



ICAO BANGKOK

UNITING AVIATION

APAC COVID-19-Related ATM Operations and Contingency Coordination

Video Teleconference #2

26 June 2020

Shane Sumner

Regional Officer Air Traffic Management/Aeronautical Information Management

International Civil Aviation Organization (ICAO)

Asia and Pacific Regional Office

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ICAO BANGKOK

Revised Agenda



ICAO

International Civil Aviation Organization

Informal Video Teleconference - APAC COVID-19 ATM Operations and Contingency Coordination #2

Video Teleconference 26 June 2020, 0500 – 0630 UTC

**** REVISED AGENDA ****

Agenda Item 1: Asia/Pacific Regional Strategy for Covid-19-Related ATM Contingency Recovery

- Re-cap VTC 1
- Survey on COVID-19-related ATM Capacity
- Introduce Regional Strategy

Agenda Item 2: ANSP Updates

Agenda Item 3: International Organizations' Briefings

~~Agenda Item 4: Information Resources~~

Agenda Item 4: Open Forum/General Discussion

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Recap information from VTC 1



Annex 11 – Air Traffic Services 2.3.2

- **Standards for ATM contingency Arrangements**
- **Attachment C – Material relating to contingency planning**

Annex 1 – Personnel licensing 4.3, 4.4, 4.5 and Chapter 6

- **Student ATC, ATC License, ATC Ratings, Medical Provisions**

Doc 4444 – PANS-ATM

- **Procedures related to emergencies, communication failure and contingencies**



Regional ATM Contingency Plan

- APAC eDocuments web-page
- Regional ATM Contingency Plan
- Regional ATM Contingency Plan Monitoring and Reporting Form



COVID-19-related information sources

- **ICAO HQ**
- **Aviation and COVID-19**
- **Airport Status**
- **Safety Operational Measures**
- **ICAO Doc 10144 Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19**
- **ICAO HQ COVID-19 – ATM-dedicated web-page**
 - **Simplified Procedure for ATM CDM and Sharing of Information**
 - **Example review of potential hazards associated with ATS recovery**



COVID-19-related information sources

- **ICAO APAC Regional Office**
- **ICAO APAC Regional Office COVID-19 BCP Measures and Guidelines Information Sharing**
- **APAC COVID-19 ATM-ATFM Status Update and**
- **Status Reporting Template**



Other Resources

CANSO

IATA

Presentations to follow.....



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.	<input type="checkbox"/>	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. <i>Ref: APAC Regional ATM Contingency Plan elements 5.8, 5.9, 7.1</i>
2.	<input type="checkbox"/>	Convened an ATM Operational Contingency Group for COVID-19-related contingency <i>Ref: APAC Regional ATM Contingency Plan elements 5.10, 5.11, 7.1</i>
3.	<input type="checkbox"/>	Established Level 1 contingency plans for all ATS units, for services that are reduced or withdrawn due to pandemic. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>
4.	<input type="checkbox"/>	Established Level 2 contingency arrangements with all neighbouring administrations, for reduced or withdrawn ATS affecting cross-border flights. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>
5.	<input type="checkbox"/>	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. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>
6.	<input type="checkbox"/>	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP <i>Ref: APAC Regional ATM Contingency Plan element 7.6</i>
7.	<input type="checkbox"/>	Prepared template NOTAMs for promulgation of ATS contingency routes, FLAS and procedures, in readiness for COVID-19-related reduction or withdrawal of services.

8.	<input type="checkbox"/>	Due to COVID-19, developed and implemented a process for monitoring current and expected traffic demand.
9.	<input type="checkbox"/>	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.	<input type="checkbox"/>	Due to COVID-19, implemented processes in ATS units for frequent sterilization of shared workstations and other equipment.
11.	<input type="checkbox"/>	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.	<input type="checkbox"/>	Due to COVID-19, amended or relaxed regulations for ATC licensing, license validity and medical certification. <i>Ref: ICAO Annex 1 Personnel Licensing section 4.5 and chapter 6.</i> <input type="checkbox"/> Registered a Difference in the ICAO EFOD system.
13.	<input type="checkbox"/>	Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.
14.	<input type="checkbox"/>	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 ATM Contingency Committee (CCC) function for the development and		
2.	Replies received from 17 Administrations:		
3.	Afghanistan, Bangladesh, Cambodia, Hong Kong China, Fiji, Indonesia, of shared		
4.	Japan, Kiribati, Lao PDR, Malaysia, Philippines, Singapore, Thailand, Tuvalu, medical (S, RFF, and		
5.	<input type="checkbox"/>	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. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>	<input type="checkbox"/> Registered a Difference in the ICAO EFOD system.
6.	<input type="checkbox"/>	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP <i>Ref: APAC Regional ATM Contingency Plan element 7.6</i>	13. <input type="checkbox"/> Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.
7.	<input type="checkbox"/>	Prepared template NOTAMs for promulgation of ATS contingency routes, FLAS and procedures, in readiness for COVID-19-related reduction or withdrawal of services.	14. <input type="checkbox"/> 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.	12	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. <i>Ref: APAC Regional ATM Contingency Plan elements 5.8, 5.9, 7.1</i>
2.	15	Convened an ATM Operational Contingency Group for COVID-19-related contingency <i>Ref: APAC Regional ATM Contingency Plan elements 5.10, 5.11, 7.1</i>
3.	16	Established Level 1 contingency plans for all ATS units, for services that are reduced or withdrawn due to pandemic. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>
4.	8	Established Level 2 contingency arrangements with all neighbouring administrations, for reduced or withdrawn ATS affecting cross-border flights. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>
5.	11	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. <i>Ref: APAC Regional ATM Contingency Plan elements 1.3, 5.5 to 5.7, 5.12, 7.1 to 7.7 and Appendix C</i>
6.	5	Published details of ATS contingency routes and Flight Level Allocation Schemes (FLAS) in AIP <i>Ref: APAC Regional ATM Contingency Plan element 7.6</i>
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. <i>Ref: ICAO State Letter AP086/20 (ATM)</i>

7.	16	Due to COVID-19, developed and implemented a process for monitoring current and expected traffic demand.
8.	17	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)
9.	17	Due to COVID-19, implemented processes in ATS units for frequent sterilization of shared workstations and other equipment.
10.	16	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)
11.	10	Due to COVID-19, amended or relaxed regulations for ATC licensing, license validity and medical certification. <i>Ref: ICAO Annex 1 Personnel Licensing section 4.5 and chapter 6.</i>
	3	Registered a Difference in the ICAO EFOD system.
12.	11	Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.
13.	11	Due to COVID-19, implemented processes to ensure the validity of performance assessments demonstrating ATC skills required for normal (pre-COVID-19) traffic.
Comments		



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) 20nnnnnnnnnn C) 20nnnnnnnnnn

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

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? No invite.**



Actions

Establish regular contact with neighbouring 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 managers, operations line managers, shift managers, ATFMU managers)
- **AIM: to open and develop communication and information sharing**



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Survey on COVID-19-related ATM Capacity

**SURVEY ON COVID-19-RELATED ATM CAPACITY**

Forward to the ICAO Asia/Pacific Regional Office (apac@icao.int) by C.O.B Thursday 25 June 2019

Indicate your ANSP's current ATM capability/capacity, compared to normal full capacity (December 2019)

<input type="checkbox"/> 0 – 25%	<input type="checkbox"/> 26 – 50%	<input type="checkbox"/> 51 – 75%	<input type="checkbox"/> 76 – 100%
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If your ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019), indicate how long it would take to reach the following capacity levels:

Percentage of Full (Dec 2019) Capacity	3 Days	7 Days	14 Days
50 %	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
75 %	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100 %	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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SURVEY ON COVID-19-RELATED ATM CAPACITY

Forward to the ICAO Asia/Pacific Regional Office (apac@icao.int) by C.O.B Thursday 25 June 2019

Indicate your ANSP's current ATM capability/capacity, compared to normal full capacity (December 2019)

☐ 0 - 25% ☐ 26 - 50% ☐ 51 - 75% ☐ 76 - 100%

Replies received from 12 Administrations:

Australia, Bangladesh, Bhutan, Hong Kong China, French Polynesia, India, Indonesia, Japan, Malaysia, Mongolia, Philippines, Thailand

Thank you.

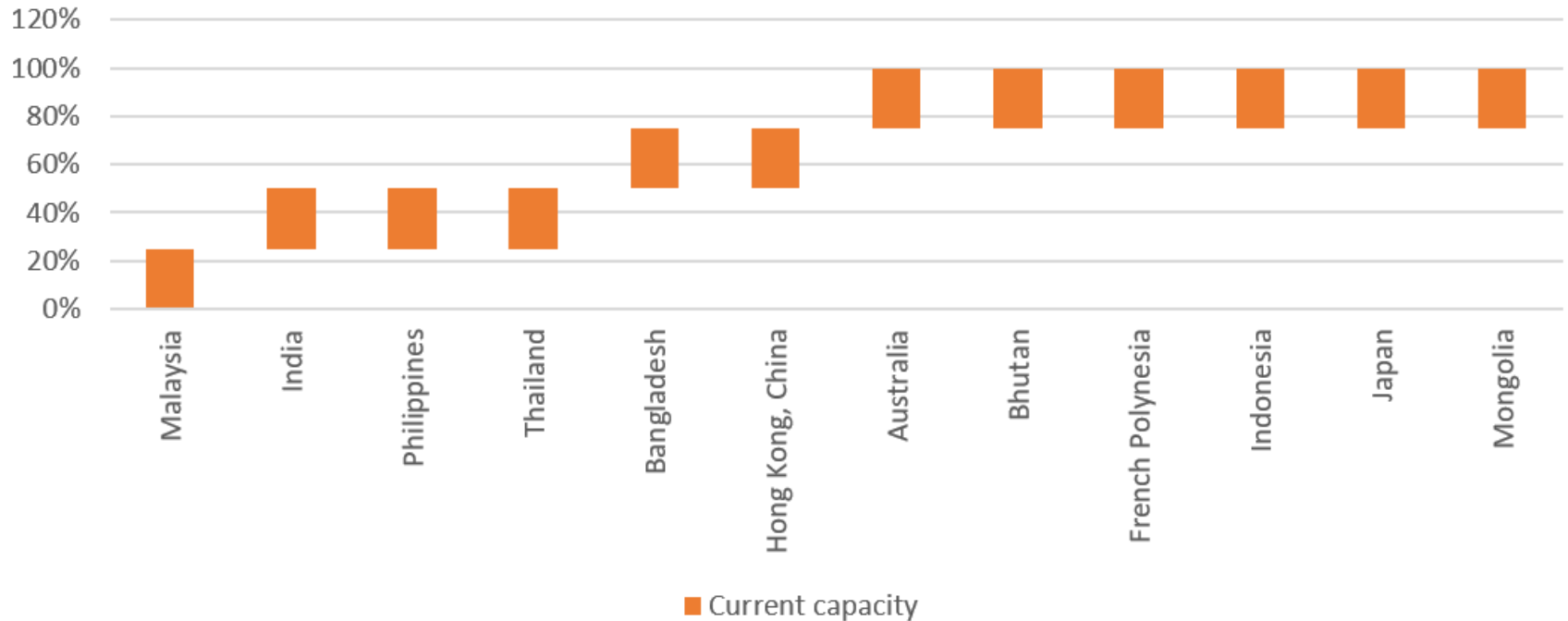
Capacity			
50%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
75%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



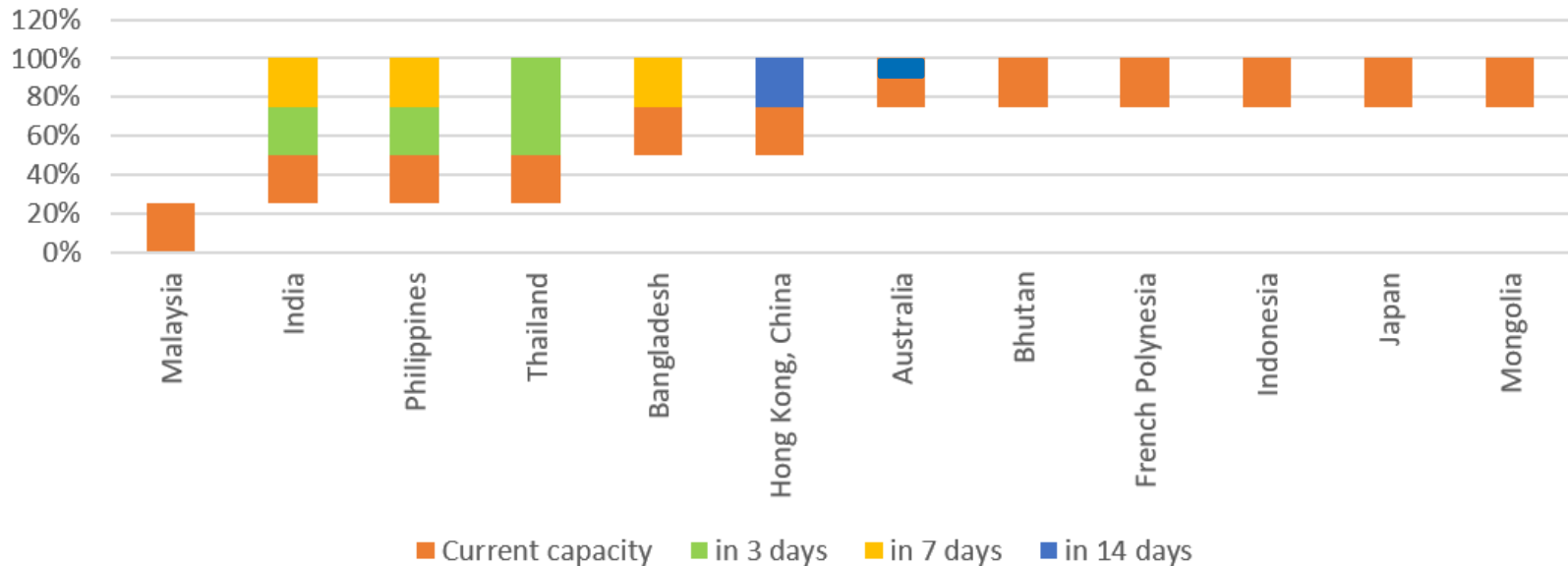
SURVEY ON COVID-19-RELATED ATM CAPACITY

STATES/ADMINISTRATIONS	Indicate your ANSP's current ATM capability/capacity, compared to normal full capacity (December 2019)				If your ANSP's current ATM capability/capacity is less than 100% of full capacity (December 2019), indicate how long it would take to reach the following capacity levels: (Percentage of Full (Dec 2019) Capacity)								
					3 Days			7 Days			14 Days		
	0-25%	26-50%	51-75%	76-100%	50%	75%	100%	50%	75%	100%	50%	75%	100%
Australia				1									1
Bangladesh			1			1				1			
Bhutan				1									
Hong Kong, China			1						1				1
French Polynesia				1			1						
India		1							1				1
Indonesia				1			1						
Japan				1									
Malaysia	1												
Mongolia				1									
Philippines		1			1	1				1			
Thailand		1				1	1						

ANSP's current ATM capability/capacity, compared to normal full capacity (December 2019)

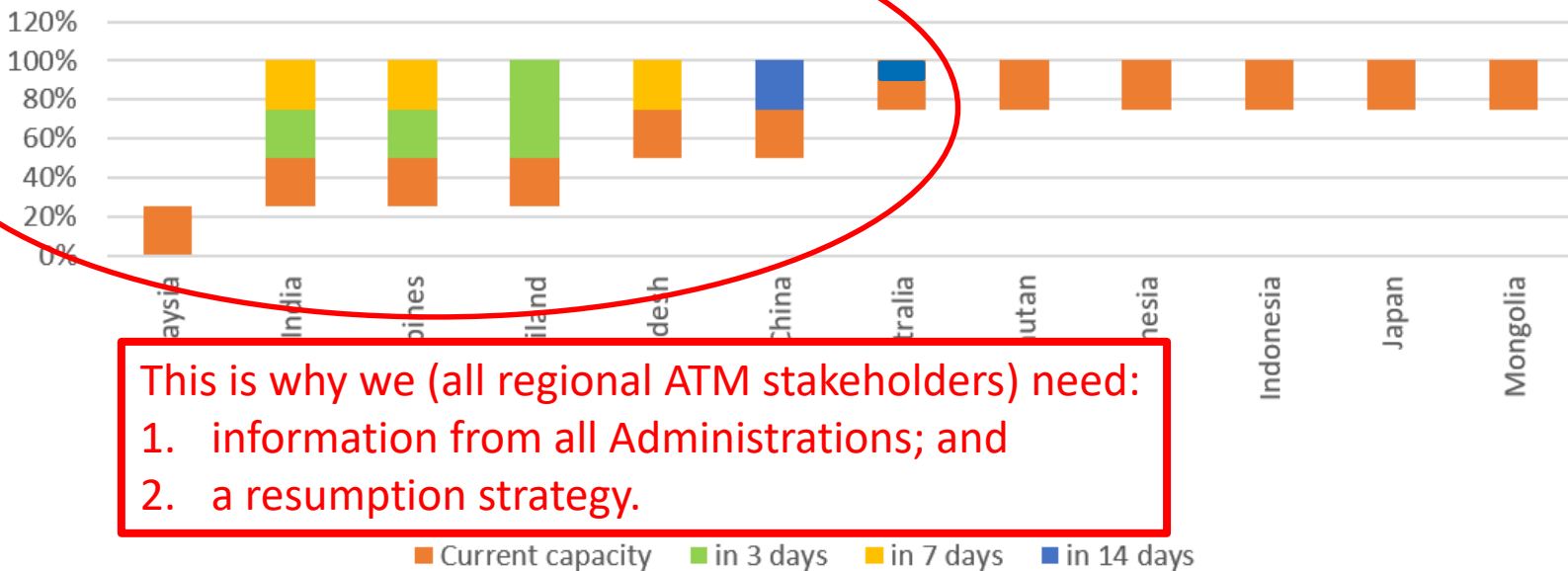


ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019) - how long it would take to reach the following capacity levels:
(Percentage of Full (Dec 2019) Capacity)



ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019) - how long it would take to reach the following capacity levels:

(Percentage of Full (Dec 2019) Capacity)

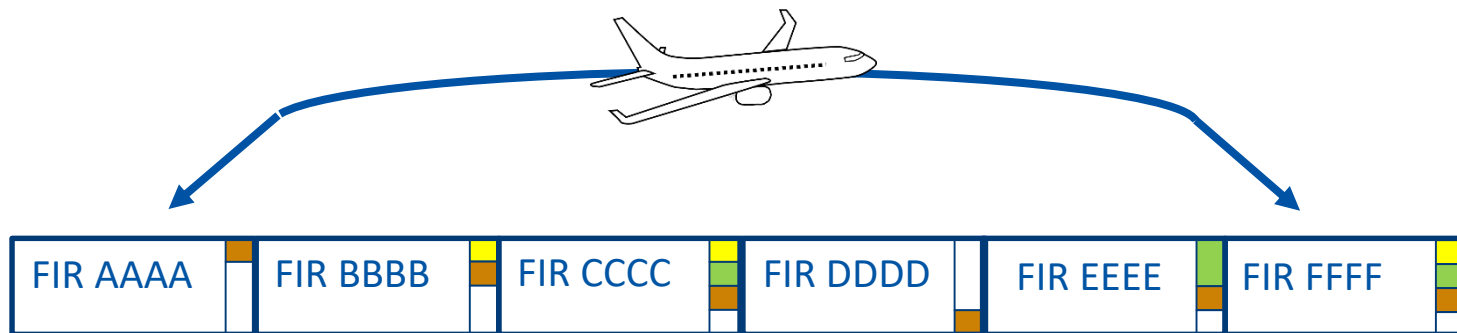


This is why we (all regional ATM stakeholders) need:

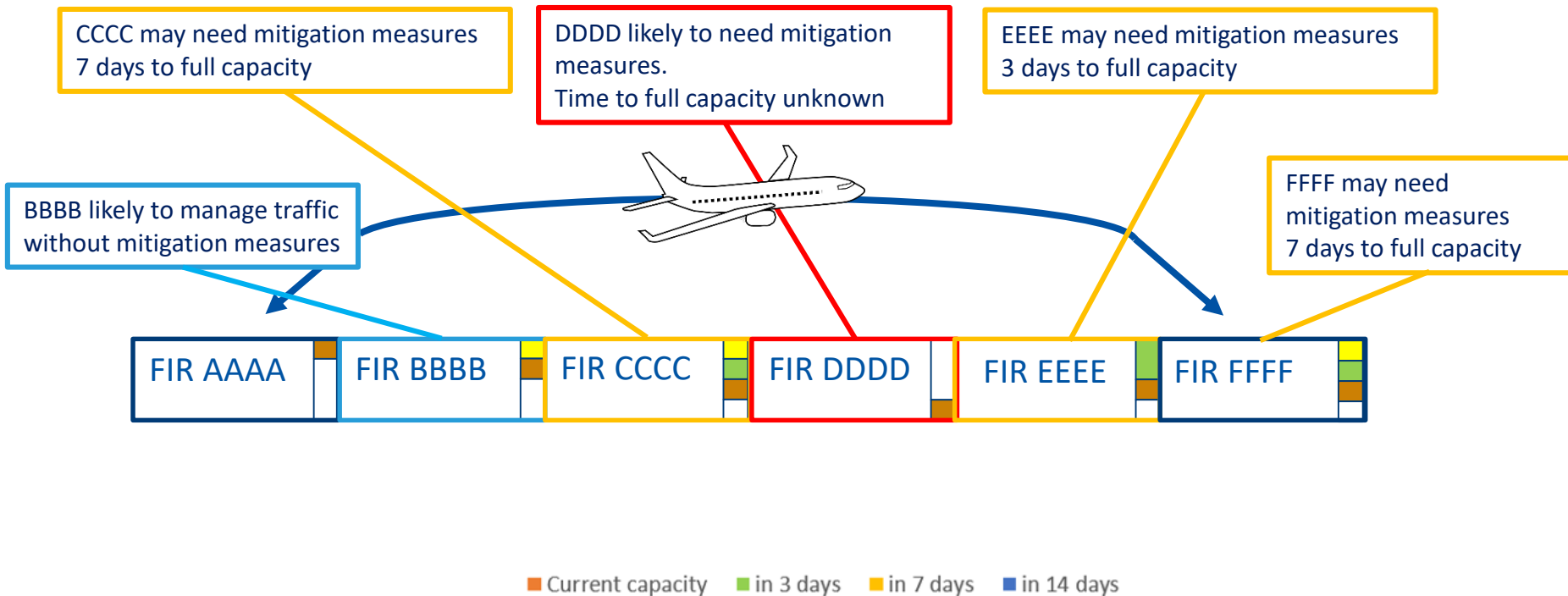
1. information from all Administrations; and
2. a resumption strategy.

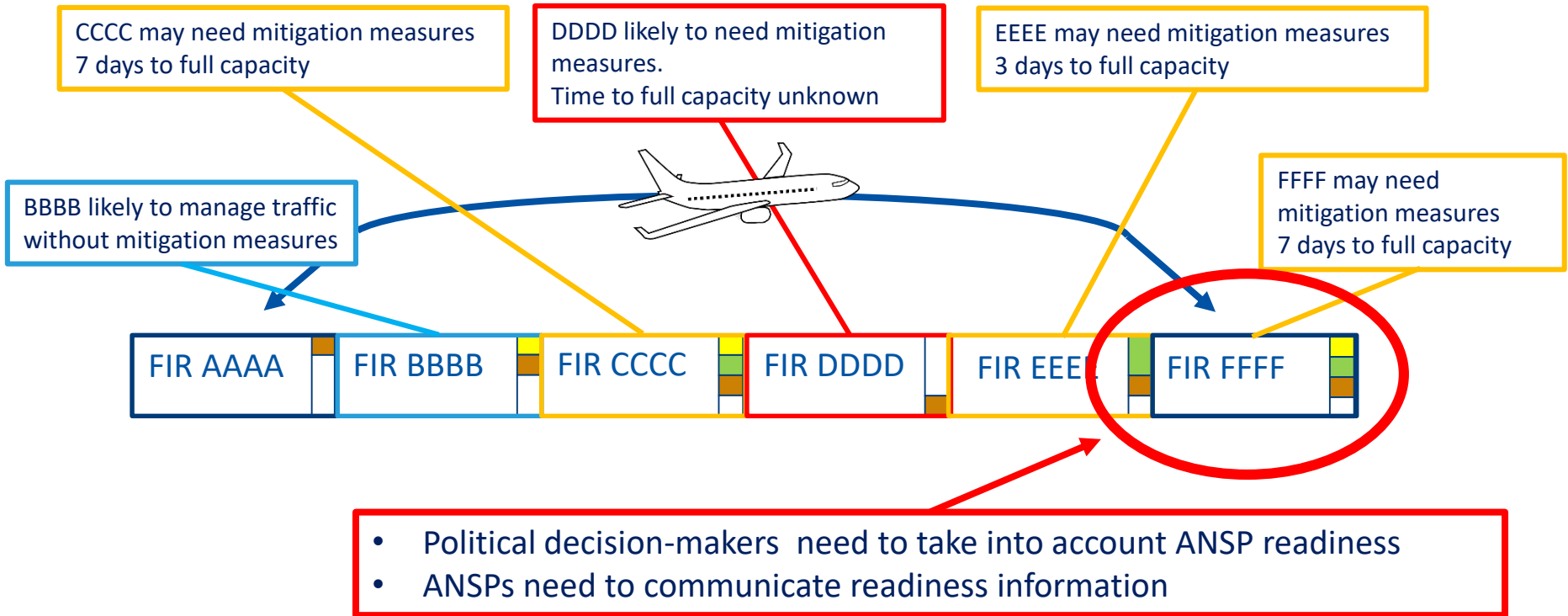
Example:

State to State travel bubble or city pairs between AAAA and FFFF



■ Current capacity ■ in 3 days ■ in 7 days ■ in 14 days







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**ASIA-PACIFIC REGIONAL STRATEGY
FOR
COVID-19-RELATED ATM CONTINGENCY
RECOVERY**



ASIA-PACIFIC REGIONAL STRATEGY FOR COVID-19-RELATED ATM CONTINGENCY RECOVERY

- **Draft distributed with VTC #2 invitation**
- **Provides lists of actions for ANSPs and ICAO Regional Office**
- **Facilitate regional coordination of contingency operations and contingency recovery (Annex 11 Attachment C)**
- **Presented for input/discussion/familiarization**
- **Finalized version to be distributed under State Letter.**



ASIA-PACIFIC REGIONAL STRATEGY FOR COVID-19-RELATED ATM CONTINGENCY RECOVERY

- **What it is:**
 - **A strategy to assist States and ANSPs assessing, planning and managing resumption of traffic**
 - **A strategy to establish communications, information sharing, coordination and collaboration between ANSPs**
 - **A mechanism to identify where CCTs may be needed**
 - **Facilitated by ICAO Regional Office**
- **What it is not:**
 - **A tactical ATC/ATFM capability replacing the responsibilities of States and their ANSPs**



ASIA-PACIFIC REGIONAL STRATEGY FOR COVID-19-RELATED ATM CONTINGENCY RECOVERY

- **And now, a look at the strategy document....**



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North American
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and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU