

**Milestone of Phase 1 and Phase 2  
Implementation of the ATMS contract**

Ref.	Milestone	Date of Completion	System(s) to be Involved
<b><i>Phase 1 of the ATMS contract</i></b>			
1.15a	<p>Transition from the existing system to the new Phase 1 ATMS</p> <p>Note: Under this stage, after the new ATMS is installed and commissioned at the new ATC Centre in the CAD Headquarters building, the existing air traffic control operations will transit from the existing ATC Centre to the new ATC Centre.</p>	The latest projected date for the transition is expected to commence by end-2015 / early 2016, and completed by mid-2016.	Main, Fallback and Ultimate Fallback Systems (including both hardware and software) ( <b>Note 2</b> )
1.16	<p>Computer Based Training (CBT) software to incorporate the latest human machine interface (HMI) and functionalities of the ATMS</p> <p>Note: CBT system is used to train air traffic controllers of the CAD to make them familiarize with and refresh their skills regularly of performing ATC duties by using the ATMS.</p>	The latest projected date for new ATMS is expected to be fully installed by end-2015 / early 2016. The CBT software is expected to be finalized by mid-2016.	Computer Based Training System (including both hardware and software)
<b><i>Phase 2 of the ATMS contract (retrofitting work of the existing ATC Centre has yet to commence) (Note 1)</i></b>			
1.17	Delivery, installation and putting into commission of ATMS consoles in the ATMS Phase 2 Buildings	13 weeks after completion of the retrofitting work of the existing ATC Centre	Main, Fallback and Ultimate Fallback Systems (including both hardware and software)
1.18	Delivery and Installation of the Equipment and installation materials for Phase 2 ATMS in ATMS Phase 2 Buildings	16 weeks after completion of the retrofitting work of the existing ATC Centre	

## Appendix I

1.18a	Submission of Site Acceptance Tests (SAT) schedule and procedures for Phase 2 ATMS for approval	17 weeks after completion of the retrofitting work of the existing ATC Centre	
1.18b	Delivery of Initial Spares for Phase 2 ATMS to Site	28 weeks after completion of the retrofitting work of the existing ATC Centre	
1.19	Site Acceptance Tests for Phase 2 ATMS	24 weeks after completion of the retrofitting work of the existing ATC Centre	
1.20	Reliability Acceptance Tests for Phase 2 ATMS equipment and the complete ATMS Software in the ATMS covering both Phase 1 and 2	29 weeks after completion of the retrofitting work of the existing ATC Centre	
1.21	System Integration Tests for Phase 1 and Phase 2 ATMS	30 weeks after completion of the retrofitting work of the existing ATC Centre	
1.22	Completion Date – Phase 2 ATMS	39 weeks after completion of the retrofitting work of the existing ATC Centre	

**Note 1:** All dates of completion are in accordance with the contract for Phase 2 only. The dates of completion for items 1.17, 1.21 and 1.22 are specified under the Schedule 4 of the original tender document, which the ATMS Contractor is obliged to comply. The dates of completion for other items are proposed by the ATMS Contractor in their tender proposal, and agreed with the Government in the contract.

**Note 2:** The Main System is a fully self-contained system that is able to deliver on its own the full ATMS system capacity, functions and capabilities. The Fallback System is a separate but identical system to the Main System for continuing the operations of the ATMS in case of a meltdown of the Main System. Either the Main or Fallback System allows CAD officers to exercise ATC duties with the other system as standby for immediate backup. The Ultimate Fallback System (UFS) is a separate system fully independent from those of the Main ATMS and Fallback ATMS systems. The purpose of including the UFS is to mitigate the risk of encountering a total system failure of the ATMS when both the Main and Fallback ATMS systems fail at the same time, thus ensuring flight safety.