x 1000kVA	10,000 litres
GL12 b	1 x 1500kVA	
GH1	6 x 5000k VA	2 x 60,000 litres + 7,200 litres (Day Tank)
GTC	1 x 1713kVA	6,000 litres (Day Tank)
HKIAT	1 x 1500kVA	2,400 litres (Day Tank)
T2 GEN-S1A	1 x 2000kVA	1,500 litres (Day Tank)
T2 GEN-S1B	1 x 2000kVA	1,500 litres (Day Tank)
T2 GEN-S3	1 x 1875kVA	3,000 litres + 450 litres (Day Tank)
T2 GEN-S4-1, 2	2 x 2000kVA	3,000 litres (Day Tank)
T2 GEN-S6	1 x 1279kVA	2,500 litres + 450 litres (Day Tank)
T1 Limousine Lounge	1 x 300kVA	450 litres (Built-in Tank)
AWTC	1 x 1500kVA	2,400 litres (Day Tank)
Multi-storey Carpark 4	1 x 85kVA	180 litres (Built-in Tank)
SkyPier	2 x 1800kVA	4,000 litres + 470 litres (Day Tank)

Mobile Generator	Generator Ratings	Oil Tank Size
MG1	1 x 100kVA	150 litres
MG2	1 x 1500kVA	2,000 litres
MG3	1 x 200kVA	530 litres

ARE Equipment	Oil Tank Size
Air Compressor x 4 nos.	160 litre

Total consumption for load test per year	56,400 litres
--	---------------

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Annex 16.3

Contingency Measures for Aviation Fuel Supply

Scenario 1 – “Voluntary” approach with supplies cut by up to 10% (for Intense Monitoring M2)

Consumption could be cut immediately by ceasing to supply fuel to the aircraft operation in the order of priority shown below:

- (a) aircraft making technical stops at Hong Kong for refuelling or crew rest only: none presently do so on scheduled services but some non-scheduled and private flights e.g. delivery flights do;
- (b) training flights; and
- (c) private non-revenue flights.

Another approach of rationing fuel to scheduled services may be cut the fuel supply by a predetermined scale of percentages according to the severity of the situation and let the airlines decide the most essential services they wish to maintain. Market force should steer them to routes with the highest demand.

Scenario 2 – Supplies cut by up to 25% (for Emergency Level E1)

Under this scenario, it should still be possible to reach agreement with operators about their level of service, using the Task Force to Ration Aviation Fuel as a consultative mechanism. Difficulties may arise because at this stage it is likely that cuts will not affect all operators equally. Exceptions will also undoubtedly need to be made in some cases – e.g. operations for humanitarian reasons.

Within these constraints the general approach may be to curtail the supply of aviation fuel for passenger and cargo services in the order of priority shown below: -

- (a) implement contingency measures for Scenario 1;
- (b) limit the volume of fuel that can be uplifted for each flight to the first sector of the flight. A number of airlines tanker fuel for their return flight from China, Taiwan etc. because of high price differential. These aircraft will be supplied sufficient fuel to their first destination;
- (c) ad hoc non-scheduled flights to or from points already served by scheduled flights; and
- (d) scheduled services to and from points which can be reached by other means (the

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prime example here is Guangzhou for which services could safely be cut completely) and those less important points which can be reached via major commercial centres, such as Kaohsiung via Taipei.

Another approach of rationing fuel to scheduled services may be cut the fuel supply by a predetermined scale of percentages according to the severity of the situation and let the airlines decide the most essential services they wish to maintain. Market force should steer them to routes with the highest demand.

Scenario 3 – Up to 50% cut (for Elevated Emergency Level E2)

In addition to contingency measures for Scenario 1 and 2, detailed consultation, through the Task Force to Ration Aviation Fuel, with airlines and aviation fuel suppliers (and possibly other governments) will be necessary for the operation of reduced frequencies on the services.

Another approach of rationing fuel to scheduled services may be cut the fuel supply by a predetermined scale of percentages according to the severity of the situation and let the airlines decide the most essential services they wish to maintain. Market force should steer them to routes with the highest demand.

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Annex 16.4

Oil Distribution Sub-committee - The Airport

Composition

- Airport Authority representative - Chairman
- Civil Aviation Department representative
- Representative from Airline Operators Committee
- Representative from Hong Kong Airline Service Providers Association Operations Committee (HOC)
- Representatives from the AA (Airfield Department, Terminal Operations, Market and Connectivity Development Department, Technical Services Department, Aviation Logistics Department & Safety, Security & Business Continuity Department)
- On-airport Fuel Tank Farm operator representative
- PAFF operator representative
- Co-opted members as required

Terms of Reference

1. Monitor the oil consumption and adequacy of oil supply for the airport sector as requested by the Oil Distribution Committee (ODC).
2. Coordinate the undertaking of voluntary and mandatory oil conservation measures in the airport sector as requested by the ODC.
3. Coordinate the implementation of fuel rationing schemes in the airport sector as requested by the ODC.
4. Advise the ODC of the effectiveness of oil conservation measures in reducing the demand of oil in the airport sector.
5. Feedback to the Task Force to Ration Aviation Fuel for the Airport on the progress and effectiveness of any aviation fuel-rationing scheme.

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Annex 16.5

Task Force to Ration Aviation Fuel for the Airport

Composition

- Civil Aviation Department representative - Chairman
- Airport Authority representative (Airfield Department, Aviation Logistics Department)
- Board of Airlines' representative
- On-airport Fuel Tank Farm operator representative
- PAFF operator representative
- Aviation fuel suppliers' representative
- Aviation fuel airlines' representative

Terms of Reference

1. To review the rationing of aviation fuel at the airport and advise the Oil Distribution Sub-Committee (ODSC) of the agreed rationing scheme.
2. To monitor the implementation of the rationing scheme and advise the ODSC of any change to the scheme.
3. To develop a communication plan, including warning system, so that all stakeholders are informed of the shortage and the implementation of the aviation fuel-rationing plan at the airport through their representatives in the Task Force.

END OF BCP – A8