

## CAD follows up on brief hitch of ATMS

Individual workstations of the Main System of the Air Traffic Management System (ATMS) of the Civil Aviation Department (CAD) this afternoon (August 16) experienced a brief hitch, during which the flights and their flight information could not be updated. The technical staff switched the ATMS to the Fallback System, an identical system, in accordance with the established procedures. Throughout the occurrence, Air Traffic Control Officers (ATCOs) were able to continue to monitor and provide Air Traffic Control (ATC) services to all flights in the Hong Kong Flight Information Region (HKFIR) through the Automatic Dependent Surveillance-Broadcast (ADS-B) display.

"At various times this morning, individual workstations of the Main System and the Fallback System of the ATMS could not update the flights and their flight information. The technical staff on-site immediately followed up and carried out an investigation. The individual workstations concerned were then rebooted and resumed normal operation after rebooting. In the afternoon, individual workstations of the Main System experienced a brief hitch again, during which the flights and their flight information could not be updated. As a precaution, after co-ordinating with the ATC supervisors on-site, the technical staff switched from the Main System to the Fallback System according to the established procedures at 2.06pm. Clearance to departing flights was also deferred for about 15 minutes in accordance with procedures. Arrivals and flights flying through the HKFIR were not affected," a CAD spokesman said.

"Aviation safety was not affected by the occurrence. The ATCOs were able to keep direct voice communication with the pilots at all times as well as monitor and obtain full information of all flights (including the three essential types of information, namely flight position, altitude information and secondary surveillance radar code) in the HKFIR through the ADS-B display to provide ATC services," said the spokesman.

"The operation of the original Main System returned to normal after it was rebooted and checked by the contractor. It then served as a backup as per system design. It was not necessary to activate the Ultimate Fallback System of the ATMS in the process," he emphasised.

The CAD attaches great importance to the occurrence. The contractor was tasked right after the occurrence to conduct a thorough investigation and submit a report as soon as possible. The CAD will continue to closely follow up on this occurrence.