

**Public Accounts Committee**  
**Consideration of Chapter 4 of the Director of Audit's Report No. 63**  
**Administration of the air traffic control and related services**

- (a) According to your reply dated 12 January 2015, the Autotrac III systems are currently used by airports in Dubai, as well as in Delhi, Mumbai and Chennai of India. In this connection, please provide the following details of each of the above airports:
- (i) date of acceptance for Autotrac III;
  - (ii) date of commencement of operation for Autotrac III;




- (iii) number of operational controller working positions for the Autotrac III in operation;

Please refer to Appendix I.

- (iv) traffic volumes:

Please refer to Appendix I.

- (v) whether the Autotrac III is currently in operation. If no, the date the system ceased operation and the reasons; and



**\*Note by Clerk, PAC: Appendix I not attached.**

- (vi) future plans to replace the Autotrac III still in operation



- (b) whether the Civil Aviation Department (“CAD”) had sought comments from the airports in (a) regarding Autotrac III’s performance **prior to the award of the Air Traffic Management System (“ATMS”) contract on 2 Feb 2011?** If yes, please provide the relevant records. If no, please provide the reasons;

The said Dubai and Indian airports had not commenced the operation of Autotrac III systems at the time when CAD awarded the ATMS contract to the system provider in February 2011. As such, CAD had not sought comments from the Dubai and Indian airports prior to the award of the ATMS contract. Moreover, CAD had strictly followed the tender evaluation procedures as laid down in the tender document and sent questionnaires only to those reference sites which were provided by the tenderers to solicit users’ feedback on the tenderers’ systems.

- (c) with reference to the questionnaire(s) on ATMS tender returned from the concerned parties of the reference sites provided by the ATMS ~~Contractors~~ Tenderers (~~Appendix I of R63/4/GEN11~~ refers), please provide, in respect of the relevant reference sites; *Appendix 17*

- (i) the location;

Please refer to Appendix II.

**\*Note by Clerk, PAC:** *Appendix II not attached.*

- (ii) model of ATMS;

Please refer to Appendix II.

- (iii) if the model of ATMS is not Autotrac, please explain the usefulness of the information in the questionnaire to assess the performance of the Autotrac III proposed by the Contractor;

CAD sent questionnaires to the reference sites at Germany and Canada provided by the tenderer to solicit users' feedback on technical, operational and stability performance of the tenderer's systems, and tenderer's performance, etc. [REDACTED]

[REDACTED] The two systems are installed with core components of the Autotrac III, namely the Surveillance Data Processing (SDP) and Flight Data Processing (FDP), which are critical core components in ATMS in supporting air traffic control operations. The SDP is used to monitor the location of flights on radar, while the FDP is used to process the flight plans filed by the airlines. The SDP and FDP systems of the Contractor which are the core component systems to Autotrac III have been widely used internationally, including US, Germany, Canada, Dubai, India, etc.

- (iv) the number of operational controller working positions of ATMS; and

Please refer to Appendix II.

- (v) Traffic volumes;

Please refer to Appendix II.

- (d) Whether CAD had requested information from the ATMS Contractor concerning the sale of Autotrac III, such as the details of successful deals and unsuccessful deals, **prior to the award of the ATMS contract on 2 Feb 2011**. If yes, please provide the relevant records. If no, please provide the reasons;

CAD had strictly followed the tender evaluation procedures as laid down in the tender document. Sales records of products developed by the tenderers

**\*Note by Clerk, PAC: Appendix II not attached.**

do not form part of the technical or price assessment. As such, the TAP did not request such information.

- (e) the name of the supplier of the existing ATMS Autotrac I and any sub-contracting parties together with the sub-systems provided by such sub-contracting parties;

The Government awarded the contract of the existing ATMS Autotrac I to Raytheon in August 1994. In this contract, Ceselsa was nominated by Raytheon as the only sub-contractor responsible for development of the Flight Data Processing and the Simulator sub-systems.

- (f) whether CAD has consulted the Government Logistics Department regarding the acceptance of the Factory Acceptance Tests results conditionally when there was still a large number of outstanding deficiencies/observations? If yes, please provide the relevant papers and correspondences; and

In June 2013, the ATMS service provider had resolved about 90% of the outstanding items related to the Factory Acceptance Test (FAT). The remaining ones were not critical to the technical and operational performance of the ATMS. CAD considered that the system provider had demonstrated that the system was generally compliant with the requirements specified in the Final Specifications of the Contract, and thus considered the FAT result as generally acceptable to CAD. This arrangement was made according to Clauses 2.2 and 2.4.5 of Schedule 6 of the Contract. Moreover, according to the Stores and Procurement Regulations, Controlling Officers are responsible for the management of the contract awarded. Therefore, CAD had not consulted the Government Logistics Department (GLD) on this.

- (g) names of the Chairperson and members of the Tender Assessment Panel for evaluating the ATMS tender together with their curricula vitae, if available.

Please refer to Appendix III.

Encl.

\* \* \* \* \*

**\*Note by Clerk, PAC:** *Appendix III not attached.*