



ICAO

International Civil Aviation Organization

The Eighth Meeting of the APANPIRG ATM Sub-Group

Video Teleconference, 23 – 27 November 2020

Agenda Item 9: Any Other Business

COVID 19 CONTINGENCY ACTION AND RECOVERY MEASURES

(Presented by the Airports Authority of India)

SUMMARY

This paper presents the actions taken by India for COVID 19 Contingency, recovery and support to Airline operations in the Region.

1. INTRODUCTION

1.1 The Government of India had suspended the operation of international civil scheduled flight operations from/to any airport in India from 23rd March, 2020 and Domestic Scheduled flights from 25th March, 2020 to contain spread of COVID 19 disease in India. Complete lockdown was imposed from 25th March, 2020 and phased resumption of Domestic flights commenced from 25th May, 2020. Through this paper India presents the actions taken during the contingency and recovery.

2. DISCUSSION

2.1 The Government of India's lockdown from 25th March, 2020 excluded Airport operations but permitted reduced operations. Airports Authority of India decided to maintain H24 operations of all ACC. All major international airports including critical alternate aerodromes for overflying traffic maintained H24 operations.

2.2 Human Resource Management to maintain continued operations of Air Navigation Services on H24 basis was drawn by rostering of shifts, planning for combining of sectors, quarantine and hot standby. Through meticulous planning, implementation monitoring and review, India was able to maintain services throughout the contingency.

2.3 To support recovery of airline operations, India undertook many initiatives facilitating optimal flight profiles for flights. The Government constituted an Airspace Review Committee to optimize the use of airspace. Major initiatives are summarized as below.

- a) Airspace above FL325 of restricted areas north of latitude 16N and all airspace south of latitude 16N above FL255 were made available under FUA. The released airspace were amended as TRA.
- b) An Airspace Management Cell (AMC) was established at Delhi for implementing FUA. Publication of daily Airspace Use Plan (AUP) commenced from 31st July, 2020 notifying the allocation of Flexible Airspace Structures and availability of Conditional ATS Routes (CRDs). Establishment of a Regional AMC at Chennai is underway.

- c) Conditional ATS Route (CDR 2) L639 is being made available through AUP by AMC and being used by about 70 aircraft per day. IATA in its proposal for the route (IND 10) had estimated that the route can save about 80NM and an Airline had estimated the saving as USD 771/- per flight.
- d) ATS Route N563 is made available H24 basis providing additional option for flights between MID and South-East Asia.
- e) Suspension of FLAs applicable within the Mumbai FIR
- f) Nine new CDRs were established enabling a saving from 9 to 108 NM.
- g) Application of 20NM Longitudinal separation between RNP 2 approved aircraft implemented between high-density Route segments of Delhi-Mumbai and Delhi-Kolkata.
- h) Regular Civil-Military meetings both tactically and dynamically for optimizing airspace use and availability of shorter Routing options.

2.4 India continues its efforts supporting optimal operation of flights within its airspace through Stakeholder consultations and Civil-Military cooperation. While transiting through the contingency in which there was risk of infection to the personnel and family, services were maintained at pre-COVID 19 levels or even enhanced. This was possible due to commitment of the officers and measures enhancing safe working environment. The cycle of Planning, Implementation, Monitoring and Review continues to be maintained for optimizing the services.

2.5 While acknowledging the losses to Airlines it is also noted that ANSPs, a not for profit organization, also incurred and continue incurring losses as there is no reduction in operational expenditure during reduced earnings.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.

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