



ICAO

Thirty First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31)

Video Teleconference - Bangkok, Thailand, 14 to 16 December 2020

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7hrs]

Agenda Item 1C: ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) Activities

ATM CONTINGENCY MEASURES AND RECOVERY DURING COVID-19

(Presented by Indonesia)

SUMMARY

This paper presents to the meeting concerning the progress of the activities carried out by Indonesia in relation to conduct contingency measures and to reduce the risk of COVID-19 in air transportation, particularly protection of air navigation operations and invite the ICAO Regional Office – Bangkok to support States in the development of the safety management guidance material to implement ICAO Council CART's Recommendation 3 and guidance material in preparation for restating operations.

Strategic Objectives:

*A: **Safety** – Enhance global civil aviation safety*

*B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system*

1. INTRODUCTION

1.1 Since the beginning of the COVID-19 pandemic, the global aviation system including Indonesia has faced serious difficulties. The 1st case of COVID-19 in Indonesia was on March 1st 2020 as an imported case and then the Indonesia acceleration task force of COVID-19 outbreak was established on March 13th 2020 by Government with the aim function to manage all acceleration action by department to anticipate and to counter all impact of COVID-19 outbreak.

2. DISCUSSION

2.1 Based on 10 key principles related to the protection of people, teamwork, connectivity, risk management, public health, public confidence, reactivation and recovery, sustainability and resilience, Indonesia has established the following measures refer to ICAO CART.

Public Health Emergency Handling

2.2 During the time of COVID-19 global pandemic, air transportation continues to be necessary despite the low passenger traffic demand. Specific arrangements for handling public health

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emergency become the backbone to deal with urgent need to ensure sustainability of global logistics and medication aids. In the Air Traffic Management (ATM) Contingency Plan Level 1 & Level 2 for Jakarta FIR and Ujung Pandang FIR, the contingency measures are including:

- a) Special arrangements for handling public health emergencies;
- b) Review the arrangement of the State's National Aviation Plan for Public Health Emergency;
- c) To regulate State's contingency arrangements and their implementation; and
- d) Contingency plan for Air Traffic Services (ATS) and Aerodrome services which include flight services for emergencies, overfly, humanitarian aid, medical, alternate aerodrome (for which implemented the Extended Diversion Time Operations (EDTO), technical landing, cargo flights and other safety operations related flights.

Operational Arrangement

2.3 As prevention effort to reduce the aviation personnel health risk of the spread of COVID-19, Indonesia implement some operational arrangement related to operational hours, staff rostering, and capacity adjustment. Promulgated NOTAMs related to pandemic risk prevention and operational arrangement are continuously reported to the ICAO Regional Office to be uploaded to the ICAO web-page Global COVID-19 Airport Status, as well as update Indonesian ATM-ATFM status (bi-weekly) to the ICAO Regional Office – Bangkok.

Daily Operational Coordination and Reporting Teleconference

2.4 As per 19 March 2020, the Directorate of Air Navigation has conducted a daily base video conference which is scheduled to take place at 3:00 PM discussing the ATM Contingency Plan Pandemic COVID-19 involving AirNav Indonesia along with their 4 branch (JATSC branch, MATSC branch, Surabaya branch and Denpasar branch) to monitor the daily operational readiness (personnel & CNSA) of air navigation service and daily traffic movement during the COVID-19 pandemic. The daily operational readiness indicator for air navigation service is divided into 4 (four) categories, as follows:

- a) Green (green): personnel readiness is 75% - 100%
- b) Yellow (yellow): personnel readiness is 50% - 75%
- c) Orange (orange): personnel readiness is 25% - 50%
- d) available Red (red): personnel readiness is below 25%

PERSONNEL AVAILABILITY MONITORING REPORT

CABANG	ST	ACC		APP		TWR		ACO		PIA		TEKNIK		KETERANGAN
		AC	CU	AC	CU	AC	CU	AC	CU	AC	CU	AC	CU	
DENPASAR	95.86%	AC	0	AC	42	AC	33	AC	13	AC	18	AC	39	APP : 1 Personel SQ PIA : 1 Cuti Besar, 1 Cuti Tahunan TEKNIK : 2 Cuti Tahunan TWR : 1 Cuti Tahunan
		CU	0	CU	1	CU	1	CU	0	CU	2	CU	2	
		LR	0	LR	42	LR	33							
		%		%	97.6%	%	97.0%	%	100.0%	%	88.9%	%	94.9%	
JATSC	89.59%	AC	186	AC	203	AC	203	AC	47	AC	17	AC	103	ACC : 26 Cuti Tahunan, 3 Cuti bersalin, 1 Personel SQ APP/TWR : 20 Cuti Tahunan, 1 Cuti Bersalin, 1 USPV ACO : 1 Cuti Bersalin PIA : 1 Cuti Tahunan TEKNIK : 2 Personel SQ, 1 Cuti bersalin
		CU	30	CU	22	CU	22	CU	1	CU	1	CU	3	
		LR	186	LR	203	LR	203							
		%	83.9%	%	89.2%	%	89.2%	%	97.9%	%	94.1%	%	97.1%	
MATSC	92.11%	AC	137	AC	37	AC	30	AC	31	AC	19	AC	88	ACC : 11 Cuti Tahunan TWR : 1 Cuti Tahunan, 1 Cuti Bersalin ACO : 2 Cuti Tahunan, 1 personel IELP Invalid (LR : 38- 1 = 37) PIA : 1 Cuti Bersalin TEKNIK : 3 Cuti Bersalin, 6 Cuti Tahunan APP: 2 Cuti Tahunan
		CU	11	CU	2	CU	2	CU	2	CU	1	CU	9	
		LR	148	LR	42	LR	31	LR	37					
		%	92.0%	%	94.6%	%	93.3%	%	93.5%	%	94.7%	%	89.8%	
SURABAYA	96.17%	AC	0	AC	85	AC	85	AC	11	AC	19	AC	35	ATC : 4 Cuti Tahunanan PIA : 1 Cuti Tahunan
		CU	0	CU	4	CU	4	CU	0	CU	1	CU	0	
		LR	0	LR	85	LR	85							
		%		%	95.3%	%	95.3%	%	100.0%	%	94.7%	%	100.0%	
WAMENA	79.17%	AC	0	AC	0	AC	8	AC	5	AC	0	AC	11	TWR : 2 Cuti Besar, 1 Personel sekolah DIII, 1 personel IELP Invalid ACO : 1 Personel Sekolah Upgrade ATC TEKNIK : 1 Cuti Bersalin
		CU	0	CU	0	CU	3	CU	1	CU	0	CU	1	
		LR	0	LR	0	LR	7							
		%		%		%	62.5%	%	80.0%	%		%	90.9%	

Notes: AC= Active Controller, CU= Controller Unavailable, LR= License Rating holder

Picture 1. Sample of Personnel Availability Reporting Format (daily basis)

2.5 Protocols for operational personnel to following Government’s policies are included group and sub-grouping operation personnel, distancing in operation room, disinfect and sanitize the rooms, equipment and personnel, pre-caution (work from home, self-quarantine, no travel, trace and test), online check and CBT training.

Pandemic Recovery

2.6 To stimulate the recovery process, flexibility of slot management and airlines operation policies are implemented (50% - 80% seat capacity, passenger requirements 3-4 hours airport check in process, air crew exemption, etc.).

2.7 Some innovations related to Air Navigation Services were also pursued during the COVID-19 pandemic in order to stimulate the traffic growth and enhance operational efficiency, as follows:

- a) Implementation of User Preferred Route
- b) Conduct remotely ATS services
- c) Conduct ATS Services with TIBA procedures
- d) Online coordination meeting Indonesia – Australia (DGCA, CASA, ASA, AirNav Indonesia) for sharing information the operational contingency procedure during pandemic and opening border opportunities to measure and prepare the strategic of ANSP survival.

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2.8 To facilitate the air operations during the pandemic and also by prioritizing the aviation safety, Indonesia took various actions to enable air navigation personnel by giving alleviations and reported in COVID-19 CCRD/EFOD subsystem.

2.9 Regarding safety measures, Indonesia is on progress to develop of guidance for safety management of new operation or operation change during this crisis refer to the ICAO CART Recommendation 3.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper;
- b) recommend ICAO Regional Office – Bangkok to support States in the development of the safety management guidance material to implement ICAO Council CART's Recommendation 3 and guidance material in preparation for restating operations;
- c) encourage States that already have safety management applied for new operation or operation change to share information with other States; and
- d) discuss any relevant matters as appropriate.

— END —