

INTERNATIONAL CIVIL AVIATION ORGANIZATION
FOURTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE
CENTRAL CARIBBEAN

(Grand Cayman, Cayman Islands, 17-20 May 2000)

- Agenda Item 3: **Air Traffic Management (ATM)**
- a) Summary of actions taken to meet Y2K and the Leap Year problems.
 - b) Development of a Contingency Plan for the CAR Region.

Summary of actions taken on Y2K problem in the CAR Region

(Presented by the Secretariat)

Summary

This working paper presents information on the actions taken by ICAO, States and International Organizations with regard to the Y2K problem in the CAR Region. Results of the activities carried out to protect air operations during the millennium and Leap Year rollover are included. The paper also mentions the need to preserve the task force and Y2K contingency work in order to develop a CAR Region Contingency Plan.

1. Introduction

1.1 With regard to the Year 2000 (Y2K) and the Leap Year problems, ICAO, IATA and the States of the CAR Region, as well as other regions worldwide, got prepared, corrected existing problems and took cautionary measures to face possible computer systems failures.

1.2 The ICAO NACC Office created in the beginning of 1999 the Y2K Contingency Planning for the Caribbean Region Task Force with the aim to developing a Y2K contingency plan for this region. This group was composed of representatives of each State/International Organization responsible of a Flight Information Region (FIR) of the CAR Region, including COCESNA, as well as by representatives of United States, Canada, IATA, IFALPA and IFATCA.

1.3 This task force held four meetings (February, April, June and November 1999) in order to develop a Y2K contingency plan for the CAR Region that enabled to guarantee air operations of international air transport at the main air traffic flows of the CAR Region, and air traffic services during the millennium rollover.

2. Discussion

CAR Region Y2K Contingency Plan

2.1 The CAR Region Y2K Contingency Plan was finished by the Third Meeting of the CAR Region Y2K Contingency Planning Task Force, held in Mexico City, 28-30 June 1999. This plan was approved by ICAO Council in September 1999 and then distributed to States/International Organizations of the CAR Region in its corresponding English and Spanish versions.

2.2 Likewise, a Model of State Y2K Contingency Plan was prepared and distributed by the end of July 1999 to all the States/International Organizations of the CAR Region. This Model was used by the States to develop their own State Y2K Contingency Plans.

2.3 The CAR Region Y2K Contingency Plan was coordinated with the adjacent regions (NAM and SAM) and measures used in the common boundaries of these regions were harmonized.

2.4 The CAR Region Y2K Contingency Plan established a Caribbean Y2K Regional Coordination Unit (CAR Y2K RCU) for the Year 2000 rollover period. The CAR Y2K RCU was located at the FAA ARTCC in Miami, United States. The plan also established National Y2K Coordination and Information Centres (Y2K NCIC) in each FIR of the CAR Region and National Y2K Coordination and Information Units (Y2K NCIU) in all the other States/Territories of the region.

2.5 Contingency plans (regional and national) were published in AICs on 07 October 1999 or later, so as to make all the users aware of the contingency measures that would be applied in the CAR Region and in the States for the millennium rollover.

2.5 For the millennium rollover date, a Standard Operating Procedures Handbook was prepared for the coordination among the CAR Y2K RCU and the Y2K NCIC/NCIUs. Likewise, Y2K contingency routes maps were developed and distributed to all the CAR Region States.

Activities for the millennium rollover

2.7 On 28 December 1999, nineteen specialists from eight States and one International Organization of the Caribbean Region, ten from IATA and six from the ICAO NACC Regional Office arrived at Miami, Florida, USA to receive and/or give training on the CAR Y2K RCU procedures and equipment. This training continued until 30 December 1999 and ended in a series of procedures and communication tests among the CAR Y2K RCU and the NCICs of the CAR Region. Other tests were also conducted with the SAM Y2K RCU in Lima and the Global Y2K Coordination Unit in Montreal.

2.8 The CAR Region Y2K Contingency Plan, Phase 1, was activated at 1200 UTC on 31 December 1999. The Y2K CAR Region Coordination Unit (RCU) of Miami and National Centres/Y2K Coordination Units of the CAR Region were activated at the same time.

2.9 Phase II of the CAR Region Y2K Contingency Plan, which required the use of Y2K Contingency routes and 15-minute longitudinal separation minima throughout the CAR Region was activated at 2200 UTC of 31 December 1999. As of Phase I, status reports were issued by the NCICs/NCIUs which were then forwarded to IATA, the Global Y2K Co-ordination Unit and the other Y2K RCUs.

2.10 At midnight (0000) UTC and local midnights of the different FIRs of the CAR Region, aeronautical services did not experience significant Y2K-related problems. Based on this scenario, the CAR Y2K RCU, in accordance with the CAR Region NCICs and the SAM Region Y2K RCU, deactivated the CAR Region Y2K Contingency Plan at 0800 UTC on 1 January 2000. From that time, the coordination units kept on sending status report as coordinated by the CAR Y2K RCU, until 2000 UTC of 1 January 2000 when, following guidance of the Global Y2K Unit, they went into a stand-by mode until 4 January 2000.

2.11 The application of the Y2K Contingency Plan in the CAR Region did not adversely affect air operations of the region due to the fact that airlines had significantly reduced the number of flights for the night of 31 December 1999 and the morning of 1 January 2000. No further difficulties were reported with regard to the application of the Contingency Plan measures after 2200 UTC on 31 December 1999 and until its deactivation.

2.12 Regional coordination worked out fine, there was good cooperation among all the CAR States, COCESNA, IATA and OACI throughout the year 1999 to develop the Y2K Contingency Plan and associated procedures. This high level of cooperation was also achieved with the adjacent regions, especially with NAM and SAM, which permitted the implementation of transparent contingency procedures among the regions.

2.13 This close coordination was also achieved in the millennium rollover period among the CAR Y2K RCU and the adjacent Y2K RCUs, the Global Y2K Unit, NCICs and IATA. The CAR Y2K RCU received reports of Y2K events from the CAR Region NCICs through a single format previously agreed upon. Summaries of the reports of the region were submitted in an hourly basis to the CAR NCICs, ICAO's other regions Y2K RCUs, the Global Y2K Coordination Unit and to IATA.

Actions for the Leap Year rollover (28-29 February 2000)

2.14 ICAO and IATA agreed, based on the experience obtained during the millennium rollover, on not to implement the Y2K Contingency Plans and just to open the Global, Regional and National Coordination Units to watch over air operations during the leap year rollover.

2.15 The ICAO NACC Office sent in January and February 2000 guidelines and procedures to be used during the Leap Year rollover. A telephonic conference was held on 15 February 2000 among the different NCICs of the CAR Region to coordinate the details of this activity.

2.16 In the CAR Region, the CAR Y2K RCU was open in Miami, with limited personnel from 28 February to 2 March 2000. States and Organizations were invited to do the same for the NCICs and NCIUs during those dates. These units opened from 28 February 2000 at 2200 UTC until 29 February 2000 at 0730 UTC. After this time, the units went into a stand-by mode until 2 March 2000 at 0730 UTC.

2.17 The Leap Year rollover passed with no degradation in the CAR Region. States/International Organizations sent the requested reports and air operations were conducted business as usual.

Lessons learned from the millennium and Leap Year rollover

2.18 The CAR Region Y2K Contingency Plan proved to be satisfactory, as well as the coordination and reporting procedures among the CAR Region NCICs and the CAR Y2K RCU.

2.19 Communication means of the CAR Y2K RCU and the NCICs (AFTN, Modem, Fax, Telephone, E-mail, SATCOM -Inmarsat and MEVA Skycell) worked well. The arrangements of air navigation systems in those States where Y2K-related problems were detected prior to the rollover and represented an important factor for the smooth passage of the millennium rollover without negative consequences in the CAR region.

2.20 There were no significant events related to the millennium rollover in the CAR region, except from failures reported in the information boards of an airport and electricity failures in another airport of a State of the region. A communications problem arose in the MEVA network on 31 December 1999 during the morning, mainly affecting ATS speech circuits and the AFTN network. This MEVA network problem was not originated by a Y2K degradation, but by maintenance problems particular to this network, which were resolved during the morning of that day and that made the affected States implement contingency measures foreseen in their operational letters of agreement. During the leap year rollover there were no Y2K-related problems in the whole CAR Region.

2.21 As a result of this regional experience concerning contingency planning, the ICAO NACC Office wishes to develop a project in conjunction with the CAR Region States to prepare a CAR Region Contingency Plan that may be used in natural disaster situations and other events that might affect the provision of air navigation services of the region. In this regard, we recommend not to dissolve but to maintain the same task force that carried out the Y2K contingency work in order to develop this CAR Region Contingency Plan.

2.22 Based on par. 2.21 above, we propose that the Meeting adopt the following Draft Conclusion aimed at taking advantage of all the efforts concerning Contingency Planning made for the Y2K events, and at developing a CAR Region Contingency Plan.

Draft Conclusion 4/x: CAR Region Contingency Plan

That:

- a) The ICAO NACC Office take advantage of the work done on Y2K Contingency Planning and to apply it to a CAR Region Contingency Plan that might be used in any situation arising in the region and affecting the provision of air traffic services and other related services;
- b) The ICAO NACC Office be requested to retain the membership of the Y2K Contingency Planning Task Force, making the necessary adjustment to its name, terms of reference, and work programme to fulfill the project mentioned in a) above; and
- c) The members of each State/International Organization be informed of the results.

2.23 Finally, we want to thank all the States/International Organizations of the CAR Region for their continued support during 1999 regarding activities organized by ICAO and the CAR Region Y2K Contingency Planning Task Force, and also during the Leap Year activities, that made international air operations be conducted in a safe, efficient and timely manner in the CAR Region.

3. Suggested Action

3.1 The Meeting is invited to:

- a) take note of the information provided by ICAO in this working paper on the actions adopted on contingency planning to solve the Y2K and Leap Year problem in the CAR Region; and
- b) adopt the Draft Conclusion of par. 2.22 above which allows the development a CAR Region Contingency Plan and to keep the Y2K Contingency Planning Task Force to carry out this project with the necessary modifications in its work programme and terms of reference.

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