

**Reply to PAC's Letter of 20 May 2015**

Further to my letter dated 18 May 2015 on the above subject, I should be grateful if you could provide the information below.

- (a) according to Item (a) of your reply dated 15 May 2015, “seven out of the eight major systems of the new Air Traffic Control (“ATC”) System have been substantially completed, two of the systems have been operational since 2013 and others will be put into use by phases from 2015. These systems are now operating to support the existing ATC equipment operations and training of the Air Traffic Control Officers”. In this regard, for the new systems that are now operating to support the existing ATC equipment, please advise:
- (i) the name of the systems;
  - (ii) as the existing ATC has been functioning without the support of the systems, the reason(s) for using these systems to support the existing ATC equipment operations and whether they are used to replace some old systems; and
  - (iii) the recurrent cost and other costs incurred for using the systems to support the existing ATC equipment operations.

Reply to (i), (ii) and (iii)

The two new systems of the new ATC system which have been operational since 2013 are:-

1. Communications Backbone System (CBS); and
2. Ancillary and Technical Support Systems (ATSS).

The above new systems serve to connect the outstation surveillance and radio communications systems to the main ATC systems. Given the above new systems have more bandwidth, they could enhance the transmission of data from outstations to the existing ATC Centre, and strengthen the communication between the frontline and management ATC staff, by increasing the volume and speed of data transmission, and providing higher system reliability and capacity, thereby supporting the existing ATC systems to handle the continued growth of the air traffic volume of Hong Kong. The above new systems will be fully integrated with the other new ATC systems and the new ATMS upon the commencement of new ATC Centre operations.

The annual maintenance costs of the CBS and ATSS are around HK\$2.2M and HK\$70,000 respectively procured from the system providers.

(b)



For each of these remaining outstanding priority items, please advise whether they have been rectified by now. If no, please advise the possibility that they will be rectified by mid-2015, i.e. 30 June 2015.

We have stated our concern in our 20 May 2015 letter (replying to PAC's letter of 15 May 2015) and our 15 May 2015 letter (replying to PAC's letter of 30 April 2015) over disclosure of the requested information to the public, having regard to the fact that number of the follow-up items is progressively decreasing. However, noting PAC's consideration, and upon our further review of the situation, we would like to provide the following more updated figures as at 15 May 2015 for PAC to consider including in the PAC Report.

During the Site Acceptance Test (SAT) of the new ATMS conducted in August to November 2014, about 1,000 follow-up items were recorded on site. Of these follow-up items, about 80% of them are minor in nature and would not affect the safety and the commencement of operation of the ATMS. CAD has been closely monitoring the performance of the Contractor, and has requested the Contractor to take all possible measures to expedite the rectification of the remaining 20% (i.e. 200 items) outstanding priority items. The ATMS Contractor has been working closely with CAD in putting additional resources to address the 200 outstanding priority

items in question. As at 15 May 2015, there are about 14 outstanding priority items which would be rectified / addressed by the Contractor before end June 2015.

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