



| ICAO BANGKOK

UNITING AVIATION

APAC COVID-19-Related ATM Operations and Contingency Coordination

Seventh Meeting of the
ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG/4)
25 September 2020

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Asia and Pacific Regional Office

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- **Brief Reminder of ACCRPG/4 Discussion and Outcome**
 - **APAC Regional Strategy for Covid-19-relate ATM Contingency Recovery**
- **APAC COVID-19-related ATM Economics Seminar**
- **Proposed ACCRPG Recommendation**



COVID-19-related information sources

ICAO APAC COVID-19 BCP Measures and Guidelines Information Sharing

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

CANSO website

IATA website

IATA COVID-19 Dashboard



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:

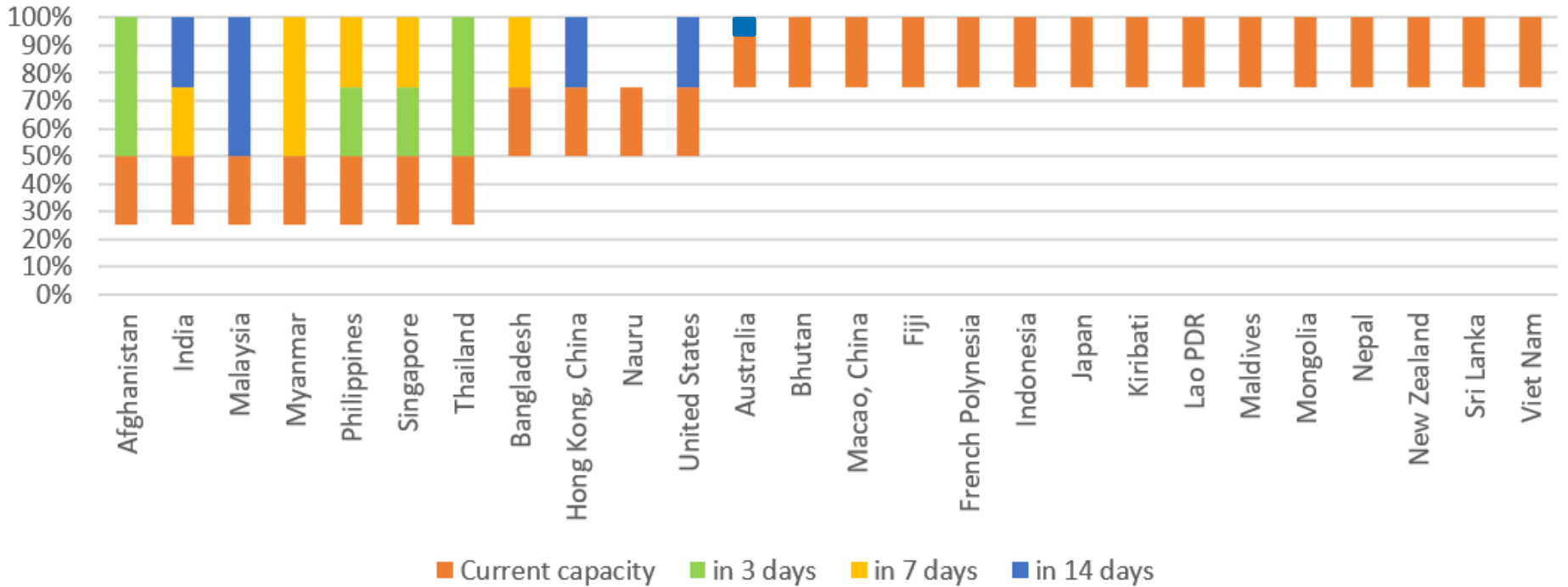
Afghanistan, Australia, Bangladesh, Bhutan, Hong Kong China, Macao China, Fiji, French Polynesia, India, Indonesia, Japan, Kiribati, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nauru, New Zealand, Philippines, Singapore, Sri Lanka, Thailand, United States, Viet Nam.

Thank you.

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

Current capacity compared to full capacity (December 2019) and

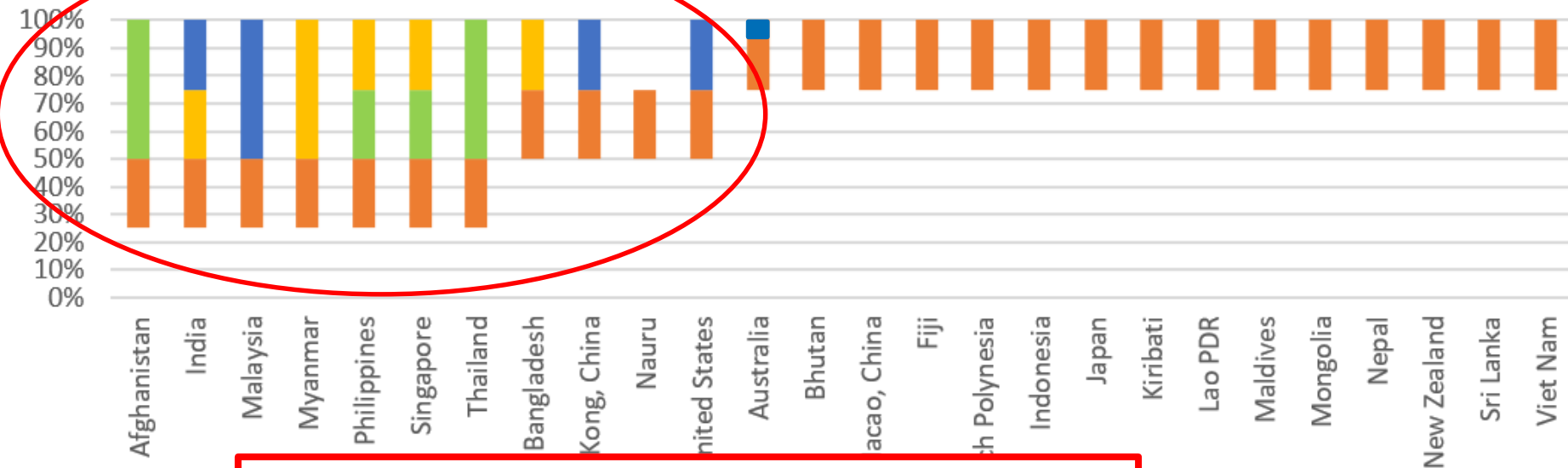
How long it would take to reach higher than current capacity levels.



Current capacity compared to full capacity (December 2019)

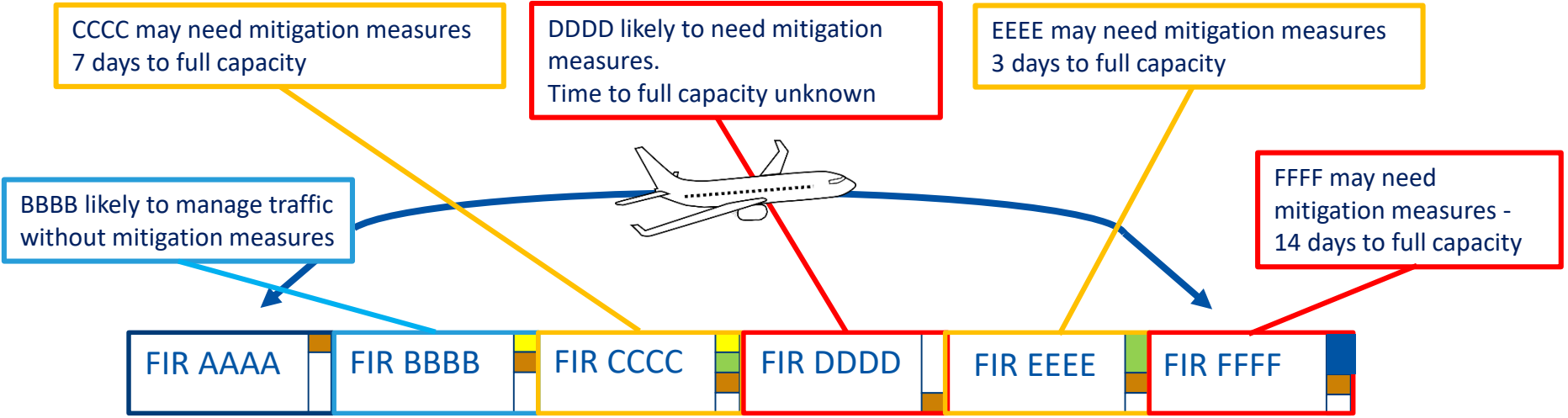
and

How long it would take to reach higher than current capacity levels.



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

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



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



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





ANSP Actions

Air Navigation Service Provider (ANSP) Actions	
1.	Respond to the Second Survey on COVID-19-related ATM capacity (Appendix A), to support development of a regional overview of ATM capacity and recovery capacity. <ul style="list-style-type: none"> Forward the completed survey to the ICAO Asia/Pacific Regional Office (apac@icao.int) as soon as possible (preferably not later than 31 July 2020). Inform the Regional Office of any subsequent changes to ATM capacity.
2.	Regularly review the Checklist: Asia/Pacific COVID-19 Contingency Operations and Recovery, (Appendix B) and report any status updates to ICAO Asia/Pacific Regional Office apac@icao.int .
3.	Establish regular liaison between ANSP and government COVID-19 decision-makers. <ul style="list-style-type: none"> Ensure government COVID-19-related decisions on relaxation of entry restrictions fully take into account local and regional Air Navigation Services' needs for advance notification.
4.	Ensure government COVID-19 decision-makers are kept fully informed of ATM readiness. <ul style="list-style-type: none"> ANSP contingency operations or limitations that may impact upon or be impacted by any relaxation of entry restrictions. Neighbouring States' ANSP contingency operations or limitations that may impact upon or be impacted by any resumption of traffic (see item 7. below).
5.	Ensure there is an effective agreement between government COVID-19 decision-makers and the ANSP for minimum advance notification of decisions to relax entry requirements. <ul style="list-style-type: none"> city pairs. State-to-State 'travel bubbles'. unrestricted entry. ideally not less than 14 days' advance notification of the effective date of any relaxation of entry restrictions.
6.	Conduct air traffic demand prediction analyses. <ul style="list-style-type: none"> regular analysis, to develop demand prediction processes and be aware of any trends; specific demand analyses for each case of proposed relaxation of entry restrictions for city pairs, 'travel bubbles' or unrestricted entry. ATFM demand/capacity analyses where implemented. other information sources, e.g. Aviation Regulator, CANSO traffic prediction, IATA; a list of links to COVID-19-related information is provided in Appendix D.
7.	Establish regular liaison between ANSP and airport authorities. <ul style="list-style-type: none"> ensure mutual understanding of the impact of ATM capacity and airport capacity limitations on airport and ATM operations.
8.	Keep all neighbouring ANSPs informed of current and planned ATM contingency and recovery operations through regular bilateral and/or multi-lateral Collaborative Decision-Making (CDM) conferencing. <ul style="list-style-type: none"> Daily information sharing conferences recommended, otherwise weekly, as a minimum. any planned relaxation of entry restrictions. results of demand prediction analyses. The ICAO COVID-19 Outbreak Simplified Procedure for ATM CDM and Sharing of Information provides further information, including guidance and templates for ATM/CDM teleconferencing.
9.	Notify ICAO Asia/Pacific Regional Office of: <ul style="list-style-type: none"> any changes to ATM contingency status and arrangements; any planned relaxation of entry restrictions resulting in a recovery of traffic (full or partial); and Any changes to Contingency Coordination Team (CCT) or ATC Points of Contact (Appendix D). apac@icao.int; ssummer@icao.int; lwicks@icao.int.

ICAO RO Actions

ICAO Asia/Pacific Regional Office Actions	
1.	On receipt of notification from the ANSP of changes to ATM contingency arrangements, or relaxation of entry requirements, ICAO APAC Regional Office will, where considered necessary, coordinate the convening of Contingency Coordination Teams – Recovery (CCTs-Recovery) to assess and coordinate: <ol style="list-style-type: none"> readiness of all affected FIRs (including other ICAO Regions where necessary); existing COVID-19-related NOTAMs; traffic demand predictions; Air Traffic Flow Management (ATFM, where capability exists) or other traffic mitigation requirements; agreed common commencement date/time of flights under relaxed entry requirements or other resumption of ATM operations (if necessary); reviewed or new NOTAMs as required; situation monitoring and reporting; and follow-up VTCs.
2.	CCTs-Recovery consisting of relevant APAC Administrations, ICAO, IATA and other relevant International Organizations may be convened on a case-by-case basis. They may be expanded or merged where necessary.
3.	CCTs-Recovery will communicate and confer by electronic means, including email, Video Teleconference (VTC) and, where necessary, telephone.
4.	CCTs will continue to be separately formed where necessary to coordinate the regional response to ATM contingency operations unrelated to the COVID-19 pandemic.



ACCRPG/4 Recommendation 11 (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 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 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).***



ACCRPG/4 Recommendation 11 (Air Traffic Management Capacity Coordination)

Under a whole-of-government approach to the resumption of international air traffic, and considering that COVID-19 has impacted global aviation, the ICAO APAC Regional Office has not yet received any information from any Asia/Pacific ANSP

1. the Regional Strategy for COVID-19-Related ATM Contingency Recovery – point 9.
2. the ACCRPG/4 Recommendation 11 sub-paragraph 5.
3. Increasing media reports of proposed limited re-opening, travel bubbles, etc.
- 4.
- 5.

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ICAO



APAC COVID-19-Related ATM Economics Seminar

Postponed to 08 October 2020 (was 18 September)

Lack of Registrations of target audience

....government officials having responsibility for State financial policy and planning for ANS provision during the post-pandemic recovery of the aviation industry are strongly encouraged to participate.

Presentations by APAC ANSPs, CANSO, IATA and ICAO:

- Drivers for Economic Change
- National Air Navigation Planning; and
- Aviation Industry Engagement

Online Registration

A promotional banner for the COVID-19-Related ATM Economics Seminar. It features a blue background with a white building on the left and a 3D bar chart with a green line graph on the right. The text is centered and includes the seminar title, date, time, and a registration link.

**COVID-19-Related ATM
Economics Seminar**

MORE INFORMATION

08 OCTOBER 2020

0300 - 0600 UTC

[CLICK HERE TO REGISTER](#)



ACCRPG/7 DRAFT Recommendation XX: Air Navigation Services Planning to Support Post-COVID-19 Aviation Recovery

That, considering the dramatically different operating environment, States urgently review and update their National Air Navigation Plans (NANPs) in close coordination with Air Navigation Service Providers (ANSPs) and airspace users, to ensure that:

- 1. any new ANSP projects that entail cost to airspace users in terms of equipage, efficiency, mandates, etc. still have a positive cost-benefit to the air navigation system; and**
- 2. current ANSP systems and procedures are reviewed to explore measures that can be taken to increase airspace user operating efficiencies (such as using 5NM horizontal surveillance-based separations within the applicable airspace); and**
- 3. ANSPs are prepared in terms of capacity to manage increases in traffic from recovery policies or a change in the pandemic's status.**



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THANK YOU