



ICAO

International Civil Aviation Organization

Tenth Meeting of the Asia/Pacific Air Traffic Flow  
Management Steering Group (ATFM/SG/10)

Video Teleconference 04 – 08 May 2020

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## Agenda Item 6: Any Other Business

### ICAO COVID-19-RELATED ATM INFORMATION SHARING

(Presented by the Secretariat)

#### SUMMARY

This paper presents a summary of current and near-term planned activity relating to COVID-19-related ATM information sharing, being undertaken by the ICAO Asia/Pacific Regional Office.

## 1. INTRODUCTION

1.1 ICAO Headquarters and Regional Offices are engaged in a number of activities to permit better sharing of information and understanding of the impact of the COVID-19 pandemic on civil aviation.

1.2 This paper refers primarily to matters of interest to the ATM Community.

## 2. DISCUSSION

### ICAO Global Information Sources

2.1 The following information sources developed by ICAO Headquarters are available:

[Aviation and COVID-19](#), developed as a 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 pandemic outbreak. It includes *inter alia* [Global COVID-19 Airport Status](#) – information available through the NOTAM service; and

[COVID-19 Safety Operational Measures](#), providing guidance for States to be flexible in their approaches to the pandemic while at the same time adhering to their obligations under the Convention on International Civil Aviation.

2.2 The ATM Operations Panel (ATMOPSP) is also developing global guidance for simplified procedures for ATM Collaborative Decision-Making and sharing of information, which is expected to be finalized in the near future.

### ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG)

2.3 On 31 March 2020 ICAO Asia/Pacific Regional Office convened a COVID-19 information sharing teleconference of Directors General of APAC Civil Aviation Authorities. Arising from the teleconference was the establishment of the ICAO APAC COVID-19 Contingency and Planning Recovery Group (ACCRPG). The group is intended to focus on issues concerning both the coordination of measures to manage civil aviation contingencies of the COVID-19 pandemic as well as the recovery of the aviation system through post-COVID-19 scenarios. Its functions are expected to be focused on obtaining information, prioritizing issues and making soundly based recommendations for the consideration of the DGCA's, ICAO and other key stakeholders.

2.4 ICAO State Letter AP092/20, dated 08 April 2020, included a proposed Terms of Reference for the ACCRPG, and invited comments and nominations for membership of the group by no later than 06 May 2020. Further information will be available in due course.

### ICAO Asia/Pacific COVID-19 Business Continuity Planning (BCP) Measures and Guidelines Information Sharing

2.5 . The ICAO APAC Office has created a the COVID-19 Measures and Guidelines Information Sharing web-page (<https://www.icao.int/APAC/Pages/COVID-19-BCP.aspx>), aimed at providing a repository of COVID-19 pandemic-related information provided by States, International Organizations and ICAO. It should be noted that the uploading of information provided by States and IOs to the website does not imply endorsement or approval of its contents by ICAO .

### APAC ATM/ATFM Operations and Contingencies Information

2.6 Following an approach to ICAO by Thailand, it was agreed that an Asia/Pacific ATM/ATFM Status Update document would be provided on the abovementioned COVID-19 Measures and Guidelines Information Sharing web-page. The document, routinely updated once per fortnight and as required for significant changes, is maintained by the participating States.

2.7 The latest version of the document (**Attachment A**) currently includes operational status updates provided by Cambodia, China (Sanya FIR), Hong Kong China, Myanmar, Singapore and Thailand. Other APAC States are encouraged to participate in this activity. A template for the submission of status updates, including contact details for forwarding, is provided on the web-page.

### APAC COVID-19 ATM Contingency Information Sharing

2.8 In order to more readily share COVID-19-related ATM information, and support regional coordination mechanisms, the ICAO Asia/Pacific Regional Office is in the process of communicating directly by email with all Administrations to urgently update their nominated Points of Contact (POCs) Where no specific POC for ATM contingency matters is nominated, the most senior ATM operational POC will be considered to be the POC for this purpose.

2.9 POCs may then expect to receive an emailed invitation to a preliminary Video Teleconference to be conducted in early to mid-May, as soon as the IATA ASPAC CRCC, mentioned in a separate presentation under ATFM/SG/10 Agenda Item 6, is established.

2.10 The communication will also include a checklist of reference to assist States in planning ATM contingency operations arising from the COVID-19 pandemic (**Attachment B**). It should be noted that contingency operations may include reduced ATS services and/or capacity due to staff reductions for control of contagion, or in response to reduced traffic levels.

2.11 The checklist of references will also be made available on the ICAO Asia/Pacific COVID-19 BCP web-page, and updated from time to time if/when new information becomes available.

2.12 A survey on COVID-19 Contingency Operations and Recovery Planning (**Attachment C**) will also be appended to the communication. The survey will assist in determining the overall APAC regional readiness for any COVID-19-related degradation in ATS, and for recovery to normal traffic demand. The survey form will also be made available in the APA ATM/ATFM Operations and Contingencies section of the COVID-19 BCP web-page.

COVID-19-Related NOTAMS

2.13 While recognizing the need of States to take action to exclude or limit pandemic spread, it is also important that international aerodromes included among the regional requirements in the Asia/Pacific Air Navigation Plan Volume II Part II Aerodromes/Aerodrome Operations remain available for, as a minimum, in-flight emergency, technical stop, cargo, humanitarian, medical evacuation, repatriation and United Nations purposes. There were many cases globally, including in the Asia/Pacific Region, where NOTAMs promulgated in response to the pandemic made simple statements such as, or similar to, AD NOT AVBL FOR INTERNATIONAL FLIGHTS, without regard for the abovementioned matters.

2.14 ICAO State Letter AP086-20 (ATM), dated 26 March 2020, provided NOTAM guidance on items of information that should be considered in NOTAMs promulgating information on operational limitations at aerodromes. Guidance was also provided on items that should be considered for inclusion in NOTAMs for ATC contingency operations. The NOTAM guidance is provided in **Attachment D** to this paper.

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
  - b) discuss any relevant matters as appropriate.

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COVID-19 Pandemic Preparedness

# **ASIA-PACIFIC ATM/ATFM STATUS UPDATE**

**Published:  
1 May 2020**

## About This Document

During the time of COVID-19 global pandemic, air transportation continues to be necessary despite the low passenger traffic demand. As non-passenger traffic continue to provide the much-needed global deliveries of supplies, aids, and reliefs; so too must the ATM community continue to *keep the skies open and ready*. As a backbone of aviation, it is important that ATM providers in the region collaborate and share information on their ATM status; both to inform stakeholders the *readiness of the skies* and to ensure the region has a common view of preparedness for traffic demand.

**This document provides ATM status and ATFM outlook from Asia-Pacific ANSPs for situational awareness purpose.** Information provided include, e.g., ATM status at various resources, ATS unit staffing levels, runway operations, and expected ATFM measures. This document provides situational awareness for the ATM community and aviation stakeholders alike.

## Document Administration

<b>Document Title</b>	<b>Asia-Pacific ATM/ATFM Status Update</b>
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<b>Document Location</b>	ICAO APAC COVID-19 BCP Page <a href="https://www.icao.int/APAC/Pages/COVID-19-BCP.aspx">https://www.icao.int/APAC/Pages/COVID-19-BCP.aspx</a>
<b>Primary Administrator</b>	To add or update information, please send to: Sugoon (Kin) Fucharoen AEROTHAI <a href="mailto:sugoon.fu@aerothai.co.th">sugoon.fu@aerothai.co.th</a> / <a href="mailto:sfucharoen@gmail.com">sfucharoen@gmail.com</a>

## Important Notice

1. The information contained herein is provided by participating States/Administrations only and does not necessarily include information from all States/Administrations. This is an *interim* measure to ensure preparedness in time of COVID-19 pandemic only and will not be a normal means of information exchange in the long-term.
2. The information contained herein is for situational awareness purpose only. ANSPs, Aircraft Operators, and Aerodrome Operators must always check for operational information from authoritative sources (NOTAMs and other information promulgated by relevant authorities) before planning their operations.
3. This document focuses on ATM resource status and ATFM outlook. For more information on flight-related government restrictions, consult IATA's Government Measures Related to Coronavirus webpage (<https://www.iata.org/en/programs/safety/health/diseases/government-measures-related-to-coronavirus/>)

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## Checklist

States/Administrations (FIR)		Update
Cambodia	Phnom Penh FIR	23 Apr 2020
China	Sanya FIR	22 Apr 2020
Hong Kong China	Hong Kong FIR	18 Apr 2020
Myanmar	Yangon FIR	28 Apr 2020
Singapore	Singapore FIR	17 Apr 2020
Thailand	Bangkok FIR	27 Apr 2020

## Cambodia (Phnom Penh FIR)

<b>Information Updated</b>	<b>23 April 2020</b>
<b>Precis</b>	<ul style="list-style-type: none"> <li>- <i>Significant reduction of traffic across PNH FIR (90%)</i></li> <li>- <i>Local airlines have been adjusted their schedules to minimum due to the COVID-19 impact. So far, only the Cambodia National Carrier has operated 1 flight per day for domestic flight between VDPP and VDSR.</i></li> <li>- <i>This situation is anticipated until Q3 or Q4 2020.</i></li> </ul>
<b>Traffic Demand Situation</b>	<ul style="list-style-type: none"> <li>- <i>90% flight reduction in PNH FIR</i></li> <li>- <i>95% Flight reduction in VDSV airport</i></li> <li>- <i>75% traffic reduction in VDPP airport</i></li> <li>- <i>99% traffic reduction in VDSR airport</i></li> </ul>
<b>Significant Weather Outlook</b>	
<b>ATM Status</b>	<p><i>ATM resource capacity</i></p> <ul style="list-style-type: none"> <li>- <i>VDPP runway capacity 21</i></li> <li>- <i>VDSR runway capacity 13</i></li> <li>- <i>VDSV runway capacity 7</i></li> </ul> <p><i>Airspace: operate combined sector (1/2 sectors)</i></p>
<b>ATFM Measure Outlook</b>	<i>No ATFM measure expected</i>
<b>COVID-19 Flight Restrictions</b>	Nil
<b>COVID-19 Entry Restrictions</b>	<p><a href="https://www.mfaic.gov.kh/wp-content/uploads/2020/04/Ministry-of-Foreign-Affairs-and-International-Cooperation-202004-1-70.jpg">https://www.mfaic.gov.kh/wp-content/uploads/2020/04/Ministry-of-Foreign-Affairs-and-International-Cooperation-202004-1-70.jpg</a></p>
<b>Other Related Information</b>	Nil
<b>Links</b>	<p><a href="https://www.mfaic.gov.kh/categories/media/press">https://www.mfaic.gov.kh/categories/media/press</a></p> <p><a href="http://www.civilaviation.gov.kh/en/">http://www.civilaviation.gov.kh/en/</a></p> <p><a href="http://www.cats.com.kh/">http://www.cats.com.kh/</a></p>

## China (Sanya FIR)

<b>Information Updated</b>	<b>22 April 2020</b>
<b>Precis</b>	No change
<b>Traffic Demand Situation</b>	<ul style="list-style-type: none"> <li>- International flights: significant traffic reductions (70-80%)</li> <li>- Domestic flights: traffic reductions (15-25%)</li> <li>-</li> </ul>
<b>Significant Weather Outlook</b>	Nil relevant
<b>ATM Status</b>	<ul style="list-style-type: none"> <li>- Reduced staffing levels at Sanya ACC due to low traffic demand</li> </ul>
<b>ATFM Measure Outlook</b>	No ATFM measure expected
<b>COVID-19 Flight Restrictions</b>	No flight restrictions in effect
<b>COVID-19 Entry Restrictions</b>	<ul style="list-style-type: none"> <li>- No restriction for the flights overflying Sanya FIR</li> <li>- Non-residents will be denied entry to the country</li> </ul>
<b>Other Related Information</b>	(n/a)
<b>Links</b>	

## Hong Kong China (Hong Kong FIR)

Information Updated	18 April 2020
Precis	No change
Traffic Demand Situation	<ul style="list-style-type: none"> <li>- Significant traffic reductions operating within Hong Kong FIR (up to 80% as compared to the same period in 2019)</li> <li>- Local airlines have either suspended all operations or maintain a 'skeleton schedule' through May, with plans to resume international operations not until Q3/Q4 2020</li> </ul>
Significant Weather Outlook	<ul style="list-style-type: none"> <li>- For latest aviation weather forecast, please go to Hong Kong Observatory <a href="https://www.hko.gov.hk/en/aviat/amt/amsmain.htm">https://www.hko.gov.hk/en/aviat/amt/amsmain.htm</a></li> </ul>
ATM Status	<ul style="list-style-type: none"> <li>- Reduced staffing levels at Hong Kong ACC due to low traffic demand</li> <li>- Single-runway operations at VHHH in effect from 8 April 2020 onwards due runway maintenance               <ul style="list-style-type: none"> <li>o AAR: 18 flights per hour</li> </ul> </li> <li>- All sectors fully operational</li> </ul>
ATFM Measure Outlook	No ATFM measure expected
COVID-19 Flight Restrictions	No flight restrictions in effect
COVID-19 Entry Restrictions	<ul style="list-style-type: none"> <li>- All non-residents coming in via flights from overseas will be denied entry; and</li> <li>- Non-residents from mainland China, Macau and Taiwan will be denied entry if they have been overseas within the past 14 days</li> </ul>
Other Related Information	Nil
Links	COVID-19 Thematic Website <a href="https://www.coronavirus.gov.hk/eng/inbound-travel.html">https://www.coronavirus.gov.hk/eng/inbound-travel.html</a> HKSAR Government News Website <a href="https://www.news.gov.hk/eng/index.html">https://www.news.gov.hk/eng/index.html</a>

## Myanmar (Yangon FIR)

Information Updated	28 April 2020
Precis	No change
Traffic Demand Situation	<ul style="list-style-type: none"> <li>- Significant traffic reductions operating within Yangon FIR (up to 75% as compared to the same period in 2019)</li> <li>- Significant (&gt;76%) reduction in international traffic</li> </ul>
Significant Weather Outlook	Nil
ATM Status	<ul style="list-style-type: none"> <li>- Reduced staffing levels at Yangon ACC and Tower due to low traffic demand. In a shift, as team A is on duty and team B is stand by at home</li> </ul>
ATFM Measure Outlook	No ATFM measure expected
COVID-19 Flight Restrictions	<ul style="list-style-type: none"> <li>- DCA has issued Circulars that <b>“Temporary Measures to Prevent Importation of COVID-19 to Myanmar through Air Travel” up to 15 May 2020</b></li> <li>- Myanmar is under curfew between 1530 – 2130 UTC daily.</li> </ul>
COVID-19 Entry Restrictions	<ul style="list-style-type: none"> <li>- Landing at any airport in Myanmar will not be allowed for all international commercial passenger flights</li> <li>- All landing permissions previously granted by the Department of Civil Aviation are suspended</li> <li>- The above temporary measures will not apply to relief flights, all-cargo flights, medical evacuation flights and special flights specifically approved by the Department of Civil Aviation. However, if any such flight involves night stop(s), the flight crew and cabin crew (if applicable) of the said flight may be subject to quarantine requirements of the Ministry of Health and Sports</li> <li>- ENR ATS is normal and AIR Operators are able to file VYYY as alternate aerodrome</li> </ul>
Other Related Information	Nil
Links	Nil

## Singapore (Singapore FIR)

<b>Information Updated</b>	<b>17 April 2020</b>
<b>Precis</b>	No change
<b>Traffic Demand Situation</b>	80% reduction in traffic demand compared to pre-COVID19
<b>Significant Weather Outlook</b>	Nil relevant
<b>ATM Status</b>	ATM Resource Capacities: <ul style="list-style-type: none"> <li>- AAR: 38 ft/hr (nominal)</li> <li>- ADR: 34 ft/hr (nominal)</li> <li>- Airspace: All sectors fully operational (8/8 sectors)</li> </ul>
<b>ATFM Measure Outlook</b>	<ul style="list-style-type: none"> <li>- No ATFM measure expected</li> <li>- M771 ZSPD Trial ongoing (if required)               <ul style="list-style-type: none"> <li>o Refer AIP Singapore ENR 1.9</li> </ul> </li> </ul>
<b>COVID-19 Flight Restrictions</b>	Nil
<b>COVID-19 Entry Restrictions</b>	Refer: <a href="https://www.gov.sg/article/covid-19-travel-restrictions-for-foreign-visitors-entering-singapore">https://www.gov.sg/article/covid-19-travel-restrictions-for-foreign-visitors-entering-singapore</a>
<b>Other Related Information</b>	Nil
<b>Links</b>	Refer: <ul style="list-style-type: none"> <li>- <a href="https://www.gov.sg/features/covid-19">https://www.gov.sg/features/covid-19</a></li> <li>- <a href="https://www.caas.gov.sg/e-services-forms/e-services/air-traffic-flow-management">https://www.caas.gov.sg/e-services-forms/e-services/air-traffic-flow-management</a></li> </ul>

## Thailand (Bangkok FIR)

<b>Information Updated</b>	<b>27 April 2020</b>
<b>Precis</b>	<b><i>International inbound flight restriction extended until 31 May 2020</i></b>
<b>Traffic Demand Situation</b>	<ul style="list-style-type: none"> <li>- Most local airlines have suspended operations through April, with plans to recover only domestic operations in May. Most airlines plan not to resume international operations until the Winter season (Oct)</li> <li>- Significant (&gt;90%) reduction of commercial flights within Bangkok FIR, and expect to be so through at least April and May</li> </ul>
<b>Significant Weather Outlook</b>	Expect summer thunderstorms in Bangkok FIR (all areas)
<b>ATM Status</b>	<ul style="list-style-type: none"> <li>- Reduced staffing levels at all ATS units due to low traffic demand and to minimize the chance of infection-spread</li> </ul>
<b>ATFM Measure Outlook</b>	<ul style="list-style-type: none"> <li>- No ATFM measure expected</li> <li>- BOBCAT ATFM operations in service</li> </ul>
<b>COVID-19 Flight Restrictions</b>	<ul style="list-style-type: none"> <li>- All international passenger flights are prohibited from entering the country until <b>31 May 2020 per NOTAM A0992/20</b></li> <li>- Thailand is under curfew between 1500 – 2100 UTC daily. Flight rescheduling and adjustments in operations plan are recommended</li> </ul> <p>(State and military aircraft, emergency landings, technical landings without disembarkation, medical or relief flights, pre-arranged repatriation flights, and cargo flights are exempted from this restriction)</p>
<b>COVID-19 Entry Restrictions</b>	<ul style="list-style-type: none"> <li>- All passengers from overseas must present before boarding a “Fit to Fly” health certificate issued no more than 72 hours prior to the travel date, and will be quarantined per the requirements outlined in government’s Emergency Decree</li> </ul>
<b>Other Related Information</b>	(n/a)
<b>Links</b>	<p>NOTAM List:  <a href="http://www.aerothai.co.th/en/pilot/notam">http://www.aerothai.co.th/en/pilot/notam</a></p> <p>CAAT COVID-19 Announcements:  <a href="https://www.caat.or.th/th/archives/47858">https://www.caat.or.th/th/archives/47858</a></p>

**ATTACHMENT B**

**ATM CONTINGENCY – PANDEMIC – CHECKLIST OF REFERENCES**

<b>REFERENCES</b>	
<b>ICAO Annex 11 – Air Traffic Services - Standards and Recommended Practices</b>	
<b>2.3.2</b>	<p><b>Contingency Arrangements</b></p> <p>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.</p> <p><i>Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.</i></p> <p><i>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.</i></p>
<b>Attachment C</b>	<p><b>Material (Guidelines) Relating to Contingency Planning</b></p> <p>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.</p>
<b>ICAO Annex 1 – Personnel Licensing – Standards and Recommended Practices</b>	
<b>4.3</b>	<b>Student Air Traffic Controller</b>
<b>4.4</b>	<b>Air Traffic Controller Licence</b>
<b>4.5</b>	<b>Air Traffic Controller Ratings</b>
<b>Chapter 6</b>	<b>Medical Provisions for Licensing</b>
<b>ICAO Asia/Pacific Regional ATM Contingency Plan</b>	
Regional Guidance Material and APANPIRG-Agreed Performance Expectations	
<b>Links</b>	<p><a href="#">ICAO Asia/Pacific Regional Office eDocuments web-page</a> (ATM Section, Contingency sub-section)</p> <p><a href="#">Regional ATM Contingency Plan</a></p> <p><a href="#">Regional ATM Contingency Plan Monitoring and Reporting Form</a></p>
<b>1.3</b>	Hierarchy and categories of contingency plans ( <i>levels and categories</i> )
<b>5.7 and Appendix B</b>	Basic Plan Elements (BPE).
<b>5.8 to 5.12</b>	Contingency plan coordination and operations functions, including establishment of <i>Central Coordinating Committee (CCC)</i> and <i>ATM Operational Contingency Group</i> functions.
<b>5.13 and 5.14</b>	Coordinated recovery from contingency operations.
<b>Appendix C</b>	Template for Level 1 and Level 2 contingency planning.

<b>Section 7</b>	Performance Improvement Plan (APAC regional performance expectations). <i>Elements relevant to ATM contingency planning for pandemic:</i> 7.1 to 7.8, 7.10, 7.11, 7.20 to 7.22.
<b>Additional Information</b>	
Links	<a href="#">ICAO Asia/Pacific Regional Office COVID-19 BCP Measures &amp; Guidelines Information Sharing</a> <a href="#">APAC COVID-19 ATM-ATFM Status Update</a> and <a href="#">Status Reporting Template</a>
	ICAO (HQ) <a href="#">Aviation and COVID-19</a> , <a href="#">Airport Status</a> , <a href="#">Safety Operational Measures</a>

**ATTACHMENT C**

**SURVEY OF ASIA/PACIFIC COVID-19 CONTINGENCY OPERATIONS AND RECOVERY**

*Note: The survey questions may also serve as a checklist of considerations for States to assess and update their contingency readiness.*

<b>CURRENT AND ONGOING CONTINGENCY OPERATIONS</b>		
<b>Check the box if the Air Navigation Service Provider has:</b>		
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. <i>Ref: ICAO State Letter AP086/20 (ATM)</i>
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)

**CURRENT AND ONGOING CONTINGENCY OPERATIONS**

**Check the box if the Air Navigation Service Provider has:**

12.	<input type="checkbox"/>	<p>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></p>
		<p><input type="checkbox"/> Registered a Difference in the ICAO EFOD system.</p>
13.	<input type="checkbox"/>	<p>Due to COVID-19, implemented a program of refresher training for maintenance of ATC skills in preparation for resumption of normal traffic demand.</p>
14.	<input type="checkbox"/>	<p>Due to COVID-19, implemented processes to ensure the validity of performance assessments demonstrating ATC skills required for normal (pre-COVID-19) traffic.</p>

**Comments**

**ATTACHMENT D: Guidance for COVID-19-related NOTAMS**

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**1. NON-AVAILABILITY OR LIMITED AVAILABILITY OF AERODROMES**

**TEMPLATE 1** provides guidance on information States should include in NOTAM restricting operations at an airport.

*Note: When planning flights, or when an in-flight emergency exists, aerodrome users will usually search for NOTAMs for the particular aerodromes of interest to their flight, whether they are destination, alternate, en-route alternate, emergency landing aerodrome, etc. A separate NOTAM should therefore be issued for each international aerodrome where non-normal restrictions are in place or planned.*

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]

## 2. ATM/AIRSPACE CONTINGENCY MEASURES

**TEMPLATE 2** provides guidance on information States should include in relevant NOTAMs for 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]

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