APAC COVID-19-Related ATM Operations and Contingency Coordination

Video Teleconference, 21 May 2020

Shane Sumner

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Asia and Pacific Regional Office
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Revised Agenda

International Civil Aviation Organization

ICAO — Informal Video Teleconference - APAC COVID-19 ATM Operations and Contingency Coordination

Video Teleconference 21 May 2020, 0500 – 0630 UTC

** REVISED AGENDA **

Agenda Item 1: Secretariat briefing on ICAO ATM Contingency Planning Provisions, Information and Issues.

Annex 11 – Air Traffic Services

Annex 1 – Personnel Licensing

Doc 4444 - PANS-ATM

Regional ATM Contingency Plan

Information Resources

ICAO APAC Survey on COVID-19 Contingency Operations and Recovery

NOTAMs

Actions

Agenda Item 2: IATA Briefing

Agenda Item 3: CANSO Briefing

Agenda Item 4: Open Forum/General Discussion

ICAO BANGKOK   UNITING AVIATION

**ICAO ATM Contingency Planning
Provisions, Information and Issues**

Annex 11

ICAO Annex 11 – *Air Traffic Services* - Standards and Recommended Practices	
2.3.2	**Contingency Arrangements** Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned. *Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.* *Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.*
Attachment C	**Material** (Guidelines) **Relating to Contingency Planning** Status of contingency plans; responsibility for developing; promulgating and implementing contingency plans; preparatory action (including public health emergencies); coordination, development, promulgation and application of contingency plans.

Annex 1

ICAO Annex 1 – Personnel Licensing – Standards and Recommended Practices	
4.3	Student Air Traffic Controller
4.4	Air Traffic Controller Licence
4.5	Air Traffic Controller Ratings
Chapter 6	Medical Provisions for Licensing

Doc 4444 – PANS-ATM

ICAO Doc 4444 – PANS-ATM Chapter 15 – Procedures related to emergencies, communication failure and contingencies	
15.1 to 15.5	Emergency procedures, special procedures for in-flight contingencies in oceanic airspace, air-ground communications failure, assistance to VFR flights, other in-flight contingencies, fuel dumping, fuel emergency and minimum fuel, descents by aircraft due to solar radiation from space weather events
15.6	ATC Contingencies (Radio communications contingencies)
15.7	Other ATC Contingency procedures

Regional ATM Contingency Plan

ICAO Asia/Pacific Regional ATM Contingency Plan Regional Guidance Material and APANPIRG-Agreed Performance Expectations	
Links	ICAO Asia/Pacific Regional Office eDocuments web-page (ATM Section, Contingency sub-section) Regional ATM Contingency Plan Regional ATM Contingency Plan Monitoring and Reporting Form

Regional ATM Contingency Plan

ICAO Asia/Pacific Regional ATM Contingency Plan	
Regional Guidance Material and APANPIRG-Agreed Performance Expectations	
1.3	Hierarchy and categories of contingency plans (*levels and categories*)
5.7 and Appendix B	Basic Plan Elements (BPE).
5.8 to 5.12	Contingency plan coordination and operations functions, including establishment of *Central Coordinating Committee* (CCC) and *ATM Operational Contingency Group* functions.
5.13 and 5.14	Coordinated recovery from contingency operations.
Appendix C	Template for Level 1 and Level 2 contingency planning.
Section 7	Performance Improvement Plan (APAC regional performance expectations). *Elements relevant to ATM contingency planning for pandemic:* *7.1 to 7.8, 7.10, 7.11, 7.20 to 7.22.*

Regional ATM Contingency Plan

ICAO Asia/Pacific Regional ATM Contingency Plan	
Regional Guidance Material and APANPIRG-Agreed Performance Expectations	
1.3	Hierarchy and categories of contingency plans (*levels and categories*)
5.7 and Appendix B	Basic Plan Elements (BPE).
5.8 to 5.12	Contingency plan coordination and operations functions, including establishment of *Central Coordinating Committee* (CCC) and *ATM Operational Contingency Group* functions.
5.13 and 5.14	Coordinated recovery from contingency operations.
Appendix C	Template for Level 1 and Level 2 contingency planning.
Section 7	Performance Improvement Plan (APAC regional performance expectations). *Elements relevant to ATM contingency planning for pandemic:* *7.1 to 7.8, 7.10, 7.11, 7.20 to 7.22.*

Other Information Sources

Additional Information	
Links	ICAO Asia/Pacific Regional Office COVID-19 BCP Measures & Guidelines Information Sharing APAC COVID-19 ATM-ATFM Status Update and Status Reporting Template
	ICAO (HQ) Aviation and COVID-19, Airport Status, Safety Operational Measures

ICAO Asia/Pacific Regional Office COVID-19 BCP Measures & Guidelines

Additional Information	
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	ICAO (HQ) Aviation and COVID-19, Airport Status, Safety Operational Measures

ICAO Asia/Pacific Regional Office COVID-19 BCP Measures & Guidelines

ICAO Asia/Pacific Regional Office Web-page

COVID-19 BCP

COVID-19 BCP Measures & Guidelines Information Sharing

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COVID-19 BCP

✓	🗋	Number	Title	Update Date	Edit
▲ Type Name : **COVID-19 BCP** (56)					
▲ Category : APAC ATM/ATFM Operations and Contingencies (4)					
		01	APAC COVID-19 ATM-ATFM Status Update 004	11 May 2020	
		02	APAC ATM/ATFM Status Reporting Template	21 April 2020	
		03	APAC ATM Points of Contact	21 May 2020	
		04	APAC COVID-19 Contingency Operations and Recovery – Survey Responses	21 May 2020	
▲ Category : APAC DIRETOR GENERALs VTC 31 March - Documentation (17)					
		*ICAO	Teleconference Invitation DGCAs (AP-RD0006-20)	24 March 2020	
		*ICAO	Presentation: COVID-19 Information Sharing	02 April 2020	
		*ICAO	VIDEO: Convening of a COVID-19 Information Sharing Teleconference Session with APAC CAA Director Generals - *The link to download the video will expire in 7 days.	02 April 2020	
		*ICAO	Presentation: COVID-19 Information Sharing (Detailed Version)	03 April 2020	
		*ICAO	ICAO APAC Database on Airport Closure	19 May 2020	
		CAA China	Presentation: COVID-19 Information Sharing	02 April 2020	
		CAA China	Speech	02 April 2020	

APAC COVID-19 ATM-ATFM Status Update and Status Reporting Template

Additional Information	
Links	ICAO Asia/Pacific Regional Office COVID-19 BCP Measures & Guidelines Information Sharing APAC COVID-19 ATM-ATFM Status Update and Status Reporting Template
	ICAO (HQ) Aviation and COVID-19, Airport Status, Safety Operational Measures

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COVID-19 BCP Measures & Guidelines Information Sharing

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COVID-19 BCP

✓	🗋	Number	Title	Update Date	Edit
		◢ Type Name : **COVID-19 BCP** (53)			
		◢ Category : APAC ATM/ATFM Operations and Contingencies (2)			
		01	APAC COVID-19 ATM-ATFM Status Update 004	11 May 2020	
		02	APAC ATM/ATFM Status Reporting Template	21 April 2020	
		◢ Category : APAC DIRETOR GENERALs VTC 31 March - Documentation (17)			
		*ICAO	Teleconference Invitation DGCAs (AP-RD0006-20)	24 March 2020	
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COVID-19 Pandemic Preparedness

ASIA-PACIFIC ATM/ATFM STATUS UPDATE

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COVID-19 Pandemic Preparedness

ASIA-PACIFIC ATM/ATFM STATUS UPDATE

Thailand (Bangkok FIR)

Information Updated	7 May 2020
Precis	- *Domestic aerodromes under night curfew* - *Phuket (VTSP) closure for COVID-19 prevention* - *Slight sign of domestic traffic recovery*
Traffic Demand Situation	- Some domestic operators – mostly VTBD-based – have resumed domestic operations at reduced frequencies. VTBS-based operators have plans to begin reduced domestic operations in June. - International flights are mostly for cargo deliveries and non-scheduled charter flights. - Traffic demand is 200 flights per day on average, compared to 2,500 – 3,000 flights under normal circumstance (approx. 90% traffic reduction).
Significant Weather Outlook	- Low pressure system covering north and south part of the country, causing potential inclement weather. - Local temperature 35-41 Degrees Celsius. - Expect Summer Thunderstorm in Bangkok FIR. (all areas)

ATM Status	- Reduced staffing levels at all ATS units due to low traffic demand and to minimize the chance of infection-spread.
	- Bangkok ACC is in operations with combined sectors.
	- AAR for VTBS and VTBD are normal
	      VTBS AAR = 34
	      VTBD AAR = 26

ATFM Measure Outlook	- No ATFM measure expected. - BOBCAT ATFM operations in service. - Bangkok ATFMU operational 0100 – 1300 UTC

ICAO BANGKOK UNITING AVIATION

ICAO (HQ) Information Resources

Aviation and COVID-19

Airport Status

Safety Operational Measures

COVID-19 Safety Risk Management

Accidents Investigation Safety
Assess and Measure
API Data Service
Indicator Catalogue
iSTARS
Regional Performance Dashboards
Safety Information Monitoring System (SIMS)
Safety Report
Artificial Intelligence
Compliance and Verification
Safety Audit Information
USOAP CMA
USOAP FAQ
Crisis Management / Contingency Planning
Volcanic Ash and Communicable Diseases
EDTO Workshops
Global Plans
Global Aviation Safety Plan (GASP)
Implementation
Aviation Safety

COVID-19 Airport Status

Global COVID-19 Airport Status

Last updated: 2020-05-20

This app displays COVID-19 related information per State as available through the **NOTAM service.** The numbers under each state and international airport like 200 (-25%) indicate the **departures observed in the last 7 days (sliding week).** The percentage indicates **week over week (w/w)** change of those departures, if available. The source for the departures is ADSB. Click on the traffic data label for an airport or a state to see its total daily departures (all kinds of traffic) from international aerodromes over time since october 2019.

The information in this app is updated automatically on a daily basis.

The COVID-19 cases per day are integrated for information only and are sourced from the European Centre for Disease Prevention and Control (ECDC).

If you have questions or suggestions, please contact us at space@icao.int. Click here for other COVID-19 operational information.

The COVID-19 NOTAMS can be accessed via APIs through our ICAO API Data Service.

Select a Region:

| World |
| Asia Pacific | East and South Africa | Europe and North Atlantic | Middle East | North America and the Carribean | South America |
| West and Central Africa |

World

Daily number of Departures and COVID-19 Cases

Zoom 1m 3m 6m YTD 1y All   From Feb 18, 2020 To May 18, 2020

30k

20k

10k
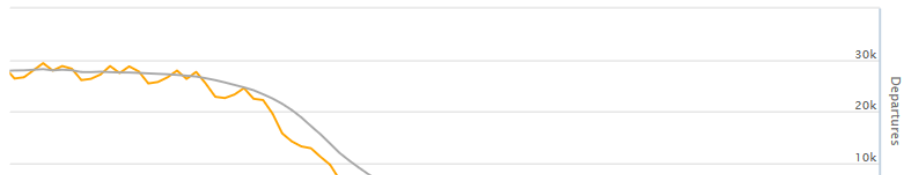
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COVID-19 Safety Operational Measures

Due to the urgent need to reduce the risks related to the COVID-19 pandemic by air transport and as a result of social distancing practices, closure of workspaces and other public health intervention measures, a number of States are taking various actions to enable service providers and personnel to maintain the validity of their certificates, licenses, and other approvals during the COVID-19 pandemic.

This web site provides guidance for States to be flexible in their approaches while at the same time adhering to their obligations under the Convention on International Civil Aviation (Doc 7300, Chicago Convention).

All States are encouraged to make use of this website and inform ICAO of any developments in their State using the information highlighted on the site, which will be maintained by ICAO through 31 March 2021 unless circumstances otherwise dictate.

Share this page:

ICAO (HQ) Information Resour

Aviation and COVID-19

Airport Status

Safety Operational Measures

COVID-19 Safety Risk Management

Home
COVID-19 Safety Risk Management
Policy
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Guidance Material
Safety Management Implementation (SMI) Website
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Monitoring and Reporting
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Promotional Flyers
Access to ICAO Annexes and Guidance Material
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COVID-19 Safety Risk Management

Handbook for CAAs on the management of aviation safety risks related to COVID-19

A new Handbook for Civil Aviation Authorities (CAAs) on the Management of Aviation Safety Risks related to COVID-19 (Doc 10144) was developed with the support of experts serving on the ICAO Safety Management Panel. The English version can be downloaded below and will become available in all the ICAO working languages very shortly. The guidance can be applied by States at different levels of State Safety Programme (SSP) implementation.

Title	Date	Language
Doc 10144 **ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19**	11/05/2020	**EN RU**

Supporting practical examples and tools

Practical information and tools to complement the handbook are in the process of being identified and developed. A one-page form to facilitate the collection has also been developed. They can be downloaded on the new webpage dedicated to COVID-19 Safety Risk Management on the Safety Management Implementation (SMI) website (icao.int/SMI-COVID19SRM).

COVID-19 Safety Operational Measures

ICAO has established a webpage with operational safety measures to support CAAs in providing flexibility to aviation license holders and service providers to support continued operations during the pandemic. The webpage has Quick Reference Guides (QRGs) that include information on potential mitigations that can be

COVID-19 Safety Risk Management

ICAO

Doc 10144

ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19

First Edition, May 2020

Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Table 4-1. Suggested data and information to collect
and analyse to support safety risk management**

Categories	Data and information to be collected and analysed
Data on the current COVID-19 including absolute and relative rates	– number of cases, considering active and recovered – number of deaths reported – number of tests conducted as per State policies – expected projections – freedom to travel, immigration and customs restrictions for destinations – quarantine of passengers and crews – availability of competent personnel and resulting capacity to provide services (considering those with underlying health conditions or are self-isolating) – remote working capabilities including flexible access to equipment
Status and volume of traffic during the pandemic	– expected volume and rate of flights over time including the restart of operations – general aviation flights – humanitarian flights for evacuation and repatriation – medical flights – cargo flights performed with aircraft certified for transportation of passengers – transportation of dangerous goods or medical equipment – State aircraft operations (military, customs, police, etc.)
Impacted operational personnel according to ICAO Annex 1 — *Personnel Licensing* (air traffic controllers, pilots and cabin crew, aircraft maintenance engineers, flight dispatch, aeronautical meteorology personnel, etc.)	– number and due date of expiring licenses – due date for medical certificates for crew members – impact on crew training and checking (i.e. recency of experience, license proficiency check, operator proficiency check) – recurrent mandatory training related to special operations – years of experience of professionals

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20

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VIL AVIATION ORGANIZATION

ICAO (HQ) Information Resources

NEW

ICAO COVID-19
ATM-dedicated web-page

COVID-19 Outbreak –
Simplified Procedure for ATM
Collaborative Decision-Making
and Sharing of Information

INTERNATIONAL CIVIL AVIATION ORGANIZATION

COVID-19 OUTBREAK

SIMPLIFIED PROCEDURE FOR AIR TRAFFIC MANAGEMENT

COLLABORATIVE DECISION MAKING

AND

SHARING OF INFORMATION

Edition 1.0 – May 2020

ICAO (HQ) Information Resources
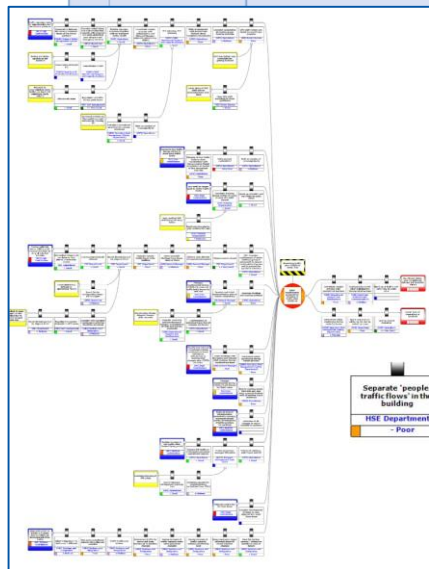
 NEW

ICAO COVID-19
ATM-dedicated web-page

Review of potential hazards associated with recovery to normal ATS following disruptions resulting from the COVID-19 pandemic
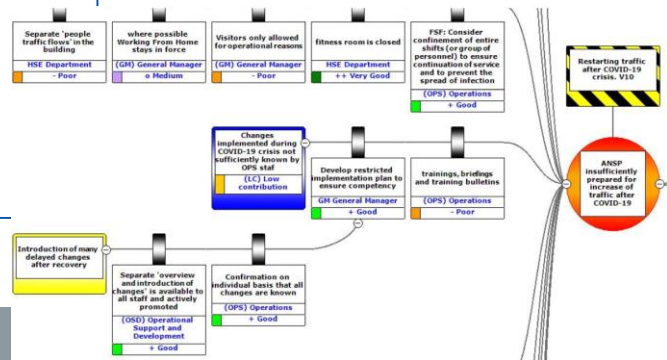
(EUROCONTROL sourced)

Includes bowtie example

Recovery to normal air traffic services (ATS) following disruptions resulting from the COVID-19 pandemic – potential hazards

	Hazard description	Possible COVID-19 pandemic-related causal and contributory factors	Examples of Mitigations
Hz-01	Capacity imbalances and unusual traffic patterns at regional level.	Different pace of capacity recovery by ANSPs. Insufficient coordination with ATFM unit, other ANSPs, aircraft operators, military and airport operators.	Re-evaluate capacity and notify concerned parties. Develop structured meetings to discuss weekly (or more often, if needed) the different aspects, coordinating and planning the capacity increase. Consider holding flow planning meetings twice a day: one in the morning for post-ops analysis and one in the afternoon for the next day. Reinforce and expand collaborative decision making (CDM) cells including a wide range of stakeholders at different level:
Hz-02	Planned ATC sector configuration inadequate to actual traffic demand.	Airports have had to accept many grounded aircraft, so capacity on the ground is temporarily reduced. Insufficient and/or inefficient simulated scenarios/exercises for the changing traffic density and pattern.	• Airport CDM • En-Route CDM • Overall Network CDM (See the Simplified CDM Procedure at https://www.icao.int/safety/COVID-19OPS/Pages/ATM.aspx) Coordinate between adjoining ACCs common transition plans in phases, dependant on agreed airspace availability and ATM capability.
Hz-03	Pre-tactical ATFM measure(s) inadequate to actual traffic demand.	Low predictability of traffic evolution. The high volatility of predictions implies that any adjustments to system capacity are very difficult to be made reasonably in advance.	Tactical update to the planned sector configurations and ATFM measures. (For example) European Network Operations Plan - 2020 Recovery Plan (https://www.eurocontrol.int/publication/network-operations-plan-2020-recovery-plan) and related coordination and planning arrangements.
		...llation of COVID-...try-based/region-...locally still under	ATFM measures (capacity decrease). Regular health checks. General hygienic measures constantly promoted. Availability of hands-cleaning points in the buildings and staff rooms.

Survey of Asia/Pacific COVID-19 Contingency Operations and Recovery

CURRENT AND ONGOING CONTINGENCY OPERATIONS

Check the box if 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*
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*
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*
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*
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*
6.	☐	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP *Ref: APAC Regional ATM Contingency Plan element 7.6*
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)*

8.	☐	Due to COVID-19, developed and implemented a process for monitoring current and expected traffic demand.
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)
10.	☐	Due to COVID-19, implemented processes in ATS units for frequent sterilization of shared workstations and other equipment.
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)
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.*
		☐ Registered a Difference in the ICAO EFOD system.
13.	☐	Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.
14.	☐	Due to COVID-19, implemented processes to ensure the validity of performance assessments demonstrating ATC skills required for normal (pre-COVID-19) traffic.

Comments

Survey of Asia/Pacific COVID-19 Contingency Operations and Recovery

CURRENT AND ONGOING CONTINGENCY OPERATIONS

Check the box if 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.
2.		
3.		
4.		
5.		
6.	☐	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP *Ref: APAC Regional ATM Contingency Plan element 7.6*
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)*

8.	☐	Due to COVID-19, developed and implemented a process for monitoring current and expected traffic demand.
		Due to COVID-19, implemented processes in ATS units to reduce the risk of virus ...

assessments demonstrating ATC skills required for normal (pre-COVID-19) traffic.

Comments

Replies received from 16 Administrations:

Afghanistan, Bangladesh, Cambodia, Hong Kong China, Fiji, Indonesia, Japan, Kiribati, Lao PDR, Malaysia, Philippines, Singapore, Thailand, Tuvalu, Vanuatu, Viet Nam.

Thank you.

Survey of Asia/Pacific COVID-19 Contingency Operations and Recovery

CURRENT AND ONGOING CONTINGENCY OPERATIONS		
Check the box if the Air Navigation Service Provider has:		
1.	11	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*
2.	14	Convened an ATM Operational Contingency Group for COVID-19-related contingency *Ref: APAC Regional ATM Contingency Plan elements 5.10, 5.11, 7.1*
3.	14	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*
4.	8	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*
5.	10	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*
6.	5	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP *Ref: APAC Regional ATM Contingency Plan element 7.6*
7.	10	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)*

8.	15	Due to COVID-19, developed and implemented a process for monitoring current and expected traffic demand.
9.	16	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)
10.	15	Due to COVID-19, implemented processes in ATS units for frequent sterilization of shared workstations and other equipment.
11.	15	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)
12.	9	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.*
	3	Registered a Difference in the ICAO EFOD system.
13.	10	Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.
14.	10	Due to COVID-19, implemented processes to ensure the validity of performance assessments demonstrating ATC skills required for normal (pre-COVID-19) traffic.
Comments		

Survey of Asia/Pacific COVID-19 Contingency Operations and Recovery

An interesting comment to contemplate….

A Level 2 ATM Contingency Plan is not required, as no part of the FIR was closed due to COVID-19 for any period.

Consider:

- Annex 11 requirements for ATM contingency plans

    - pre, during and post COVID

    - Examples: reduced or withdrawn ATS due to industrial action, pandemic, earthquake, nuclear emergency, volcanic ash cloud, armed conflict, other national security matters….

- APANPIRG-agreed Regional ATM Contingency Plan – Level 2 contingency arrangements for all ANSPs

- Need to open discussions with all neighbouring ANSPs

NOTAM Templates – ICAO State Letter AP086/20
Aerodrome not available, or limited availability

Axxxx/20 NOTAMN
Q) [FIR]/QFAXX/IV/NBO/A/000/999/ ddmm[N/S]dddmm[W/E]005
A) [AD] B) 20nnnnnnnn C) 20nnnnnnnn
E) AD NOT AVAILABLE [OR CLSD] DUE TO COVID-19 INFECTION PREVENTION.
THIS RESTRICTION DOES NOT AFFECT THE FOLLOWING FLIGHTS [ADD, AMEND,
DELETE AS NECESSARY]:
1. ACFT IN STATE OF EMERGENCY
2. CARGO FLIGHTS
3. TECHNICAL STOP/LANDING WITHOUT DISEMBARKING PASSENGERS
4. HUMANITARIAN/MEDEVAC/REPATRIATION FLIGHTS.
5. UNITED NATIONS FLIGHTS
PERSONS ON BOARD EXCEPT CREW SHALL NOT BE PERMITTED TO DISEMBARK
WITHOUT AUTHORIZATION. CREW MEMBERS MAY DISEMBARK BUT SHALL
UNDERGO STRICT MANDATORY QUARANTINE UNDER THE SUPERVISION OF THE
STATE DURING THEIR ROTATION/REST PERIOD.
EXCEPT ACFT IN EMERGENCY THE EXEMPTED FLIGHTS ARE TO SEEK PRE-
AUTHORISATION FROM THE [name] AUTHORITIES (details) (or IN ACCORDANCE WITH
[State Name] AIP GEN 1.2).
ENR ATS IS NORMAL AND AIR OPERATORS ARE ABLE TO FILE [ICAO AERODROME
LOCATION INDICATORS] AS ALTERNATE AERODROMES [or ENR AND/OR TMA ATS
LIMITED. NOTAM XXXXX/20 REFERS]

NOTAM Templates – ICAO State Letter AP086/20 ATM/Airspace contingency measures

Axxxx/20 NOTAMN
Q) [FIR OR ICAO NATIONALITY
LETTER+XX/XXX]/QAFXX/IV/NBO/E/000/999/ddmm[N/S]dddmm[W/E]xxx
A) [FIR(S)] B) 20nnnnnnnn C) 20nnnnnnnn
E) COVID-19 CONTINGENCY ATS
ATS LIMITED [OR NOT AVAILABLE] IN THE [ICAO LOCATION INDICATOR FOR FIR]
DUE TO COVID-19 AS FOLLOWS
[AIRSPACE DESCRIPTION IF NOT ALL FIR – INCLUDE DESCRIPTION OF AFFECTED ATS
ROUTE SEGMENTS]
[ATS AVAILABLE e.g. ATC, FIS, SAR ALERTING OR LIMITED OR NIL]
[ANY RECLASSIFICATION OF AIRSPACE]
[DESCRIPTION OF AVAILABLE ATS COMMUNICATIONS SURVEILLANCE AND
NAVIGATION SERVICES]
[DESCRIPTION OF AVAILABLE ATS ROUTES AND FLIGHT LEVELS IF ACTIVATING
DEFINED CONTINGENCY ROUTES AND FLAS]
[COMMUNICATIONS PROCEDURES INCLUDING ALTERNATE UNITS/FREQUENCIES FOR
COMMUNICATION, OR TIBA ACTIVATION AND FREQUENCY]
[PROCEDURES TO CONTACT NEXT ATS UNIT FOR ONWARD CLEARANCE]
[APPLICABLE SEPARATION MINIMUM/S]
[PILOT ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE
OBTAINED, e.g. IN THE EVENT THAT DEVIATION FROM TRACK IS REQUIRED IN
ACCORDANCE WITH ANNEX 2 SECTION 2.3.1 THE PROCEDURES IN ICAO DOC 4444
PANS-ATM SECTION 5.2.3.3 APPLY]
[AIR TRAFFIC FLOW MANAGEMENT PROCEDURES AND/OR CONTACT DETAILS FOR
AIRSPACE ENTRY COORDINATION OR AUTHORIZATION]
[ANY OTHER RELEVANT MATTER]

ACTIONS

Actions

CCT/ATC Points of Contact

- Update CCT/ATC points of contact
    - ATM POC list maintained by ICAO Regional Office.
    - Will be published on Regional Office COVID-19 BCP web page
    - States may use to establish contact with neighbouring CCT/ATC POCs
    - Used by Regional Office to form *Contingency Coordination Teams* (CCTs), if/when they become necessary (case by case basis)
    - Will be used to invite participants to future ICAO-coordinated COVID-19 ATM contingency and recovery VTCs
        - **No specific CCT or ATC POC? <u>No invite</u>**.

Actions

Establish regular contact with neigbouring ANSPs

- Exchange information on current and expected operational matters
    - Consider using the APAC ATM/ATFM Status Update, or templates provided on ICAO HQ ATM-dedicated website, as a starting point

Keep ICAO Regional Office and neighbouring ANSPs informed of significant developments

- Significant reductions in ANS capability

Develop/review/refine processes for traffic demand forecasting

- Refer CANSO information

Actions

Future participation in COVID-19-related ATM Contingency and Recovery VTCs

- Schedule of regular ICAO-coordinated VTCs to be determined
  - Ad-hoc VTCs to be convened when circumstances dictate
- ANSPs to also contribute relevant information in future VTCs
- Ensure participation by appropriately qualified personnel
- Consider CCT/ATC POCs with substantial operational responsibility for strategic and tactical traffic and ATS operational staff on-shift management (e.g. ATC centre mangers, operations line managers, shift managers, ATFMU managers)

- **AIM: to open and develop communication and information sharing**

Actions

NOTAMS

- Check your NOTAMs and NOTAM templates
  - Take account of appropriate access for:
    - Aircraft in a state of emergency
      - Don't expect 'CAA approval' requirements to stop an emergency diversion
    - Cargo flights
    - Technical stops/landings without disembarking
    - Humanitarian/Medevac/Repatriation flights
    - United Nations flights