Office of Inspector General

Management Advisory on
Year 2000 Computer Problem

Federal Aviation Administration

Report Number FE-1998-027
Date Issued: November 26, 1997

Memorandum

Subject: <u>ACTION</u>: Management Advisory on
Year 2000 Computer Problem at FAA
Report Number: FE-1998-

Date:

From: Lawrence H. Weintrob
Assistant Inspector General for Auditing

Reply To
Attn Of: JA-20:x61496

To: Federal Aviation Administrator

Based on our concerns about the Department's Year 2000 Computer Problem (Y2K), on October 17, 1997, we expanded our audit of the Department's Y2K activities to include the Federal Aviation Administration (FAA).

On October 2, 1997, GAO informed FAA that its (i) systems inventory was not complete, (ii) assessment of Y2K problems was 10 months behind schedule based on Office of Management and Budget (OMB) milestones, and (iii) estimates to fix Y2K problems were not reliable. These were the same problems regarding the remainder of the Department we identified in July 1997 and reported to the Deputy Secretary.

As of November 14, 1997, FAA was still working on completion of its total systems inventory. Identifying all systems is the first, and key, step for assessing the scope of Y2K work and estimating resource needs to correct Y2K problems. FAA was also reporting its implementation of Y2K fixes in the Air Traffic Control System will be complete by October 1999 (attachment). While we recognize FAA's planned completion date is 1 month before the milestone recommended by OMB, this plan unfortunately provides little cushion for even minor slippage in schedule due to unexpected problems identified during system implementation. Accordingly, for mission-critical systems that, if Y2K noncompliant, could affect system safety or materially impact system efficiencies, the Office of Inspector General recommends the schedule for these systems be moved up to provide such a cushion. Due to the criticality and complexity of these systems, we suggest moving the planned completion date to June 1, 1999, or such earlier date as FAA considers practical. We understand OMB is considering moving its milestone to March, 1999.

We provided a draft of this report to the FAA Administrator on October 17, 1997, and requested comments by October 27, 1997. As of November 25, 1997, no comments were provided, so we issued this report without management comments. Please

provide a response within 10 days. If you require any further information, please contact me at 366-1992, or John Meche at 366-1496.

Memorandum

U.S. Department
of Transportation

Federal Aviation Administration

Subject: <u>INFORMATION</u>: Year 2000 Efforts   Date: **OCT** 1 1997

From: Associate Administrator for Air
Traffic Services, ATS-1

Reply to
Attn. of:

To: Inspector General, J-1

In response to your September 2 Transmittal, I would like to take this opportunity to bring you up-to-date on Airway Facilities' (AF) Year 2000 efforts within Air Traffic Services (ATS). The Program Office issued an AF Y2K Program Office Project Plan on June 24. The AF Y2K Project Plan introduces the Government Accounting Office's (GAO) five-phase repair approach, which is to be followed for all ATS systems. It also outlines the schedule for completion and provides milestones for the various steps within each phase of the repair process.

While we are working to expedite the repair process across ATS, the schedule we've established and the deadlines we have set are based on what the AF Y2K Program Office believes are worst-case scenarios:

- Assessments of all Mission Critical systems are to be completed by November 30.

- Assessments of all Essential systems are to be completed by January 31.

- All coding changes are to be completed and testing started by January 1999.

- All systems testing is to be completed by July 1999.

- All software/hardware/firmware changes are to be Y2K certified and operational by October 1999.

The AF Y2K Program Office has made significant progress since its inception. Below are some of the tasks that have been completed:

- A Quick Inventory Survey of ATS systems has been conducted.

- A baseline has been established and a repair cost estimate has been derived from the survey results.

- The AF Y2K Repair Process and Standards document has been distributed to all systems owners and parties involved in repair efforts. (This document contains a detailed description of the repair process and template for all status reports and other documents that must be submitted to the Program Office).

- Assessment Plans have been completed for all mission critical (and some essential) systems within ATS and have been approved by the Program Office.

- A policy statement has been issued regarding Y2K certification requirements for new systems introduced within ATS.

Attached for you information are copies of both the AF Y2K Program Office Project Plan and the AF Y2K Repair Process and Standards document.

Please be assured that we are highly committed to this effort, have developed our project plan, and are on schedule. If you have any questions or need additional details on our repair efforts, please contact, Raymond M. Long, Manager, AF Y2K Program Office, or Gary Ward, Assistant Manager, AF Y2K Program Office, at (202) 366-5342.

Monte R. Belger