

SURVEY OF ASIA/PACIFIC COVID-19 CONTINGENCY OPERATIONS AND RECOVERY

Note: The survey questions may also serve as a checklist of considerations for States to assess and update their contingency readiness.

STATE/ADMINISTRATION		Afghanistan	Bangladesh	Cambodia	Hong Kong, China	Fiji	Indonesia	Japan	Lao PDR	Malaysia	Mongolia	Myanmar	Pakistan	Philippines	Singapore	Thailand	Viet nam
CURRENT AND ONGOING CONTINGENCY OPERATIONS																	
The Air Navigation Service Provider has:																	
1	Established an ATM Central Coordinating Committee (CCC) function for the development, maintenance, activation and conduct of contingency plans, and for the forming of an ATM Operational Contingency Group (AOCG) function. Ref: APAC Regional ATM Contingency Plan elements 5.8, 5.9, 7.1		Y		Y	Y	Y	Y			Y	Y	Y	Y	Y		Y
2	Convened an ATM Operational Contingency Group for COVID-19-related contingency Ref: APAC Regional ATM Contingency Plan elements 5.10, 5.11, 7.1		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
3	Established Level 1 contingency plans for all ATS units, for services that are reduced or withdrawn due to pandemic. Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
4	Established Level 2 contingency arrangements with all neighbouring administrations, for reduced or withdrawn ATS affecting cross-border flights. Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C		Y			Y	Y	Y				Y	Y		Y	Y	
5	Established contingency ATS routes, Flight Level Allocation Scheme/s (FLAS) and associated procedures applicable to COVID-19-related contingency operations in the event of reduced or withdrawn ATS affecting cross-border flights. Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C		Y	Y		Y	Y					Y	Y	Y	Y	Y	Y
6	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP Ref: APAC Regional ATM Contingency Plan element 7.6						Y	Y					Y	Y	Y		
7	Prepared template NOTAMs for promulgation of ATS contingency routes, FLAS and procedures, in readiness for COVID-19-related reduction or withdrawal of services. Ref: ICAO State Letter AP086/20 (ATM)		Y	Y		Y	Y	Y		Y			Y		Y	Y	Y
8	Due to COVID-19, developed and implemented a process for monitoring current and expected traffic demand.		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
9	Due to COVID-19, implemented processes in ATS units to reduce the risk of virus transmission (e.g. social distancing, protective clothing/face masks, roster segregation)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
10	Due to COVID-19, implemented processes in ATS units for frequent sterilization of shared workstations and other equipment.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
11	Due to COVID-19, implemented processes for COVID-19 tests and follow-up medical treatment (if necessary) for licensed ATC and other key personnel. (ATC, AIS, FIS, RFF, SAR, and CNS technical maintenance personnel)	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
12	Due to COVID-19, amended or relaxed regulations for ATC licensing, license validity and medical certification. Ref: ICAO Annex 1 Personnel Licensing section 4.5 and chapter 6.				Y	Y	Y		Y	Y	Y		Y	Y		Y	
12.1	Registered a Difference in the ICAO EFOD system.						Y		Y							Y	

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CURRENT AND ONGOING CONTINGENCY OPERATIONS																	
The Air Navigation Service Provider has:																	
13	Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.		Y		Y	Y			Y		Y	Y	Y	Y	Y	Y	
14	Due to COVID-19, implemented processes to ensure the validity of performance assessments demonstrating ATC skills required for normal (pre-COVID-19) traffic.		Y		Y	Y	Y		Y		Y	Y	Y	Y	Y		