



ICAO

International Civil Aviation Organization

**Twelfth Meeting of the Air Traffic Management Sub-Group  
(ATM/SG/12) of APANPIRG**

Bangkok, Thailand, 23 – 27 September 2024

---

**Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)**

**REGIONAL ATM CONTINGENCY PLANNING AND CONTINGENCY OPERATIONS  
UPDATE**

(Presented by the Secretary)

**SUMMARY**

This paper presents information on ATM contingency planning in the Asia/Pacific Region, including an update of State-reported implementation of the performance expectations of the Asia/Pacific Regional ATM Contingency Plan. A brief outline of ATM contingency operations in the APAC Region since the last report to ATM/SG/11 is also provided.

**1. INTRODUCTION**

1.1 The *Asia/Pacific Regional ATM Contingency Plan*, developed by the Regional ATM Contingency Plan Task Force (RACP/TF), was first adopted by the Twenty-Seventh Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/27) in September 2016. Version 3.0 of the Contingency Plan was approved by ATM/SG/7 in August 2019.

1.2 The Contingency Plan and the Regional ATM Contingency Plan Monitoring and Reporting form are available on the ICAO Regional Office eDocuments web-page (ATM section, Contingency sub-section) at: <https://www.icao.int/APAC/Pages/eDocs.aspx>.

1.3 The Contingency Plan is subsidiary to the *Asia/Pacific Seamless ANS Plan*.

**2. DISCUSSION**

2.1 Annex 11 – *Air Traffic Services* contains the following standard relating to ATM Contingency Planning:

**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.*

#### Regional ATM Contingency Plan Performance Expectations

2.2 The Asia/Pacific Regional ATM Contingency Plan, as approved by ATM Sub-Group on behalf of APANPIRG, includes in its performance improvement plan the following performance expectations relating to promulgation and reporting of State contingency plans:

7.20 *National ATM Contingency Plans should be promulgated on the website of the Air Navigation Service Provider.*

7.21 *States should report the status of their contingency planning to the ICAO APAC Regional Office, as follows:*

1. *Promulgation of the national ATM Contingency Plan, together with the hyperlink to the website location of the Plan;*
2. *State Contingency Points-of-Contact; and*
3. *The establishment of contingency arrangements with each neighbouring State.*

*Note 1: Information of a sensitive nature such as that related to matters of national security need not be included in promulgated contingency plans.*

*Note 2: the Regional List of State Contingency Points-of-Contact is provided at **Appendix H**.*

*Note 3: APANPIRG Air Navigation Deficiencies may be raised against the provisions of Annex 11 paragraph 2.30 for States that do not report promulgation of their national ATS contingency 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.*

2.3 The meeting is reminded that the implementation status reporting schedule for the performance expectations of the Regional ATM Contingency Plan has, along with those for other ATM-related plans, been revised to not later than 28 February each year. **Conclusion ATM/SG/10-1: Revised Reporting Date for ATM Regional Plans' Implementation Status Monitoring** refers.

2.4 The performance expectations of the Regional ATM Contingency Plan were expected to be implemented by 10 November 2016, reflecting the Annex 11 standard requiring that Air Traffic Services (ATS) Authorities shall develop and promulgate contingency plans.

#### Regional ATM Contingency Plan Status Reporting

2.5 Regional ATM Contingency Plan Monitoring and Reporting status report forms have been received as for the following reporting years:

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.

2021 – Hong Kong China, Macao China, Indonesia, Myanmar, Nepal Pakistan, Republic of Korea, Singapore, USA, Thailand, Viet Nam.

2022 – Bangladesh, Cambodia, Indonesia, Nepal, Pakistan, Republic of Korea, Thailand, Viet Nam.

2023 – Australia, Bangladesh, Bhutan, Hong Kong China, Macao China, Fiji, French Polynesia, Indonesia, Japan, Malaysia, Mongolia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam.

2024 - Australia, Bangladesh, Cambodia, China, Hong Kong China, Macao China, Fiji, Indonesia, Japan, Malaysia, Mongolia, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Viet Nam.

2.6 17 APAC States have *never* provided an implementation status report.

2.7 Using standardized regional criteria first used for assessment of State implementation of the elements of the APAC Performance-Based Navigation (PBN) Implementation Plan, and now applied to various other regional plans in the ATM, AIM and SAR fields, status reports are assessed by the Regional Office on the basis of the overall implementation of applicable elements of the Regional ATM Contingency Plan.

90 – 100% = *Robust*

70 – 89% = *Marginal*

0 – 69% = *Incomplete*

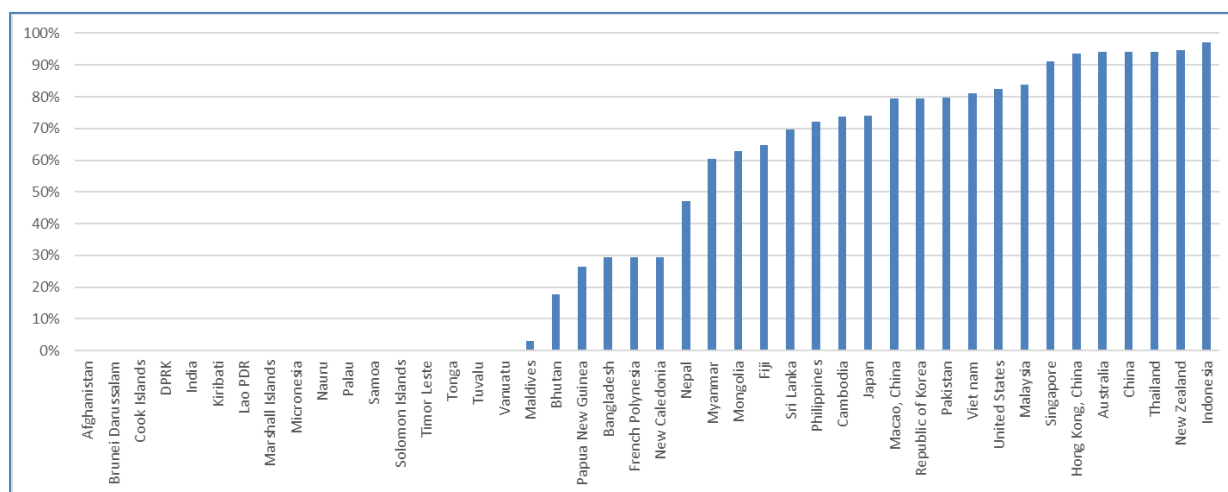
2.8 **Table 1** summarizes Asia/Pacific Region Contingency Plan implementation status, as reported to the ICAO Regional Office. The collated data provided in State reports is provided in **Attachment A**.

Administration	% Implementation	Implementation Status
Afghanistan	<i>no report</i>	Did Not Report
Australia	94 ↓	Robust
Bangladesh	29 ↓	Incomplete
Bhutan	18	Incomplete
Brunei Darussalam	<i>no report</i>	Did Not Report
Cambodia	74 ↑	Marginal
China	94	Robust
Hong Kong, China	94 ↑	Robust
Macao, China	79 ↑	Marginal
Cook Islands	<i>no report</i>	Did Not Report
DPR Korea	<i>no report</i>	Did Not Report

Administration	% Implementation	Implementation Status
Fiji	65 ↓	Incomplete
France (French Polynesia)	29	Incomplete
India	<i>no report</i>	Did Not Report
Indonesia	97	Robust
Japan	74 ↓	Marginal
Kiribati	<i>no report</i>	Did Not Report
Lao PDR	<i>no report</i>	Did Not Report
Malaysia	84 ↑	Marginal
Maldives	3	Incomplete
Marshall Islands	<i>no report</i>	Did Not Report
Micronesia	<i>no report</i>	Did Not Report
Mongolia	63 ↑	Incomplete
Myanmar	60	Incomplete
Nauru	<i>no report</i>	Did Not Report
Nepal	47 ↑	Incomplete
New Caledonia	29	Incomplete
New Zealand	95 ↑	Robust
Pakistan	80 ↑	Marginal
Palau	<i>no report</i>	Did Not Report
Papua New Guinea	26	Incomplete
Philippines	72 ↓	Marginal
Republic of Korea	79 ↓	Marginal
Samoa	<i>no report</i>	Did Not Report
Singapore	91	Robust
Solomon Islands	<i>no report</i>	Did Not Report
Sri Lanka	70 ↑	Marginal
Timor Leste	<i>no report</i>	Did Not Report
Tonga	<i>no report</i>	Did Not Report
Thailand	94	Robust
Tuvalu	<i>no report</i>	Did Not Report
United States	82	Marginal
Vanuatu	<i>no report</i>	Did Not Report
Viet Nam	81 ↓	Marginal

**Table 1:** Reported ATM Contingency Plan Implementation Status

2.9 **Figure 1** illustrates overall reported implementation status.



**Figure 1:** Regional ATM Contingency Plan – Overall Implementation Status

2.10 The meeting is reminded that the ICAO Regional Office is expected to annually report the receipt, or non-receipt, of completed Contingency Plan Monitoring and Reporting Forms, in accordance with the performance expectations of the Regional ATM Contingency Plan, for consideration for addition to the APANPIRG ANS Deficiencies List. This is related to the in Annex 11 – *Air Traffic Services* Section 2.32.

2.11 States that have failed to provide any status reports are particularly urged to do so. Any status updates received during the ATM/SG/12 meeting will be reflected in the meeting report.

#### East Asia and North Pacific Contingency Coordination Team

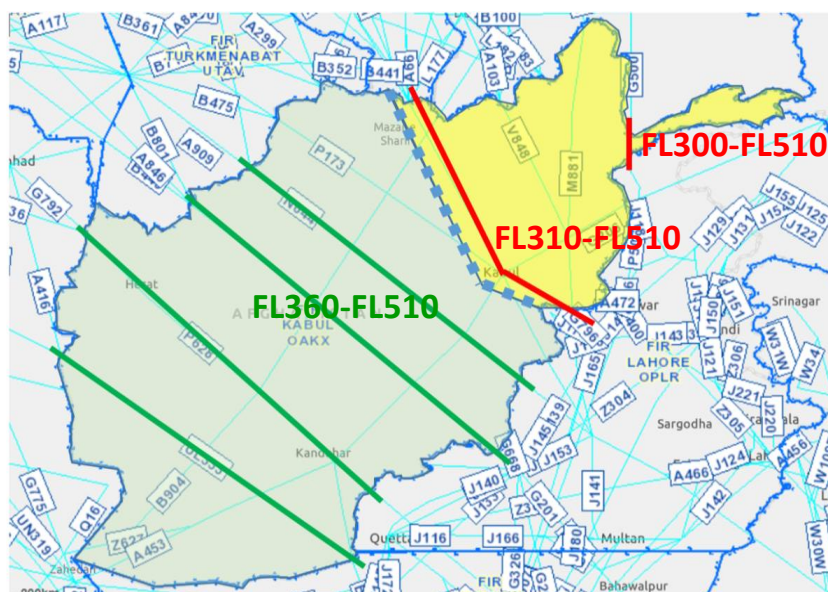
2.12 Participants are also requested to update details contained within the East Asia and North Pacific Contingency Coordination Team Points of Contact document (**Attachment B**).

#### Kabul FIR Contingency Operations – August 2021 to present date

2.13 The Kabul FIR CCT has been in place since August 2021 due to the continued unavailability of en-route ATS in the FIR. Some limited ATS is available at selected aerodromes.

2.14 Regular meetings of the CCT are held by video teleconference, albeit on a reduced schedule due to the long-term continuance of the status-quo. CCT meetings are supplemented by bilateral fortnightly meetings between Afghanistan and the ICAO APAC Regional Office.

2.15 The current contingency arrangements are detailed below (**Figure 2**). Initially, during the 2021 contingency situation, no overflights were observed over the Kabul FIR except for P500, which was allocated to Pakistan and Tajikistan. Currently, around 600 overflights per week are being observed as aircraft avoid Middle Eastern airspace due to recent unforeseen events. Consequently, adjacent FIRs, such as Karachi FIR, occasionally require airborne holding due to limited Flight Level availability.



**Figure 2:** Kabul FIR contingency arrangements (as of September 2024)

2.16 With the completion of Hajj 2024, which demanded additional Flight Levels for domestic departures and arrivals, Afghanistan now plans to revise the contingency arrangements. This includes adjusting the Flight Level assignments for overflights from FL360-FL510 to FL330-FL510 to enhance airspace capacity. Coordination with neighbouring FIRs has been ongoing.

2.17 Noting that ATS routes through the Kabul FIR are part of the major traffic flows between South Asia/Southeast Asia and Europe, and that the great majority of airspace users operating flights that would normally transit the Kabul FIR have elected to deviate around it, ICAO wishes to recognize the efforts of States managing the additional traffic that continues to operate on non-normal routes through their FIRs, particularly (but not limited to) India and Pakistan, and the Middle East Region States.

#### ICAO APAC/MID ATM Contingency Planning Workshop

2.18 The ICAO APAC/MID ATM Contingency Planning Workshop took place from June 25-27, 2024, followed by the ATM Contingency Table Top exercise on June 28, 2024. Meeting materials can be accessed at [icao.int/APAC/Meetings/Pages/2024-ATM-Contingency-WS-TTX.aspx](https://icao.int/APAC/Meetings/Pages/2024-ATM-Contingency-WS-TTX.aspx).

2.19 The workshop aimed to:

- Highlight the State's obligations for Contingency Planning under Annex 11;
- Familiarize participants with the revised APAC and MID Regional Contingency Plan;
- Examine case studies, including those related to the impact of Volcanic Ash; and
- Review and provide input to the APAC and MID Regional Contingency Plan to ensure inter-regional harmonization.

2.20 During the workshop, ICAO and subject matter experts from States, ANSPs, airspace users, and International Organizations provided an overview of relevant ICAO provisions, reviewed the current regional ATM Contingency Framework, and discussed case studies on ATM contingency

planning, meteorological phenomena affecting ATM operations, and other related topics. Similar workshops with the same objectives will be conducted in other regions in 2024/2025.

2.21 The workshop provided a platform to discuss methods for enhancing contingency management and offered recommendations for improving regional contingency plans. These discussions were based on the draft APAC Regional Contingency Framework, developed by the Asia and Pacific Air Navigation Service Provider Committee (AAC) Work Stream 3 in collaboration with ICAO ANB. The workshop, along with the APAC and MID regional ATM officers, tentatively adopted the draft framework, with further updates to the current Regional ATM Contingency Plan. The framework is currently being reviewed by ICAO ANB and Regional Offices to harmonize the contingency arrangements.

2.22 The meeting is invited to discuss the proposed process for updating the contingency framework/plan:

- The framework will be reviewed and amended by ICAO ANB and Regional Offices to create a harmonized global framework.
- The regional plan will be amended by the secretariat based on the updated framework.
- Both the framework and the regional plan will be discussed at ATM/SG/13.
- Both the framework and the regional plan will be proposed at APANPIRG/36.

### 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 Monitoring and Reporting* at least once annually, by not later than 28 February;
- c) (relevant States) to update points of contact for the East Asia and North Pacific Contingency Coordination Team (**Attachment B**);
- d) discuss and agree on the proposed process for updating the contingency framework/plan as outlined in para 2.23;
- e) comply with the Annex 11 provisions and Regional ATM Contingency Plan elements for contingency operations and coordination, and cooperate with Contingency Coordination Teams when formed;
- f) update ATC and CCT Points of Contact (see separate working paper to this meeting); and
- g) discuss any relevant matters as appropriate.

.....

ASIA/PACIFIC REGION CONTINGENCY PLAN IMPLEMENTATION STATUS

The following indicators are based on the Performance Improvement Plan of the Asia/Pacific Regional Contingency Plan, which should be read in conjunction with this form. The information provided will be used by the relevant Regional bodies to assess individual Administration and overall regional compliance with the Contingency Plan, and may be used by Administrations to internally evaluate their implementation status.

	Australia	Bangladesh	Bhutan	Cambodia	China	Hong Kong, China	Macao, China	Fiji	French Polynesia	Indonesia	Japan	Malaysia	Maldives	Mongolia	Myanmar	Nepal	New Caledonia	New Zealand	Pakistan	Papua New Guinea	Philippines	Republic of Korea	Singapore	Sri Lanka	Thailand	United States	Vietnam
Indicate whether your Administration has:																											
1. Established an ATM contingency Central Coordinating Committee, its terms of reference and procedures for activating the ATM Operational Contingency Group function.	100%	100%	0.5	30%	100%	100%	100%	50%	0.0	100%	50%	75%	0.0	100%	1.0	50%	0.0	100%	100%	0.0	100%	100%	100%	100%	100%	100%	100%
2. Developed contingency plans for Category A, B and C contingency events, for all ATS units.	100%	0%	0.5	100%	100%	100%	100%	50%	1.0	100%	100%	75%	0.5	10%	1.0	100%	1.0	80%	75%	0.5	70%	100%	100%	100%	50%	100%	100%
3. Developed human performance-based training and procedures for response to ATM contingency operations, for all ATS staff.	100%	0%	0.0	100%	100%	100%	100%	100%	0.2	100%	50%	100%	0.0	100%	0.9	50%	1.0	100%	100%	0.5	100%	100%	100%	60%	100%	100%	100%
4. Implemented a program of regular desktop and inter-unit coordinated contingency exercises of all Level 1 contingency plans	100%	0%	0.0	50%	100%	100%	100%	100%	0.3	100%	100%	75%	0.0	50%	0.9	50%	0.0	100%	100%	0.0	100%	100%	100%	75%	100%	100%	100%
5. Implemented process to review and analyze the outcomes of any testing, pre-activation or activation of a contingency plan, or any contingency exercise.	100%	0%	0.0	75%	100%	100%	100%	100%	1.0	100%	100%	50%	0.0	100%	1.0	50%	1.0	100%	100%	0.0	100%	100%	100%	80%	100%	100%	50%
6. Published details of ATS contingency routes and flight level allocation schemes in AIP.	0%	0%	0.0	50%	100%	70%	100%	0%	0.0	100%	0%	50%	0.0	100%	1.0	0%	0.0	80%	100%	0.0	15%	50%	50%	0%	100%	0%	100%
7. Made relevant sections of contingency plans available on the public internet website of the ANSP	100%	100%	0.0	50%	100%	100%	0%	0%	0.0	100%	0%	50%	0.0	100%	1.0	0%	0.0	100%	100%	0.0	0%	100%	100%	50%	100%	0%	100%
8. Formalized Level 2 (interState) contingency arrangements for all relevant Level 1 contingency plans.	100%	0%	0.5	100%	100%	70%	100%	50%	0.0	100%	57%	50%	0.0	20%	1.0	50%	0.0	50%	50%	0.0	15%	0%	50%	100%	100%	50%	40%
9. Harmonized, where practicable, contingency ATS routes and flight level allocation schemes with those of neighbouring States.	100%	100%	0.0	100%	50%	50%	100%	0%	0.5	50%	100%	100%	0.0	100%	1.0	50%	0.0	100%	0%	0.5	25%	0%	50%	60%	100%	50%	40%
10. Ensured regulatory provisions relating to flight into airspace affected by volcanic ash are in accordance with the guidance provided in ICAO Doc 9974 - Flight Safety and Volcanic Ash.	100%	0%	1.0	100%	100%	100%	50%	0%	0.0	100%	0%	100%	0.0	80%	0.0	100%	0.5	100%	20%	0.0	100%	100%	100%	0%	100%	100%	100%
11. Developed airspace and airport management policies and procedures for response to volcanic ash cloud, in accordance with the provisions of Doc 9974 and ICAO Doc 4444 - PANS-ATM 15.8.1c and Note 2.	100%	0%	0.0	100%	100%	100%	100%	50%	0.0	100%	100%	100%	0.0	80%	0.5	100%	0.5	100%	60%	0.0	100%	100%	100%	100%	100%	100%	100%
12. Developed and maintained a list of relevant volcanoes as specified in the Smithsonian Institution List of Volcanoes of the World for WAAC Use, available at <a href="http://www.volcano.si.edu/projects/vaac-data/">http://www.volcano.si.edu/projects/vaac-data/</a>	100%	0%	0.0	100%	100%	100%	0%	100%	0.0	100%	100%	100%	0.0	0%	0.0	50%	0.0	100%	50%	1.0	100%	100%	100%	100%	100%	100%	50%
13. Made available a series of templates for different stages of volcanic activity, to assist Meteorological Watch Office (MWO) and Aeronautical Information Service (AIS) staff in expediting the issuance of relevant MET and AIS messages.	100%	0%	0.0	50%	100%	100%	100%	100%	0.0	100%	100%	100%	0.0	0%	0.0	0%	0.0	100%	100%	0.5	100%	100%	100%	50%	100%	100%	50%
14. Conducted, at least annually, multi-lateral volcanic ash cloud exercises.	100%	0%	0.0	50%	50%	100%	0%	100%	0.0	100%	100%	100%	0.0	0%	0.0	0%	0.0	100%	100%	0.5	100%	0%	100%	50%	100%	100%	100%
15. Established a mechanism to provide regular and timely updates of information to all stakeholders during a volcanic eruption and/or ash cloud event.	100%	0%	0.0	50%	100%	100%	100%	100%	1.0	100%	100%	100%	0.0	50%	0.0	50%	0.0	100%	100%	0.5	100%	100%	100%	100%	100%	100%	100%
16. Established an internal crisis management centre to support the collaborative and timely sharing of information such as volcanic eruptions that will have a significant impact on airport and/or airspace management..	100%	100%	0.0	50%	100%	100%	100%	100%	1.0	100%	100%	100%	0.0	100%	0.0	0%	1.0	100%	100%	0.5	100%	100%	100%	60%	50%	100%	50%
17. Reported the status of contingency planning and contingency points-of-contact to the ICAO APAC Regional Office.	100%	100%	0.5	100%	100%	100%	100%	100%	0.0	100%	100%	100%	0.0	80%	1.0	100%	0.0	100%	100%	0.0	0%	100%	100%	100%	100%	100%	100%
Total (of 17)	16.0	5.0	3.0	12.6	16.0	15.9	13.5	11.0	5.0	16.5	12.6	14.3	0.5	10.7	10.3	8.0	5.0	16.1	13.6	4.5	12.3	13.5	15.5	11.9	16.0	14.0	13.8
Implementation %	94%	29%	18%	74%	94%	94%	79%	65%	29%	97%	74%	84%	3%	63%	60%	47%	29%	95%	80%	26%	72%	79%	91%	70%	94%	82%	81%

\*2024 Update - Higher than the previous year

\*2024 Update - Less than the previous year

\*2024 Update - No Change



East Asia and North Pacific ATM Contingency Focal Points

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER DETAILS
<b>CHINA</b>						
Mr.Wang Haibo, Director of Department of General Affairs CAAC	+86-10-64091504		+86-13-911403951			
Mr.Li Zhe, Deputy Director of Emergency Response Office CAAC	+86-10-64092125		+86-15-810978307		<a href="mailto:lizhe00162@163.com">lizhe00162@163.com</a>	
<b>DPRK</b>						
<b>JAPAN</b>						
Mr. Yoshiyuki Danzuka Special Assistant to the Director, Air Navigation Services Planning Division, Air Navigation Services Department, Civil Aviation Bureau, MLIT	+81 3 5253 8739				<a href="mailto:danzuka-t2p8@mlit.go.jp">danzuka-t2p8@mlit.go.jp</a> ;	
Ms. Yukiko Tamaru Chief, Air Navigation Services Planning Division, Air Navigation Services Department, Civil Aviation Bureau, MLIT	+81 3 5253 8739				<a href="mailto:tamaru-y46ch@mlit.go.jp">tamaru-y46ch@mlit.go.jp</a> ;	
Ms. Miho Itou Special Assistant to the Director, Air Traffic Control Division, Air Navigation Services Department, Civil Aviation Bureau, MLIT	+81 3 5253 8749				<a href="mailto:itou-m46be@mlit.go.jp">itou-m46be@mlit.go.jp</a> ;	

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER DETAILS
<b>REPUBLIC OF KOREA</b>						
Ms. Hye-in Jung Deputy Director Air Traffic Command Center	+82-53-668-0232			+82-53-668-0275	<a href="mailto:hyein@korea.kr">hyein@korea.kr</a>	
<b>RUSSIAN FEDERATION</b>						
Mr. Sergey Pogrebnov, Deputy Director General, State ATM Corporation HQ					<a href="mailto:Pogrebnov@matfmc.ru">Pogrebnov@matfmc.ru</a>	
Mr. Peter Shipil Director, International Relations and Protocol, State ATM Corporation HQ					<a href="mailto:shipil@gkovd.ru">shipil@gkovd.ru</a>	
Mr. Alexey Buevich Head of ATFM & Strategic Planning, Main ATM Center of Russia, State ATM Corporation	+7 495 6010643			+7 495 601 07 64	<a href="mailto:matcc@aviacom.ru">matcc@aviacom.ru</a>	
Mr. Konstantin Starostin, Deputy Branch Director for ATM, Far East Air Navigation Branch (Khabarovsk), State ATM Corporation					<a href="mailto:sko@dv.gkovd.ru">sko@dv.gkovd.ru</a>	
Mr. Viktor Trikopa, Head of ATM unit, North East Air Navigation Branch (Magadan)					<a href="mailto:trikopa@sv.gkovd.ru">trikopa@sv.gkovd.ru</a> <a href="mailto:acc@sv.gkovd.ru">acc@sv.gkovd.ru</a>	
<b>USA</b>						
Mr. Greg Byus	+1 540 422 4570		+1 202 281 6513		<a href="mailto:Greg.Byus@faa.gov">Greg.Byus@faa.gov</a>	

NAMES	PHONE (WORK)	PHONE (HOME)	MOBILE PHONE	FAX	E-MAIL	OTHER DETAILS
<b>IATA</b>						
Mr. John Moore	+65 6499 2529				<a href="mailto:moorej@iata.org">moorej@iata.org</a> ;	
Mr. Yoshiki Imawaka, Executive Advisor, ANA	+81 50 3756 8520			+81 3 6735 5770	<a href="mailto:y.imawaka@anahd.co.jp">y.imawaka@anahd.co.jp</a>	
Mr. Aric Oh, Senior Vice President, Asiana	+822 2669 5120			+822 2669 5560	<a href="mailto:aricoh@flyasiana.com">aricoh@flyasiana.com</a>	
Mr Kim JungSik, Korean Air	+822 2656 6249		+82 10 97516551	+822 2656 8289	<a href="mailto:jungsikkim@koreanair.com">jungsikkim@koreanair.com</a>	
<b>ICAO APAC</b>						
Mr. Hiroyuki Takata, (RO/ATM)	+66 2 537 8189		+66 63 150 7000	+66 2 537 8199	<a href="mailto:htakata@icao.int">htakata@icao.int</a>	
Mr. Mior Adli Bin Mior Sallehuddin (RO/ATM)	+66 2 537 8189		+66 82 283 5735	+66 2 537 8199	<a href="mailto:msallehuddin@icao.int">msallehuddin@icao.int</a>	
Mr. Raphael Guillet, Chief, Regional Sub-Office, APAC (Chief RSO)	+86 10 64557179		+86 18510853925	+86 10 64557164	<a href="mailto:rguillet@icao.int">rguillet@icao.int</a>	
<b>ICAO EUR/NAT</b>						
Mr. Sven Halle (RO/ATM)					<a href="mailto:shalle@icao.int">shalle@icao.int</a>	
<b>ICAO Headquarters</b>						
Mr. Chris Dalton (C/AMO)	1514 954-6711	1 514 281- 0731	+1 514 9510283	1-514-954 8197	<a href="mailto:cdalton@icao.int">cdalton@icao.int</a>	