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 EASTERN AND SOUTHERN AFRICAN REGION

(Presented by the Secretariat)

1.   **INTRODUCTION**

1.1   The programme of the Eastern and Southern African (ESAF) Office in helping States to which it is accredited to develop contingency plans to cater for Y2K computer systems failures involve the convening of meetings of States to chart out programmes involving the subregion and their States. The first meeting, covering ATS/COM/MET facilities and services, was held on 2 – 3 March 1999 and was attended by Eastern and Northern African States. It developed eleven conclusions as listed hereunder:

   a) fixed communication contingency arrangements which have identified communication facilities that are available and may be used in case of failure of on-line facilities;

   b) the need for urgent installation of a VSAT in Nairobi that can link with the SADC VSAT system; this facility is recognized to have limited Y2K failure possibility;

   c) provision of portable satellite telephones at ATS centres which can be used in place of conventional ATS direct speech circuits;

   d) contingency arrangements for OPMET information exchange;

   e) possible Y2K contingency plan implementation strategy which looks at the problem continent-wide and attempts to provide possible solutions;

   f) possible establishment of regional coordination communication Y2K centres on the continent;

   g) establishment of national Y2K air traffic management centres;

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h)   development of national Y2K contingency plans;

i)   supplementary ATS letters of agreement on Y2K;

j)   application of the IATA In-Flight Broadcasting Procedure (IFBP); and

k)   availability of alternate aerodromes.

1.2   The second meeting involving States in Southern Africa will take place on 20 – 22 April 1999 and will deliberate on an agenda similar to that of the first meeting. It is expected that the above conclusions will be deliberated extensively for possible adoption.

1.3   The results of the first meeting have been presented to the Dakar Office for comparison with their programme and to facilitate coordination.

2.   **CONTINGENCY PLAN IMPLEMENTATION STRATEGY**

2.1   Under the contingency plan implementation strategy, a Contingency Plan Implementation Steering Group comprised of ICAO regional staff and IATA has been established to facilitate the necessary coordination activities of various players within the subregion. It has also been decided that experts from States will be appointed and tasked with the duty of coordinating the development of contingency plans within small groups of States. Their reports to the steering group will facilitate subregional coordination.

2.2   Deadlines have been established for the completion of each task, leading finally to the publication of the respective plans.

2.3   The programmes so far developed will be constantly reviewed and adjusted to meet coordination requirements and the identified availability of facilities.

2.4   On the D-Day, the ESAF Office will monitor the implementation of the contingency plan.

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