



ICAO BANGKOK

UNITING AVIATION

WP24 - Regional ATM Contingency Planning and COVID-19-Related ATM Contingency Activities

ATM/SG/8

23 – 27 November 2020

Shane Sumner

Regional Officer Air Traffic Management/Aeronautical Information Management

International Civil Aviation Organization (ICAO)

Asia and Pacific Regional Office

ssumner@icao.int





- **ICAO Global and Regional Provisions**
 - Annex 11, Doc 4444, Regional ATM Contingency Plan
- **Regional ATM Contingency Plan Implementation Status**
- **APAC COVID-19-related ATM Contingency Activities**
 - **ATM Capacity Surveys**
 - **Regional Strategy for COVID-19-related ATM Contingency Recovery**
 - **NOTAMs**
 - **Other information**
- **Afghanistan Contingency Planning – request for update**
- **East Asia and North Pacific Contingency Coordination Team – POC Update**



ICAO Global and Regional Provisions – Annex 11

2.32 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.



ICAO Global and Regional Provisions – Regional ATM Contingency Plan

- **Developed by the Regional ATM Contingency Plan Task Force**
 - (RACP/TF – now dissolved)
- **Subsidiary to the Asia/Pacific Seamless ANS Plan**
- **Includes *Performance Improvement Plan***
 - **Expected implementation by 10 November 2016**
 - Effectively, immediately on approval by APANPIRG/27, 2016
 - **22 performance expectations**
 - **Level 1 Plans - Domestic or Internal State Plans**
 - **Level 2 Contingency Arrangements**
 - **Level 3 Sub-Regional Contingency Plans**
 - **Volcanic Ash Contingency Planning**



ICAO Global and Regional Provisions – Regional ATM Contingency Plan

- **Regional ATM Contingency Plan Chapter 7 – Performance Improvement Plan**

7.22 States should report the status of implementation of the performance expectations of the Regional ATM Contingency Plan at least once annually, by not later than 31 May each year, using the Regional ATM Contingency Plan Monitoring and Reporting Form.

(Conclusion ATM/SG/5-8: Asia/Pacific Regional ATM Contingency Plan Amendment)

Regional ATM Contingency Plan Monitoring and Reporting Form



Regional ATM Contingency Plan Implementation Reporting

(Regional ATM Contingency Plan Monitoring and Reporting Form)

2018 – Macao China, Singapore, Sri Lanka;

2019 – Australia, Bangladesh, Hong Kong China, Macao China, France (New Caledonia), Indonesia, Japan, Malaysia, Myanmar, Nepal, Philippines, Singapore, Viet Nam, United States.

2020 – Bangladesh, Cambodia, Hong Kong China, Macao China, Indonesia, Pakistan, Republic of Korea, Thailand, Viet Nam.



Regional ATM Contingency Plan Implementation Status

ROBUST – Australia, Indonesia, Singapore, USA

MARGINAL – Malaysia, Pakistan, Republic of Korea, Viet Nam

INCOMPLETE – Bangladesh, Cambodia, Hong Kong China, Macao China, Japan, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, Papua New Guinea, Philippines, Sri Lanka, Thailand,

DID NOT REPORT – Afghanistan, Bhutan, Brunei Darussalam, China, Cook Islands, Fiji, France (French Polynesia), DPR Korea, India, Kiribati, Lao PDR, Marshall Islands, Micronesia, Nauru, New Zealand, Palau, Samoa, Solomon Islands, Timor Leste, Tonga, Tuvalu, Vanuatu



APAC COVID-19-related ATM Contingency Activities

- **ATM Capacity Surveys**
- **Regional Strategy for COVID-19-related ATM Contingency Recovery**
- **NOTAMs**
- **Other information**



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)

FIRST Survey: 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.

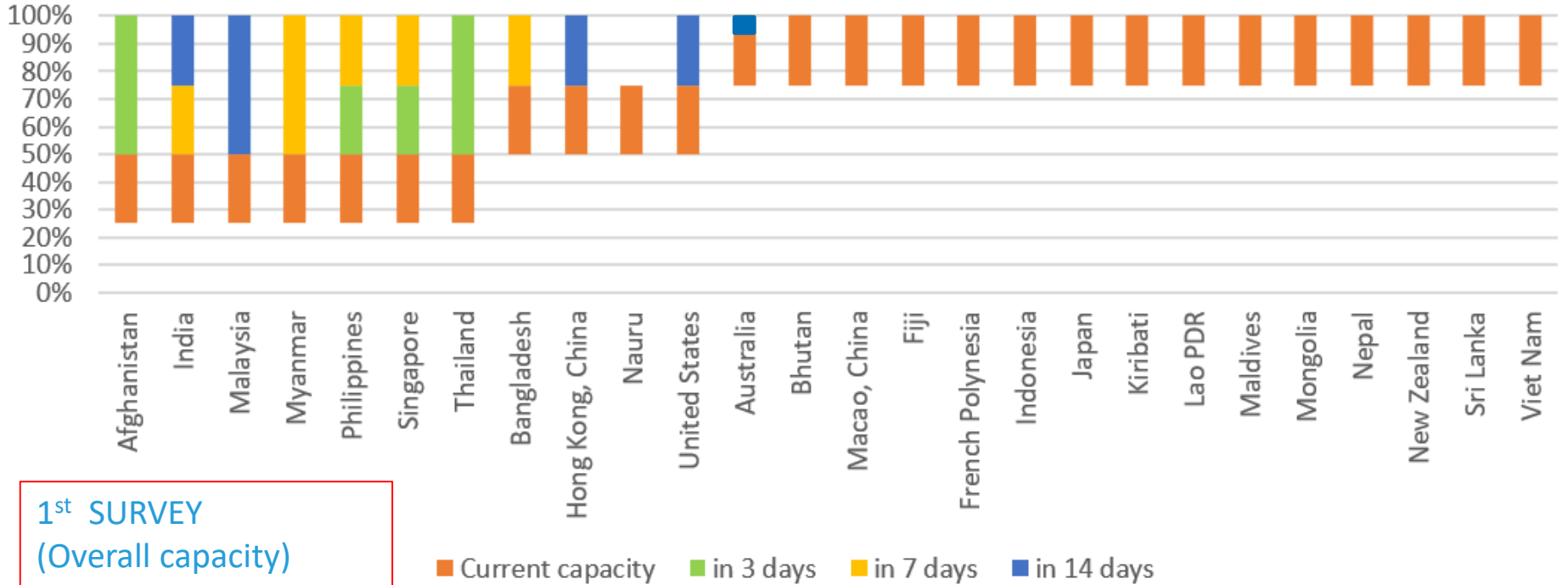
75%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Current capacity compared to full capacity (December 2019)

1st SURVEY

and

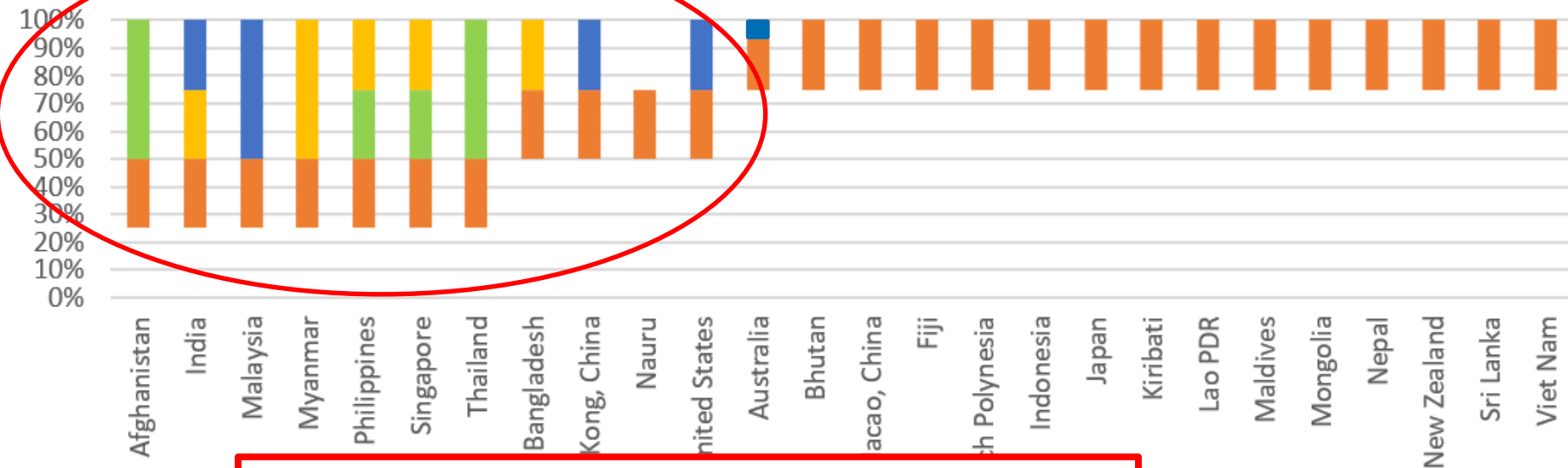
How long it would take to reach higher than current capacity levels.



Current capacity compared to full capacity (December 2019)

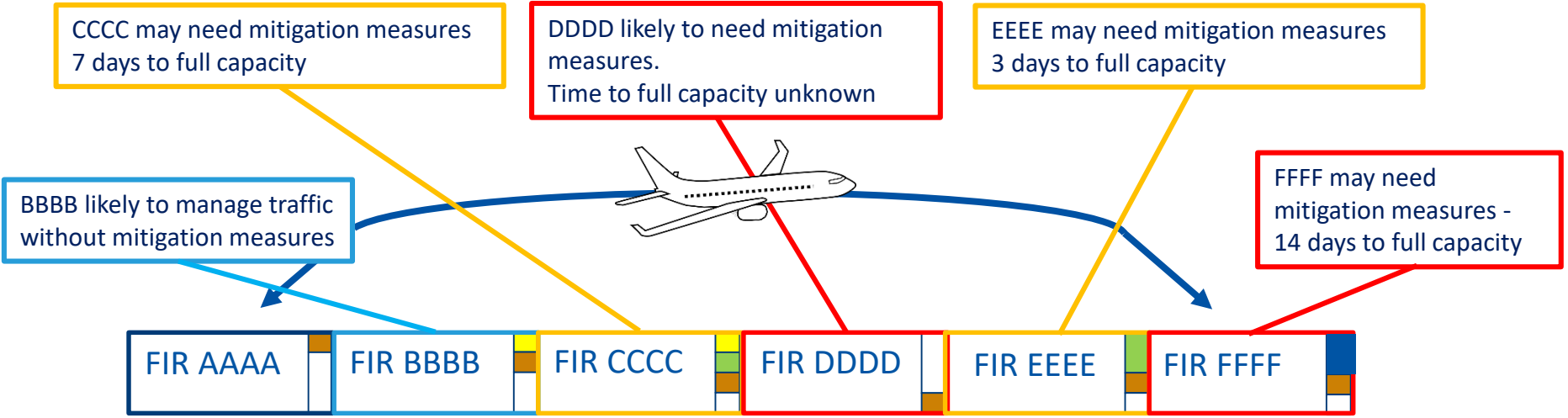
and

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



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)

Second Survey - Included a breakdown of overflight versus arriving/departing traffic capacity

Replies received from 16 Administrations

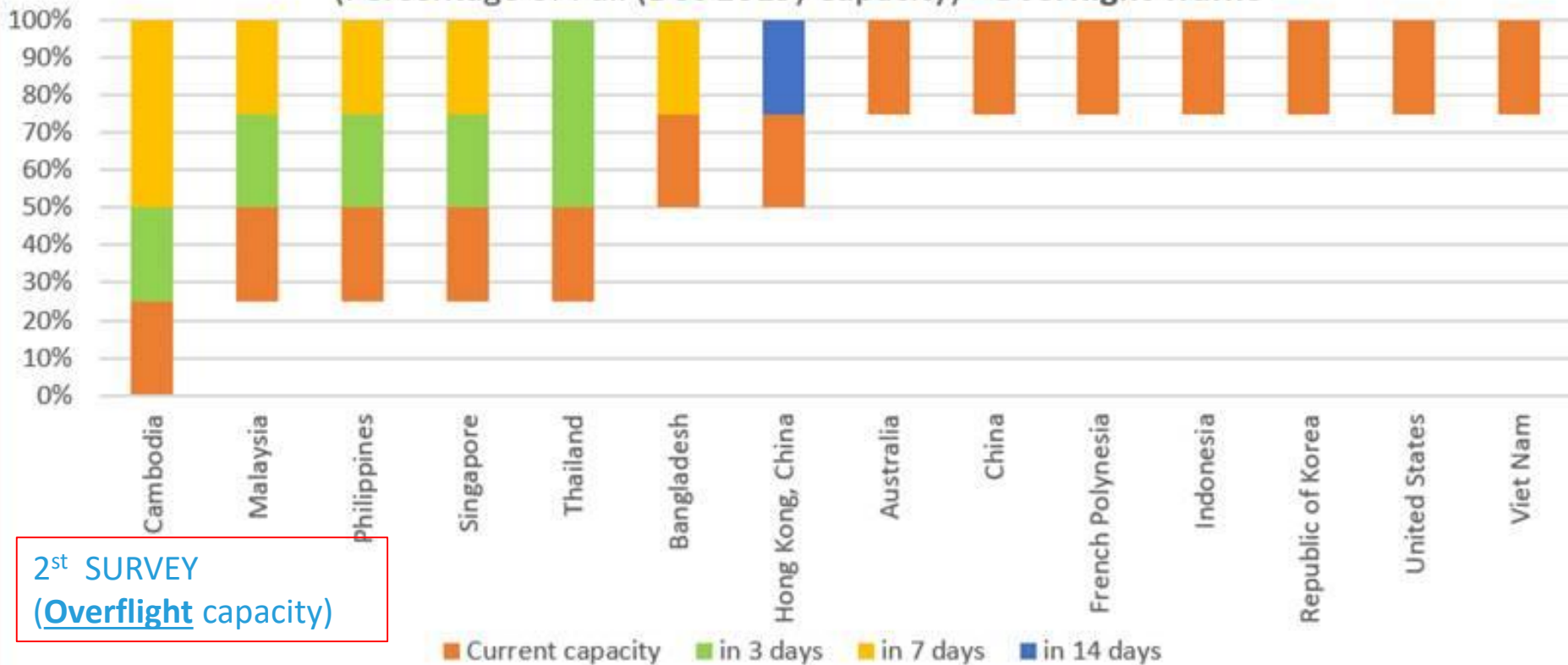
Australia, Bangladesh, Cambodia China, Hong Kong China, Macao China, French Polynesia, Indonesia, Malaysia, Philippines, Republic of Korea, Singapore, Thailand, United States, Viet Nam.

Thank you.

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

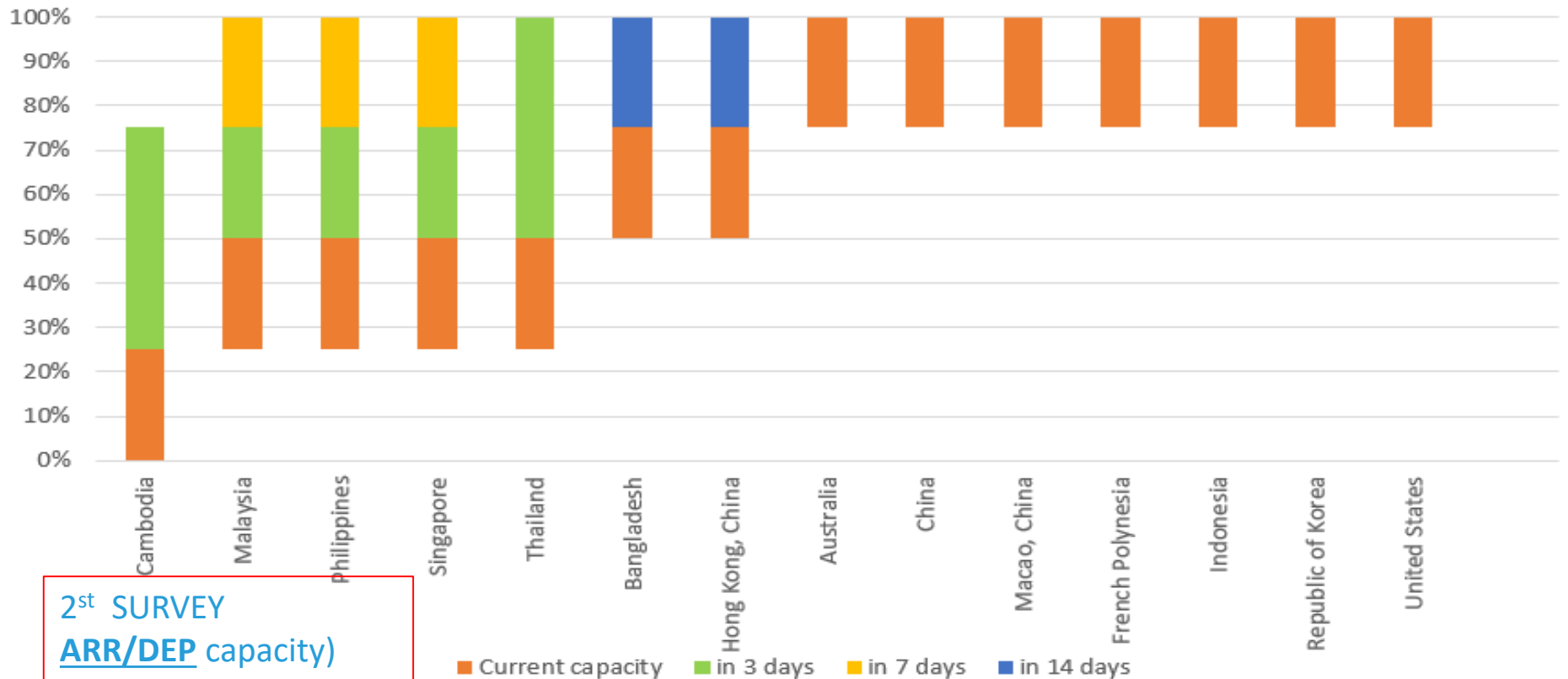
ANSPs current ATM capability/capacity is less than 100% of full capacity
 (December 2019) - how long it would take to reach the following capacity levels:

(Percentage of Full (Dec 2019) Capacity) - **Overflight Traffic**



2st SURVEY
 (Overflight capacity)

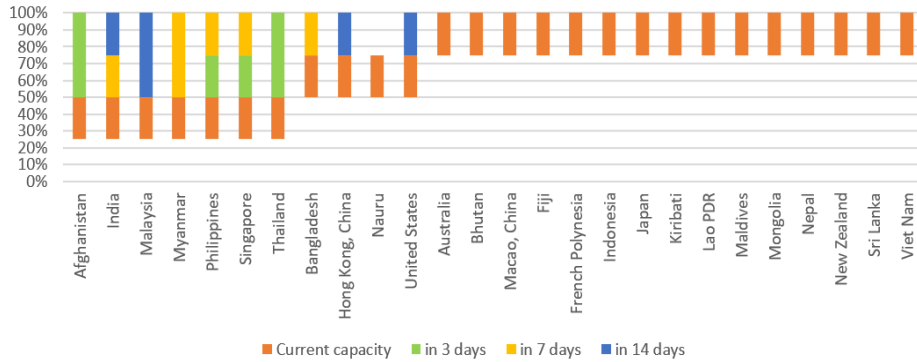
ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019) - how long it would take to reach the following capacity levels:
 (Percentage of Full (Dec 2019) Capacity) - **Arriving/Departing Traffic**



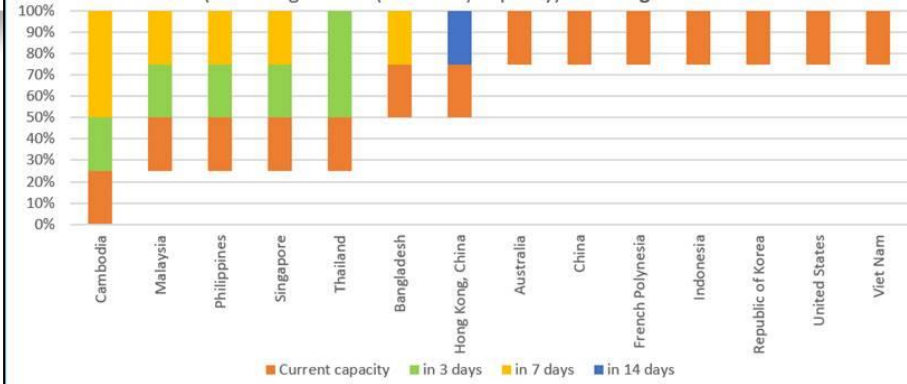
2st SURVEY
 ARR/DEP capacity)



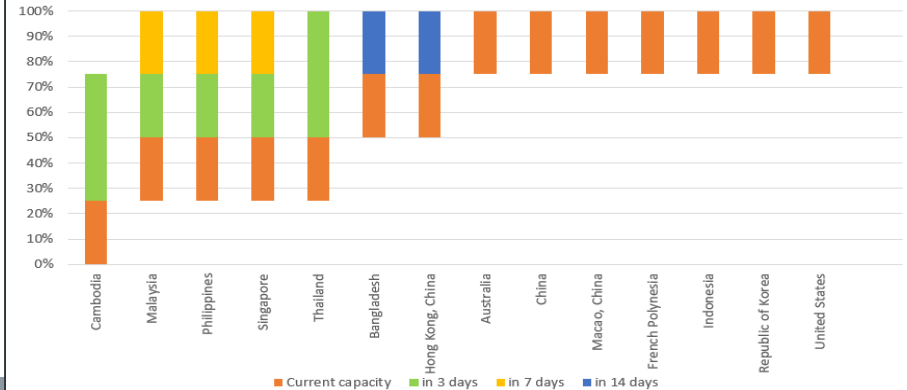
ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019) - how long it would take to reach the following capacity levels: (Percentage of Full (Dec 2019) Capacity)



ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019) - how long it would take to reach the following capacity levels: (Percentage of Full (Dec 2019) Capacity) - **Overflight Traffic**



ANSPs current ATM capability/capacity is less than 100% of full capacity (December 2019) - how long it would take to reach the following capacity levels: (Percentage of Full (Dec 2019) Capacity) - **Arriving/Departing Traffic**





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





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.

ANSP ACTIONS

6.	<p>Conduct air traffic demand prediction analyses.</p> <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.	<p>Establish regular liaison between ANSP and airport authorities.</p> <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.	<p>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.</p> <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.	<p>Notify ICAO Asia/Pacific Regional Office of:</p> <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.



Summary of Key Actions for ANSPs

Establish regular liaison with neighbouring ANSPs

- Exchange information on current and expected operational matters

Establish regular liaison and effective agreement with government COVID-19 decision-makers

- Ensure government COVID-19 decision-makers are kept fully informed of ATM readiness
- Provide minimum advance notification of resumption

Develop/review/refine processes for traffic demand forecasting

- Refer also to CANSO information

Keep ICAO Regional Office and neighbouring ANSPs informed of significant developments

- Significant changes in ANS capability
- Any planned resumption

Air Navigation Services	
1.	Respond to the support development <ul style="list-style-type: none"> - Forward the as soon as possible - Inform the Recovery, (Appendix D)
2.	Regularly review apac@icao.int.
3.	Establish regular <ul style="list-style-type: none"> - Ensure government take into account notification.
4.	Ensure government <ul style="list-style-type: none"> - ANSP contingency relaxation of - Neighbouring or be impacted
5.	Ensure there is an the ANSP for multi-city pairs. <ul style="list-style-type: none"> - State-to-State - unrestricted - ideally not less of entry restrictions



be aware of any trends; of entry restrictions for

traffic prediction, IATA; Appendix D.

and airport capacity

ATM contingency and Collaborative Decision-making weekly, as a minimum.

of CDM and Sharing of templates for

recovery of traffic (full or ATC Points of Contact

(Appendix D).
 - apac@icao.int; ssumner@icao.int; lwicks@icao.int.



ICAO APAC RO ACTIONS

ICAO Asia/Pacific Regional Office Actions	
1.	<p>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 – <i>Recovery</i> (CCTs-<i>Recovery</i>) to asses and coordinate:</p> <ul style="list-style-type: none">a. readiness of all affected FIRs (including other ICAO Regions where necessary);b. existing COVID-19-related NOTAMs;c. traffic demand predictions;d. Air Traffic Flow Management (ATFM, where capability exists) or other traffic mitigation requirements;e. agreed common commencement date/time of flights under relaxed entry requirements or other resumption of ATM operations (if necessary);f. reviewed or new NOTAMs as required;g. situation monitoring and reporting; andh. follow-up VTCs.
2.	<p>CCTs-<i>Recovery</i> 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.</p>
3.	<p>CCTs-<i>Recovery</i> will communicate and confer by electronic means, including email, Video Teleconference (VTC) and, where necessary, telephone.</p>
4.	<p>CCTs will continue to be separately formed where necessary to coordinate the regional response to ATM contingency operations unrelated to the COVID-19 pandemic.</p>



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 *COV* *and s* *ICAO APAC Regional Office has not yet received any information from any Asia/Pacific ANSP*

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

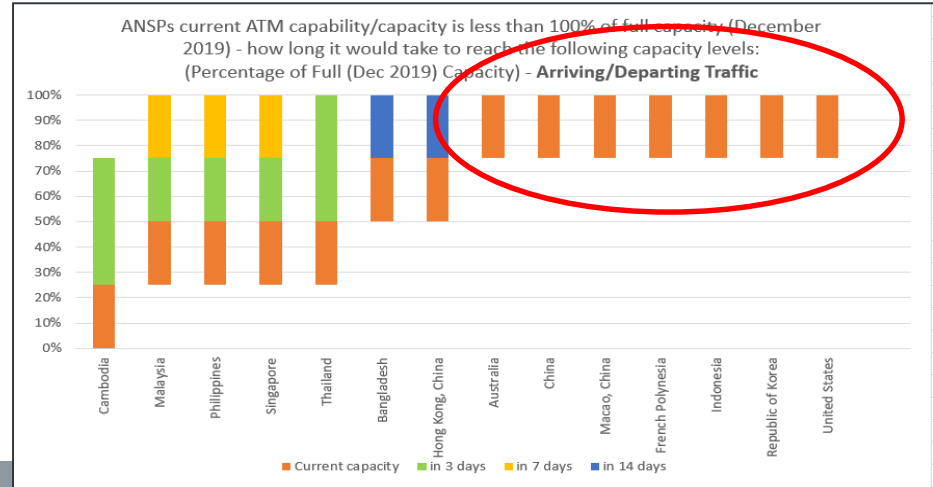
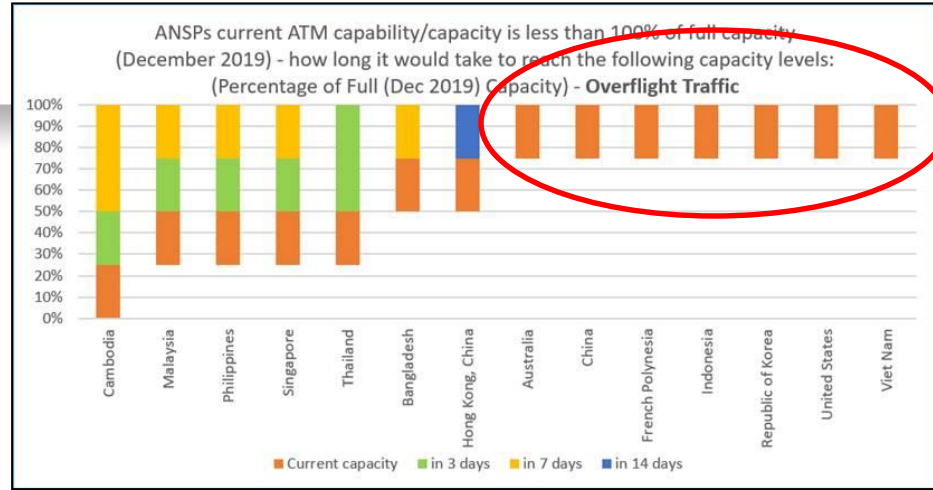
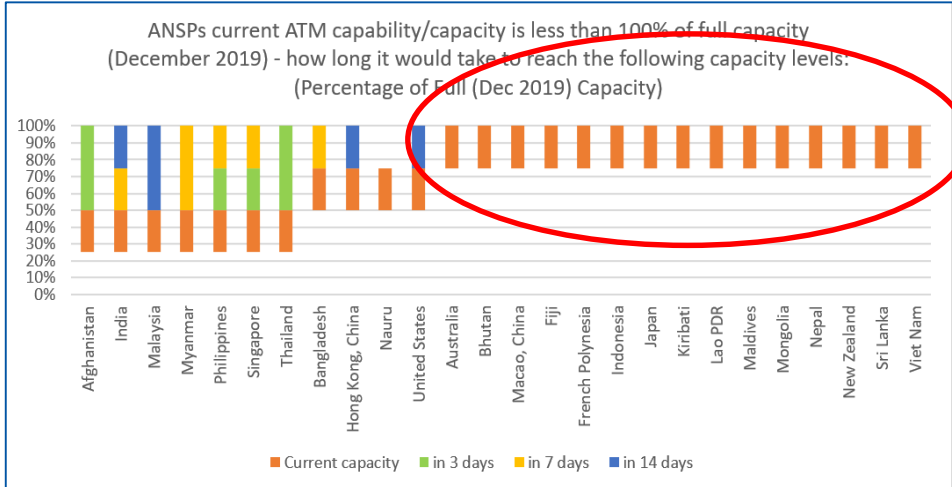
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traffic;*

ICAO



ATC capacity in the short to medium term...?





NOTAM Templates – ICAO State Letter AP086/20 Aerodrome/Airspace not available, or limited

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/

AERODROME CONTINGENCY

- **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 Aerodrome/Airspace not available, or limited

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) 20nnnnnnnn C) 20nnnnnnnn

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 5.2.3.3

PANS-ATM SECTION 5.2.3.3

[AIR TRAFFIC FLOW MANAGE

AIRSPACE ENTRY COORDINATION OR AUTHORIZATION]

[ANY OTHER RELEVANT MATTER]

AIRSPACE CONTINGENCY

- **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 (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

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ACI

CANSO

CANSO ATM Traffic Analysis Reports

IATA



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huma
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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



- **Afghanistan Contingency Planning**
 - Current Kabul FIR Bypass Plan (WP24 Attachment C)
 - request for update – any details, and CCT POCs.

- **East Asia and North Pacific Contingency Coordination Team – POC Update**
 - CCT POC update (WP24 Attachment D)

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the performance expectations of the Regional ATM Contingency Plan relating to promulgation and reporting;
- b) provide *Regional ATM Contingency Plan* status reports at least once annually, by not later than 31 May each year;
 - i) note that updates received during the ATM/SG/8 meeting will be reflected in the meeting report;
- c) note the information provided on COVID-19 pandemic-related ATM contingency planning, particularly the *APAC Regional Strategy for COVID-19-related ATM Contingency Recovery (Attachment B)*;
- d) (relevant States) to provide updated details for the Inter-regional Afghanistan ATM Contingency Arrangements, particularly the points of contact list (**Attachment C**);
- e) (relevant States) to update points of contact for the East Asia and North Pacific Contingency Coordination Team (**Attachment D**);



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