

### **THIRD MEETING OF THE ALLPIRG/ADVISORY GROUP**

**(Montreal, 6 – 8 April 1999)**

**Agenda Item 5.7: Interregional coordination and harmonization mechanism – Y2K date change preparations**

#### **STATUS OF Y2K PREPARATIONS AND CONTINGENCY PLANNING IN THE MIDDLE EAST REGION**

**(Presented by the Secretariat)**

##### **SUMMARY**

This working paper provides a short summary of the MID Y2K Meeting (Cairo, 15 – 17 March 1999). It recounts recommendations made by the Meeting, which, by the nature of the Y2K problems, are of worldwide interest and merit urgent attention.

#### **1. INTRODUCTION**

1.1 The first meeting of the Middle East Y2K Contingency Planning Task Force was convened in the ICAO Middle East Regional Office, Cairo from 15 to 17 March 1999. The meeting was attended by forty-six experts from twelve States and two international organizations – the International Air Transport Association (IATA) and the Arab Civil Aviation Commission (ACAC).

1.2 The objective of the meeting was to review the status of Y2K programmes carried out by States of the MID Region and to develop an ICAO MID Y2K Contingency Plan.

1.3 The meeting was reminded of the ICAO 32<sup>nd</sup> Assembly Resolution 32-10 which, amongst other things, urged all Contracting States to provide to other States and airspace users by 1 July 1999, with subsequent updates as necessary, appropriate aeronautical information on compliance status of their aeronautical services, air navigation services and aerodrome services of designated international and alternate aerodromes.

1.4 The meeting agreed that States should be reminded of their responsibilities in so far as the Y2K problems are concerned and meeting took note of the information papers on Y2K Programme Status forwarded by Bahrain, Cyprus, Egypt, Israel, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Syria and Yemen.

## 2. Y2K CONTINGENCY PLAN FOR THE MID REGION

2.1 The meeting considered and agreed to a set of principles on which the work of the task force is to be based. These are:

- a) that the task force confine itself to the formulation of a regional contingency plan to cater for failures as a result of Y2K change-over within ATS systems, either within a single facility or across a wide range of systems in order to ensure that flight operations can continue in a safe and orderly manner;
- b) that the Y2K contingency plan be based on the assumption that a significant degradation of ATS systems/facilities may occur along the major traffic flows identified in the MID Region;
- c) that Y2K contingency planning is based on the international major traffic flows identified in the MID Regional Plan for the New CNS/ATM Systems;
- d) that this Y2K contingency plan is developed for international operations. Each State is responsible for Y2K contingency plans for domestic flights which should harmonize with international operations;
- e) that the Y2K contingency plan for each major traffic flow (to be identified by the TF/1) should harmonize with States adjoining the MID along these traffic flows;
- f) that cooperation is required between all States and the aviation industry to ensure the continued flow of international aircraft operations across and through the region;
- g) that the development of solutions to specific problems is a State responsibility, and is beyond the scope of the task force; and
- h) although the development of plans for system recovery is an integral part of overall contingency planning, this can only be done at an individual State level; the task force's responsibility in this area is only to ensure that the Regional Contingency Plan contains an appropriate mechanism to ensure that, if failures have occurred, system recovery is complete in all affected FIRs before the contingency plan is deactivated.

2.2 The meeting was presented with a draft Y2K contingency plan, which had been based on the framework document on Y2K contingency planning adopted by MIDANPIRG/5, and also incorporated some materials developed by the Asia/Pacific Region for inclusion in its contingency plans

2.3 The meeting agreed that the establishment of a regional coordination centre was necessary and agreed that the functions of this centre would be:

- a) collect and collate information on the relative status of Y2K change-over failures affecting States in the MID Region and adjoining regions and disseminate this information to States and other concerned parties;

- b) assist with the transfer of specific responsibilities for air traffic services from one ACC to another ACC in the event that a particular ACC is unable to provide normal ATS, including communication responsibilities;
- c) assist and coordinate traffic flow to reduce traffic congestion and, depending on the conditions suggest an increase in separation standards;
- d) assist in coordination between States when contingency measures along a traffic flow are no longer required and aircraft can return to normal operations;
- e) assist as required in coordination in relation to SAR and in-flight emergencies;
- f) depending on the extent of disruptions to service both within this region and with the situation in adjacent ICAO Regions, perform coordination as required with these regions; and
- g) coordinate with States, NY2-ATMCs of the MID Region, IATA, ICAO offices and other Y2K regional coordination centres of adjacent regions and other organizations as required.

2.4 The delegation of Egypt offered to host the MID Y2K Regional Coordination Centre at the Cairo Air Navigation Centre (CANC), close to the ICAO Regional Office premises. The staffing of the Coordination Centre will be addressed at the second Y2K Task Force Meeting.

2.5 The ATS working group prepared a draft contingency route network for flights overflying the MID Region. Since not all States involved were present at the meeting, further coordination will be necessary before the routes can be finalized. In particular, in the absence of Iran and Afghanistan, the routes for the traffic flows through homogeneous area AR-3 were based solely on the proposals of the Asia/Pacific Region for the routes which they would use linking to this area, and the requests of IATA. At this stage, these routes should be regarded as requests only, for consideration by the States concerned.

2.6 The ATS Working Group also noted that the Asia/Pacific plan did not include UL425 as a contingency route. The group considered that, as 1 January 2000 fell within the period of Ramadan, it could be expected that there would be a significant demand for pilgrim flights to Jeddah on this route from points in South Asia.

2.7 The Communication Working Group established a plan of action to determine where problems may occur and address these prior to Y2k date change and to establish contingency arrangements should communications services be lost and agreed on the following:

1. That the MID Regional Office sends as soon as possible a State letter requesting the States in the region to provide information related particularly to the alternate means of communications that can be provided in case of failure. It is important that the letter contains precise and detailed description of the information needed from the States for this purpose.
2. That the information obtained be transmitted to the Special AFS/ATN Task Force meeting for Y2K problems related to AFS systems scheduled to meet in Cairo from 18 to 20 May 1999 for review and discussion. Based on this information, the meeting

will propose a contingency plan for AFS (both AFTN and direct speech circuit). The report of the AFS/ATN TF special meeting will be submitted to Y2K TF/2 which is scheduled to meet in Cairo from 24 to 27 May 1999. The meeting also agreed that the letter of invitation to the special AFS/ATN Task Force includes the proposed agenda dealing exclusively with Y2K related problems.

3. That the Y2K TF/2 reviews the report of the special AFS/ATN TF as well as the information related to the other communication services in order to finalize a Communication Contingency Plan for the Region.

2.8 The meeting was informed that, in order to expedite the task of timely completion of the MID Y2K Regional Contingency Plan, the regional office has rearranged its schedule of meetings for 1999 to include, in particular, the following:

- a) Special ATM Working Group for Y2K – Cairo, 27 – 29 April 1999
- b) Special AFS/TF for Y2K – Cairo, 18 – 20 May 1999
- c) MID Y2K TF/2 – Cairo, 24 – 27 May 1999
- d) MID Y2K TF/3 – Cairo, 8 – 11 November 1999

2.9 The meeting was also informed that the final draft of the MID Regional Contingency Plan would be submitted to the ATM/AIS/SAR SG/4 and the AFS/ATN TF/5, scheduled for 5 – 8 September and 27– 29 September 1999 respectively, for review.