

Replacement of Air Traffic Control (ATC) System - Implementation Plan

Table (1) - Implementation plan of the ATC system project set out in paragraph 23 of the paper of the Finance Committee (FC) of the Legislative Council (LegCo) in May 2007

	Critical tasks/events	Target date of completion	Actual date of completion (ATMS)	Reasons for slippages, if any
1	Preparation and approval of tender documents for various components of the new ATC system	February 2010 (as stipulated in para 23(a) of FC Paper)	October 2009	
2	Tender invitations for various components of the new ATC system	March 2010 (as stipulated in para 23(b) of FC Paper)	November 2009	
3	Award of contracts for various components of the new ATC system	October 2010 (as stipulated in para 23(c) of FC Paper)	February 2011	The CAD grouped the 18 ATC systems and facilities as proposed in the funding paper approved by the LegCo FC in May 2007 into eight major system contracts. The delay in the award of contract was caused by several rounds of clarifications with the tenderers of various component systems about the details of the tender proposals during the assessment stage. In addition, the tender assessment process for one of the component systems, namely the Air Traffic Management System (ATMS), took longer time than expected due to its complexity.
4	Delivery of the new ATC system	July 2011 (as stipulated in para 23(d) of FC Paper)	December 2012	The delay was due to the delay in the contract award in item (3) above, and the longer time taken for the detailed design of the ATMS, which is one of the component systems of the ATC system.
5	Installation and integration of the new ATC system for testing and evaluation	February 2012 (as stipulated in para 23(e) of FC Paper)	1st half of 2015 (revised target)	The delay was due to the delay in the contract award in item (3) and in the delivery of the new ATC system in item (4) above. The delay was also lengthened because of the deficiencies / observations identified during the Factory Acceptance Test (FAT) of the ATMS in mid-2012, causing slippage in the FAT and the subsequent site acceptance tests conducted for the ATMS and the need to conduct the scenario-based test in the SAT procedures as agreed between CAD and the contractor to ensure the new ATMS fully met the relevant contractual and safety requirements before operation.

	Critical tasks/events	Target date of completion	Actual date of completion (ATMS)	Reasons for slippages, if any
6	Operational evaluation and controller training	December 2012 (as stipulated in para 23(f) of FC Paper)	1st half of 2016 (revised target)	Consequential delay incurred due to item (5) above. According to CAD's latest estimate, the training for controllers would commence in Q1 2015, and would last for about 9-12 months, and be completed by the early 2016.
7	Transition to and commissioning of the new ATC system	December 2012 (as stipulated in para 23(g) of FC Paper)	1st half of 2016 (revised target)	Consequential delay incurred due to items (3), (4), (5) and (6) above.
8	Delivery of backup ATC system	January 2014 (as stipulated in para 23(h) of FC Paper)	2017 (revised target)	Consequential delay incurred due to item (7) above.
9	Installation, integration and commissioning of the backup ATC system	January 2015 (as stipulated in para 23(i) of FC Paper)	2018 (revised target)	Consequential delay incurred due to item (8) above.