



ICAO BANGKOK

UNITING AVIATION

APAC COVID-19-Related ATM Operations and Contingency Coordination

Fourth Meeting of the
ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG/4)
17 July 2020

Shane Sumner

*Regional Officer Air Traffic Management/Aeronautical Information Management
International Civil Aviation Organization (ICAO)*

Asia and Pacific Regional Office

ssumner@icao.int





- **Brief outline of discussions - ATM Video Teleconferences**
- **Survey Results**
- **APAC Regional Strategy for Covid-19-relate ATM Contingency Recovery**
- **NOTAMS**



Summary of Discussions

APAC COVID-19-Related ATM Operations and Contingency Coordination Video Teleconferences:

VTC 1 – 21 May 2020

VTC 2 – 26 June 2020

All VTC1 and VTC2 presentations are available on the [ICAO APAC COVID-19 BCP Measures and Guidelines Information Sharing web-page](#)



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 (<i>levels and categories</i>)
5.7 and Appendix B	Basic Plan Elements (BPE).
5.8 to 5.12	Contingency plan coordination and operations functions, including establishment of <i>Central Coordinating Committee (CCC)</i> and <i>ATM Operational Contingency Group</i> 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). <i>Elements relevant to ATM contingency planning for pandemic:</i> <i>7.1 to 7.8, 7.10, 7.11, 7.20 to 7.22.</i>



Other Information Sources

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



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

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



COVID-19 BCP Measures & Guidelines Information Sharing

Disclaimer: This Site contains links to web sites not under the control of ICAO. ICAO provides these links as a convenience for users of this Site and is not responsible for their contents. The presence of a link does not imply endorsement or approval of its contents by ICAO.

Download all documents as ZIP

COVID-19 BCP

✓	📄	Number	Title	Update Date	Edit
▲Type Name : COVID-19 BCP (75)					
▲Category : APAC ATM/ATFM Operations and Contingencies (14)					
📄	01	APAC COVID-19 ATM-ATFM Status Update 010	03 July 2020		
📄	02	APAC ATM/ATFM Status Reporting Template	21 April 2020		
📄	03	APAC ATM Points of Contact	26 June 2020		
📄	04	APAC COVID-19 Contingency Operations and Recovery – Survey Responses	21 May 2020		
📄	05	APAC Regional Strategy for COVID-19-related ATM Contingency Recovery	15 July 2020		
📄	06	Second Survey on COVID-19-related ATM Capacity	15 July 2020		

COVID-19 Pandemic Preparedness

ASIA-PACIFIC ATM/ATFM STATUS UPDATE

**13 ANSPs
currently
participating.**

**All ANSPs are
encouraged to
participate.**

Table of Contents

ABOUT THIS DOCUMENT	1
DOCUMENT ADMINISTRATION	1
IMPORTANT NOTICE	1
CHECKLIST	3
CAMBODIA (PHNOM PENH FIR)	4
CHINA (SANYA FIR)	5
HONG KONG CHINA (HONG KONG FIR)	6
FRENCH POLYNESIA (TAHITI FIR)	7
INDONESIA (JAKARTA FIR AND UJUNG PANDANG FIR)	8
JAPAN (FUKUOKA FIR)	11
LAO PDR (VIENTIANE FIR)	12
MALAYSIA (KUALA LUMPUR FIR AND KOTA KINABALU FIR)	14
MYANMAR (YANGON FIR)	15
PHILIPPINES (MANILA FIR)	16
SINGAPORE (SINGAPORE FIR)	19
THAILAND (BANGKOK FIR)	20
UNITED STATES (OAKLAND OCEANIC FIR)	22

ASIA-PACIFIC ATM/ATFM STATUS UPDATE

Thailand (Bangkok FIR)

Information Updated	16 July 2020	
Precis	<ul style="list-style-type: none"> - Slight increase in domestic traffic demand - Weather update 	
Traffic Demand Situation	<ul style="list-style-type: none"> - Domestic operators resume partial operations - International flights are mostly cargo deliveries and non-scheduled charter operations. - Traffic demand is slightly increased to 620 flights per day on average, compared to 2,500 – 3,000 flights under normal circumstance (approx. 75% traffic reduction). 	<p>..... 1</p> <p>..... 1</p> <p>..... 1</p>
Significant Weather Outlook	<ul style="list-style-type: none"> - Southwest monsoon and the southeasterly wind are strengthening; rain and isolated heavy rain in the northern part of the country can be expected. 	<p>..... 3</p> <p>..... 4</p>
ATM Status	<ul style="list-style-type: none"> - 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 (Operate 6 sectors from 12 sectors). - AAR for VTBS and VTBD are normal VTBS AAR = 34 VTBD AAR = 26 	<p>..... 5</p> <p>..... 6</p> <p>..... 7</p> <p>..... 9</p> <p>..... 11</p> <p>..... 12</p>
ATFM Measure Outlook	<ul style="list-style-type: none"> - No ATFM measure expected. - BOBCAT ATFM operations in service. - Bangkok ATFMU operational 0100 – 1300 UTC 	<p>..... 15</p> <p>..... 16</p>
	<ul style="list-style-type: none"> - All airports in Bangkok FIR are operated as their normal operating hour for domestic passenger flights. - International passenger flights are allowed to land 	

Thailand (Bangkok FIR)

Information Updated

7 May 2020

Precis

- Domestic aerodromes under night curfew
- Phuket (VTSP) closure for COVID-19 prevention

Participating ANSPs from:

Cambodia, China, Hong Kong China, France (French Polynesia)
Indonesia, Japan, Lao PDR, Malaysia, Myanmar, Philippines,
Singapore, Thailand, USA.

All ANSPs encouraged to participate.

ATM Status

- 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 (HQ) Information Resources

Aviation and COVID-19

Airport Status

Safety Operational Measures

COVID-19 Safety Risk Management

Aviation and COVID-19

Economic Impacts of COVID-19

State Letters & Electronic Bulletin

Joint ICAO-WHO Statement on COVID-19

Declaration Adopted by the ICAO Council

News Releases

Updated Global Airport Closures

State Actions related to COVID-19 and aviation

Reference Material

COVID-19 Safety Operational Measures

ICAO CAPSCA

WHO

WHO advice for Travellers

Main UN Coronavirus Portal

World Travel Restrictions (from the UN World Food Programme)

UN family's policy response

UN policy brief on debt and COVID-19

UN policy brief on human rights and COVID-19

ACI

CANSO

CANSO ATM Traffic Analysis Reports

IATA

Aviation and COVID-19

Diseases such as COVID-19 pose a risk to the travelling public because they can be transmitted between humans. Therefore, it is important that all involved stakeholders assist in limiting its spread by air transport. ICAO, ACI, CANSO, IATA, TIACA, WFP and WHO have worked in close cooperation in the development of this single source for aviation-specific guidelines with the objective of ensuring appropriate planning and action at all levels in order to mitigate the effects of a human outbreak.

Q&A for States, Air Transport Operators and the General Public

[Q&A for ICAO Member States](#)

[Q&A for aircraft operators](#)

[Q&A for airport operators](#)

[Q&A for the general public](#)

Search:

ICAO's Regulatory Framework

- ▶ Q1 **What do ICAO standards require in terms of organization when States respond to communicable diseases of international concern such as COVID-19?**
- ▶ Q2 **How can a State coordinate air transport facilitation matters at the national level?**
- ▶ Q3 **Should States restrict international travel into or out of their territory?**
- ▶ Q4 **Are there regulatory principles that should guide a State's response to COVID-19?**

Implementation

- ▶ Q5 **What are some of the practical steps that a State should consider taking in order to respond to COVID-19?**
- ▶ Q6 **What is the role of ICAO in terms of the COVID-19 outbreak? How does ICAO**



ICAO (HQ) Information Resources

Aviation and COVID-19

Airport Status

Safety Operational Measures

COVID-19 Safety Risk Management

Aviation and COVID-19

Economic Impacts of COVID-19

State Letters & Electronic Bulletin

Joint ICAO-WHO Statement on COVID-19

Declaration Adopted by the ICAO Council

News Releases

Updated Global Airport Closures

State Actions related to COVID-19 and aviation

Reference Material

COVID-19 Safety Operational Measures

ICAO CAPSCA

WHO

WHO advice for Travellers

Main UN Coronavirus Portal

World Travel Restrictions (from the UN World Food Programme)

UN family's policy response

UN policy brief on debt and COVID-19

UN policy brief on human rights and COVID-19

ACI

CANSO

CANSO ATM Traffic Analysis Reports

IATA



Aviat

Disea
huma
ICAO
single
levels

Q&A f

Q
Q

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



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



Other COVID-19-related information sources

CANSO website

IATA website

CANSO and IATA Presentations to ATM COVID-19 Coordination VTCs:

VTC1 – CANSO Air Traffic Demand Prediction During COVID-19 Recovery

VTC2 – CANSO ATM Ops and Contingency

*Note: CANSO Air Traffic Demand Prediction –service available to ALL ANSPs
(not restricted to CANSO members)*

VTC 1 – IATA COVID-19 Impact Forecast

VTC 2 – IATA COVID-19 Impact Forecast Update

IATA COVID-19 Dashboard



ICAO BANGKOK

UNITING AVIATION

ACTIONS FOR ANSPs and ICAO (ATM VTC2)



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 ATM-technical sharing**



APAC ATM COVID-19-related Surveys

(Results were also presented to ATM VTCs)



ICAO BANGKOK

UNITING AVIATION

Survey of Asia/Pacific COVID-19 Contingency Operations and Recovery (May 2020)



Survey of Asia/Pacific COVID-19 Contingency Operations and Recovery (May 2020)

CURRENT AND ONGOING CONTINGENCY OPERATIONS

Check the box if the Air Navigation Service Provider has:

1.	<input type="checkbox"/>	Established ATM Contingency Coordinating Committee (CCC) function for the implementation of contingency operations.			
2.	<input type="checkbox"/>	Established contingency 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>			
3.	<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>			
4.	<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.			
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>	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.
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>	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.
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.	Comments		

Replies received from 17 Administrations:

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



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. <u>(CCRD)</u>
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		



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. <u>(CCRD)</u>
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		



ICAO BANGKOK

UNITING AVIATION

Survey on COVID-19-related ATM Capacity (June 2020)

**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%
----------------------------------	-----------------------------------	-----------------------------------	------------------------------------

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"/>



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%

Replies received from 26 Administrations:

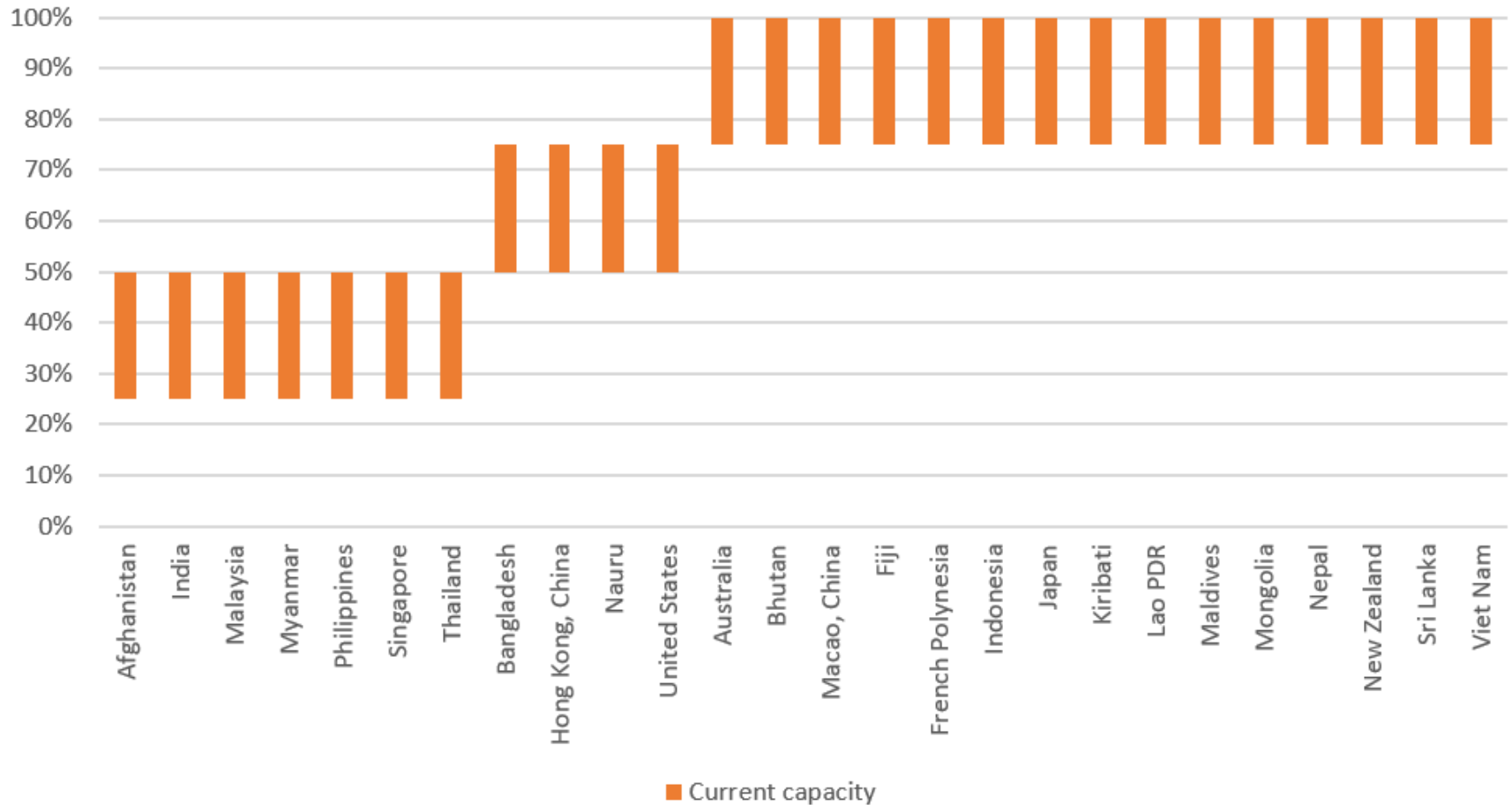
Afghanistan, Australia, Bangladesh, Bhutan, Hong Kong China, Macao China, Fiji, French Polynesia, India, Indonesia, Japan, Kiribati, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nauru, New Zealand, Philippines, Singapore, Sri Lanka, Thailand, United States, Viet Nam.

Thank you.

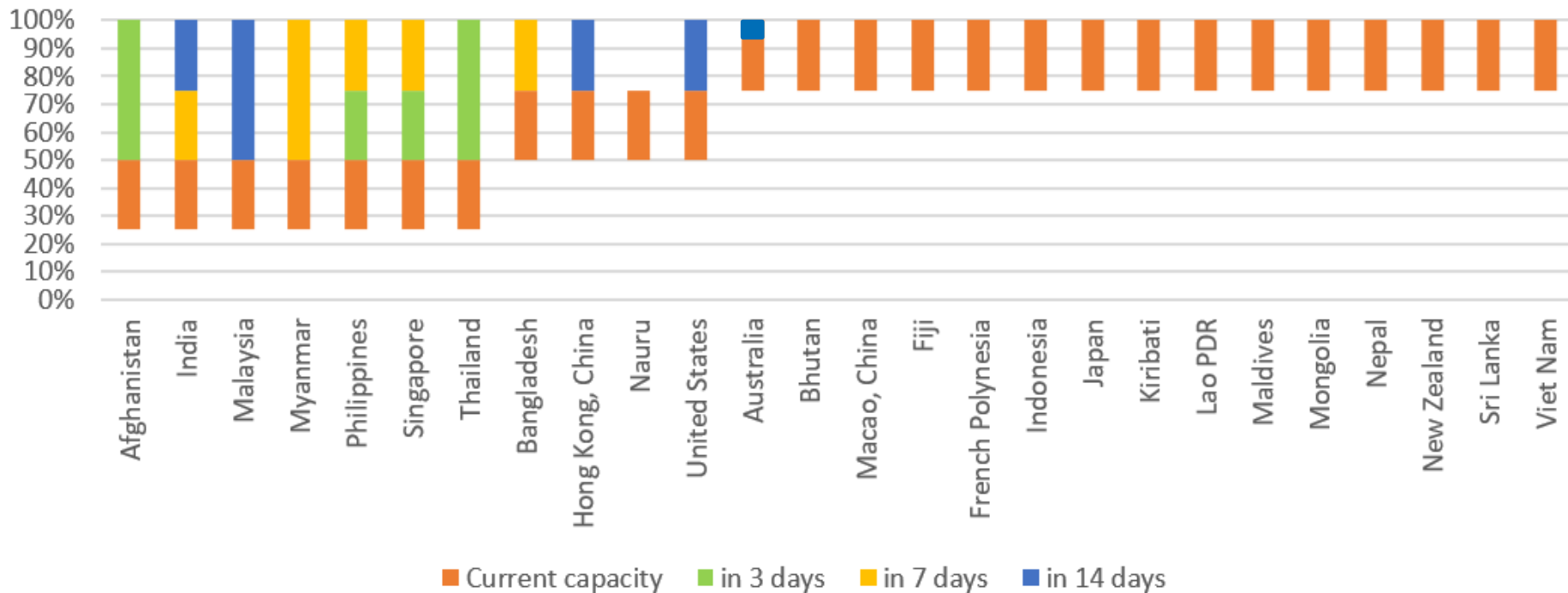
75%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



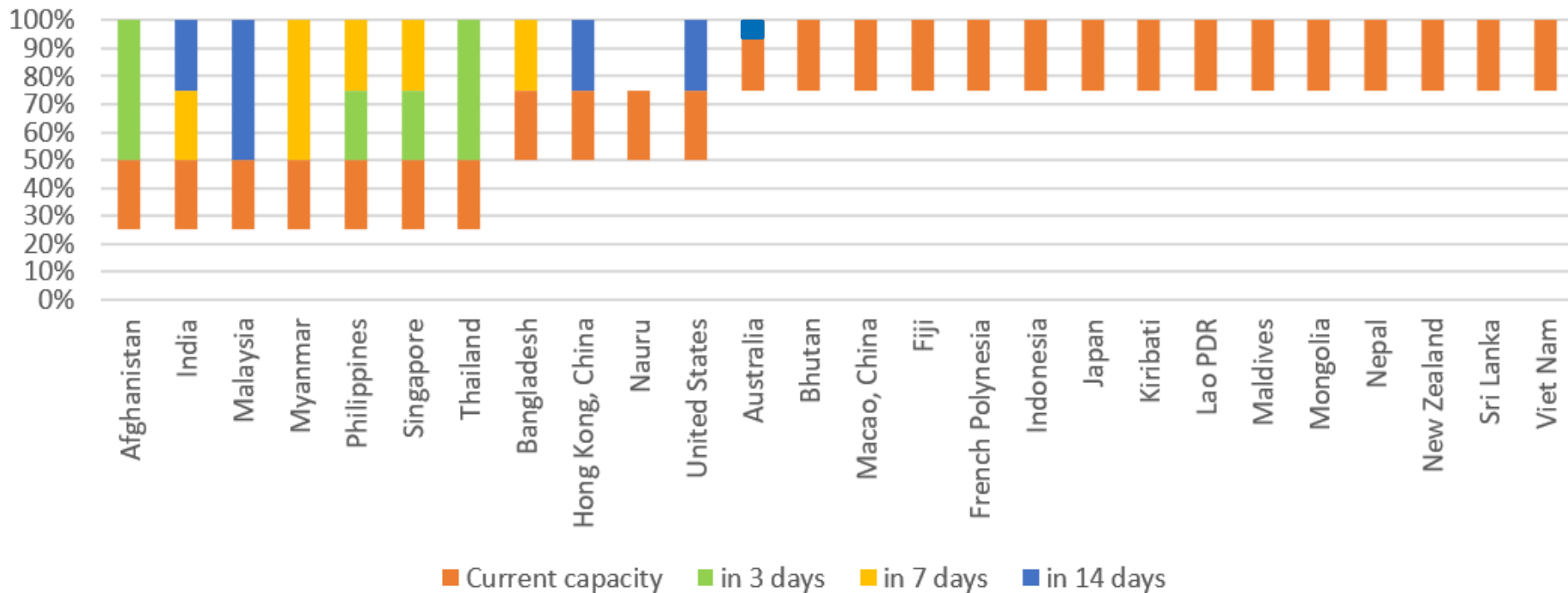
ANSP's current ATM capability/capacity, compared to normal full capacity (December 2019)



Current capacity compared to full capacity (December 2019) and How long it would take to reach higher than current capacity levels.



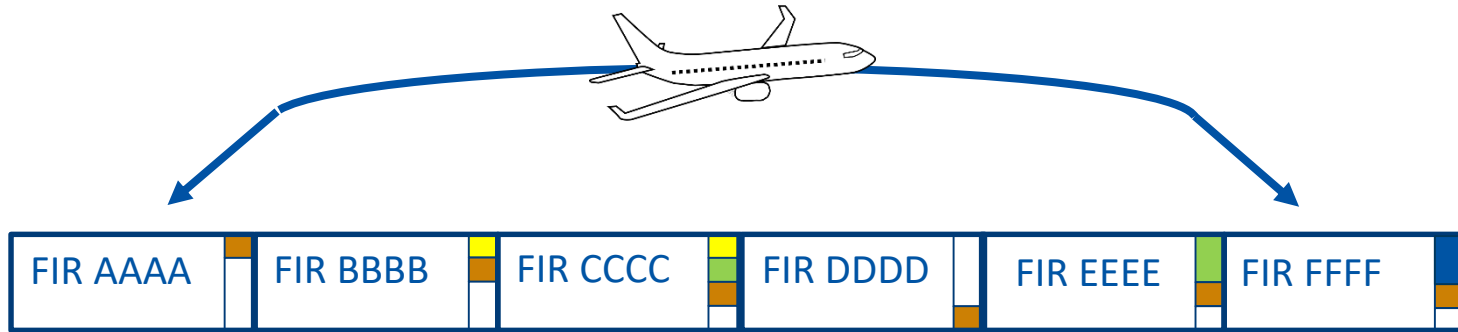
Current capacity compared to full capacity (December 2019) and How long it would take to reach higher than current capacity levels.



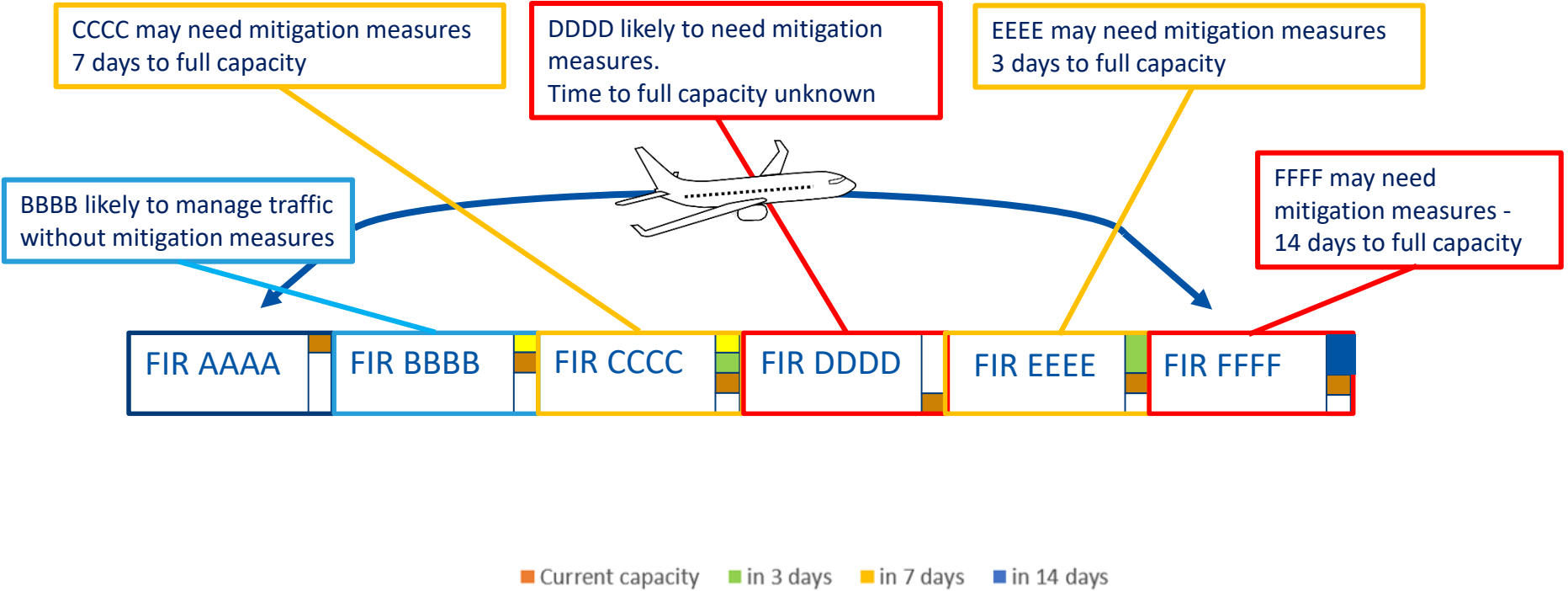


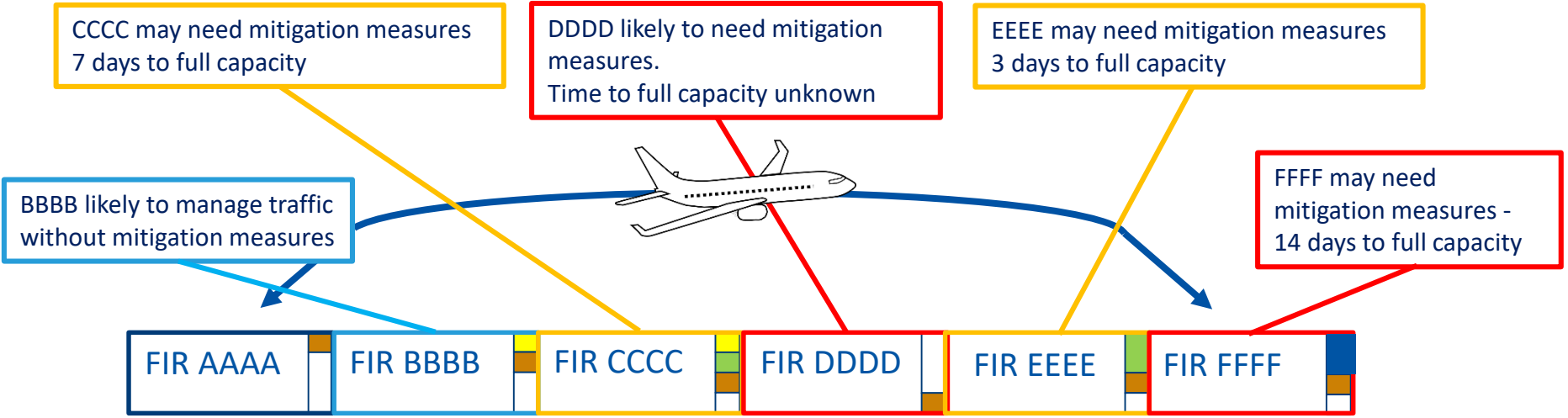
Example:

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



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





- Political decision-makers need to take into account ANSP readiness
- ANSPs need to communicate readiness information
- Need for regional coordination/collaboration



ICAO BANGKOK

UNITING AVIATION

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



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
- **Includes a Second Survey on ATM Capacity**
 - Overflight and Arrival Capacity





Proposed Recommendation

Air Traffic Management Capacity Coordination

Under a whole-of-government approach to the resumption of international air traffic, and considering that due to COVID-19 most Air Navigation Service Providers (ANSPs) are operating at significantly lower than pre-COVID-19 Air Traffic Management (ATM) capacity, States should ensure that any decisions on the timing and scale of resumption of international travel are fully coordinated, taking into account;

1. the current ATM capacity of their ANSP;
2. the ATM capacity necessary to accommodate the increased in demand;
3. the time needed to increase capacity;
4. the need for coordinated planning among all affected States for resumption of international air traffic, whether between city pairs, within 'travel bubbles' or a more general reopening to all traffic; and
5. the *ICAO Asia/Pacific Regional Strategy for COVID-19-related ATM Contingency Recovery - ICAO State Letter AP147/20 (ATM)*.



NOTAMS.....



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) 20nnnnnnnnn C) 20nnnnnnnnn

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]

- **Non-compliance with SARPS and PANS**
 - NOTAMs communicating political decisions rather than operational information
 - Proliferation of NOTAMS
 - All APAC Administrations to review their use of NOTAMS for COVID-19-related information
 - apac@icao.int for further information or assistance



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) 20nnnnnnnnn C) 20nnnnnnnnn

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]

- **Non-compliance with SARPS and PANS**
 - NOTAMs communicating political decisions rather than operational information
 - Proliferation of NOTAMS
 - All APAC Administrations requested to review their use of NOTAMS for COVID-19-related information
 - apac@icao.int for further information or assistance



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) 20nnnnnnnnnn C) 20nnnnnnnnnn
 E) COVID-19 CONTINGENCY ATS
 ATS LIMITED [OR NOT AVAILABLE] IN THE [ICAO LOCATION INDICATOR FOR FIR] DUE TO COVID-19 AS FOLLOWS
 [AFFECTED ATS
 AND
 [DESCRIPTION OF AVAILABLE ATS ROUTES AND FLIGHT LEVELS IF ACTIVATING DEFINED CONTINGENCY ROUTES AND FLAS]
 [COMMUNICATIONS PROCEDURES INCLUDING ALTERNATE UNITS/FREQUENCIES FOR COMMUNICATION, OR
 [PROCEDURES TO CONT
 [APPLICABLE SEPARATION MINIMUMS]
 [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]

Further discussion of COVID-19 information promulgation in future ACCRPG

AIS-specific VTC in planning

- **Non-compliance with SARPS and PANS**
 - NOTAMs communicating political decisions rather than operational information
 - Proliferation of NOTAMS
 - All APAC Administrations requested to review their use of NOTAMS for COVID-19-related information
 - apac@icao.int for further information or assistance



ICAO BANGKOK

UNITING AVIATION



ICAO

North American
Central American
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