*International Civil Aviation Organization*

**THE FIRST MEETING OF THE ANS INFORMATION ASSURANCE TASK FORCE (ANSIA TF/1)**

(*Bangkok, Thailand, 28 – 30 January 2026*)

**Agenda Item 3:** Review of outcome of relevant meetings

# OUTCOME OF RELEVANT MEETINGS

(Presented by the Secretariat)

**SUMMARY**

This paper presents the relevant outcome of Meetings held in 2025, including the Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36), the Twenty-Ninth Meeting of Communication, and relevant discussions in other meetings.

## 1. INTRODUCTION

1.1 The Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36) was held at the ICAO APAC Regional Office, Bangkok, Thailand, from *24 to 26 November 2025*. The Meeting was attended by **188** participants from **26** Member States, **2** Special Administrative Regions of China, and **6** International Organizations. The APANPIRG/36 meeting report, working papers, information papers, and other resources can be accessed by the following link:

https://www.icao.int/APAC/meetingdocs?fid=7023

1.2 The Twenty-Ninth Meeting of the Communications, Navigation and Surveillance Sub-group (CNS SG/29) of APAC Air Navigation Planning and Implementation Regional Group (APANPIRG) was held at the ICAO APAC Regional Office, Bangkok, Thailand, from *16 to 20 June 2025*. The Meeting was attended by **100** participants from **23** States/Administrations, **2** International Organizations, and **3** industry partners. The Meeting report and other documents of the meeting can be accessed by the following link:

https://www.icao.int/APAC/meetingdocs?fid=561

1.3 The half-day AMC Workshop and the Twelfth Meeting of the Aeronautical Communication Services (ACS) Implementation Coordination Group (ACSICG/12) were held at the ICAO APAC Regional Office, Bangkok, Thailand, from *25 to 28 March 2025*. The AMC workshop and ACSICG/12 Meeting were attended by 75 participants from 18 States/Administrations, 2 international organizations and 1 industry partner. The meeting report, working papers, information papers, and other resources can be accessed by the following link:

https://www.icao.int/APAC/meetingdocs?fid=598

1.4 CRV Workshop for PSIDS was held from *3-4 March 2025* and the Thirteenth Meeting of the Common aeRonautical Virtual Private Network Operations Group of APANPIRG (CRV OG/13) was held from *5 to 8 March 2025*, in Wellington, New Zealand. The Meeting was attended by 74 participants from 26 Member States/Administrations, 3 International Organizations and 2 telecommunication providers. The

meeting report, working papers, information papers, and other resources can be accessed by the following link:

https://www.icao.int/APAC/meetingdocs?fid=593

1.5 The Tenth Meeting of the System Wide Information Management Task Force (SWIM TF/10) was held from *20 – 23 May 2025* in the ICAO APAC Regional Office, Bangkok, Thailand. The Meeting was attended by **109** participants from **23** States/Administrations**, 2** International Organizations and one industry partner. The SWIM TF/10 meeting report, working papers, information papers, and other resources can be accessed by the following link:

https://www.icao.int/APAC/meetingdocs?fid=710#block-icao-page-title

1.6 The First Working Session of the SWIM Implementation Pioneer Ad-Hoc Group (SIPG WS/1) was held from *14 to 17 January 2025* in the ICAO Asia Pacific Regional Office, Bangkok, Thailand. The meeting was attended by **51** Participants from **13** States/Administrations and **2** International Organizations. The Working Session report and presentations can be accessed at:

https://www.icao.int/APAC/meetingdocs?fid=577

1.7 The Second Working Session of the SWIM Implementation Pioneer Ad-Hoc Group (SIPG WS/2) was held from *26 to 30 May 2025* in the ICAO Asia Pacific Regional Office, Bangkok, Thailand. The meeting was attended by **64** Participants from **20** States/Administrations and **2** International Organizations. The Working Session report and presentations can be accessed at:

https://www.icao.int/APAC/meetingdocs?fid=711#block-icao-page-title

1.8 The APANPIRG/36 Meeting reviewed the outcomes of CNS SG/29, noted with appreciation the following work done and achievements by the CNS SG and the contributory bodies reporting to APANPIRG through the CNS SG. APANPIRG/36 also discussed CNS related matters and acted on the Report of the CNS SG/29 meeting and other papers presented under Agenda Item 3.4.

1.9 This paper summarizes relevant information and updates of meetings held in 2025, focusing on the decision of CNS SG/29 and APANPIRG/36.

## 2. DISCUSSION

The actions taken by APANPIRG/36 & CNS SG/29 meetings on different matters of CNS are highlighted below:

2.1 The CNS SG/29 meeting adopted the following **5** Conclusions and **6** Decisions:

| Reference | | Subject |
|---|---|---|
| **Conclusion CNS SG/29/02** *(Conclusion ACSICG/12/03 (CRV OG/13/07))* | - | Adopt the CANSO Standard of Excellence in Cyber Security for CRV |
| **Decision CNS SG/29/03** *(Decision ACSICG/12/04)* | - | Adoption of SOP to update the AMC AFTN/AMHS Routing Table in the Asia/Pacific Region |
| **Conclusion CNS SG/29/04** *(Conclusion ACSICG/12/05)* | - | Educational material to manage the distribution of IWXXM information for COMM experts in the event of primary link failure |
| **Conclusion CNS SG/29/05** *(Conclusion ACSICG/12/06)* | - | Checklist of steps required for operational IWXXM exchange |

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|---|---|---|
| **Decision CNS SG/29/08** *(GBAS-SBAS ITF 07/01)* | - | Guidance Document for Implementation of SBAS in the Asia/Pacific Region |
| **Conclusion CNS SG/29/09** *(SURICG/10/02)* | - | Workflow for the request and coordination of IC codes with the ICAO APAC Office |
| **Decision CNS SG/29/10** *(ATMAS TF/06/01)* | - | Adoption of the Air Traffic Management Automation System Implementation and Operations Guidance Document Edition 1.5 |
| **Decision CNS SG/29/11** *(ATMAS TF/06/02)* | - | Adoption of the AIDC Implementation and Operations Guidance Document (IGD) Edition 2.0 |
| **Conclusion CNS SG/29/12** *(ACSICG/12/01(CRV OG/13/04), ACSICG/12/08, SURICG/10/01, SRWG/09/01)* | - | Update the CNS Tables of ICAO APAC e-ANP Vol II |
| **Decision CNS SG/29/13** | - | Adoption of Regional Guidance Material for Addressing Human Factor Issues of ATSEP v2.0 |
| **Decision CNS SG/29/14** | - | Creation of ANS Information Assurance Task Force (ANSIA TF) |

2.2 The contents of the above Conclusions/Decisions adopted by the CNS SG/29 are provided in **Attachment A** to this paper.

2.3 Based on the outcome of discussions on various agenda items, the CNS SG/29 meeting developed 3 Draft Conclusions and 1 draft Decision for consideration by APANPIRG/36 Meeting, which were further adopted by APANPIRG/36. The Conclusions/Decisions adopted by APANPIRG/36 are as follows:

| **Reference** | | **Subject** |
|---|---|---|
| **Conclusion APANPIRG/36/10** *(CNS SG/29/01(CRV OG/13/06))* | - | Implementation of CRV for small Pacific Islands and small ANSPs in the region using CRV Solution, CRV SLA Package D+ |
| **Decision APANPIRG/36/11** *(CNS SG/29/06 (SWIM TF/10/02))* | - | Adoption of APAC Common SWIM Information Services, v1.0 |
| **Conclusion APANPIRG/36/12** *(CNS SG/29/07 (SWIM TF/10/03))* | - | Asia/Pacific Regional FIXM version 4.3 Extension |
| **Conclusion APANPIRG/36/13** *(CNS SG/29/15 (CRV OG/14/1))* | - | Decision on CRV II contract Management Process |

2.4 All APANPIRG/36 Conclusions related to CNS are provided in **Attachment B** to this paper.

2.5 The following captures the highlights of previous discussions relevant to this Meeting.

**Relevant Outcome of CRV OG/13**

2.6 CRV OG/13 discussed the requirement to implement cybersecurity provisions arising from the Trust Framework Panel and Communication Panel.

2.7 Singapore presented the development of the ICAO Document 10169: Aviation Common Certificate Policy (ACCP) and the need for a Trust Framework Instance (TFI) for the Asia-Pacific SWIM Implementation. CRV OG stated that it already has a lot of responsibilities as per the agreed ToR. CRV OG can't support the implementation of provisions mentioned in various documents such as the Manual of the Public Key Infrastructure (PKI) Policy for Aeronautical Communications (Doc 10095), EPL Technical Specifications for Implementation and Verification (Doc 10190), Aviation Common Certificate Policy (Doc 10169), Manual on Aviation Information Security (Doc 10204) or Manual on Trust Frameworks. CRV OG recommended that there is a need for additional contributory bodies to support APAC States for the imperfection of various provisions arising from these documents for various areas of CNS. It was requested that the ICAO Secretariat share this concern with the ACSICG/12 meeting for further discussion.

2.8 New Zealand agreed to prepare a working paper to propose the need for dedicated contributory bodies to implement cybersecurity provisions arising from the Trust Framework Panel and Communication Panel for CNS SG/29 consideration.

*CRV Security Evolutions in AMHS- (WP/35)- France*

2.9 France informed that DSNA had presented different papers in previous CRV-OG Meetings to address the security issue in the CRV context to be in line with its safety requirements, to protect its assets against potential cyber-attacks, and to meet the national regulations. It was added that an SAR (Security Risk Assessment) was released to interconnect the French Polynesia and New Caledonia network infrastructures as a basis for the CRV to exchange AMHS and Voice communication with its counterparts. It was informed that in the SAR, the security was analyzed under the spectrum of the main items relevant to security: Availability, Integrity and Confidentiality (Authentication and Non-repudiation have not been considered). Consequently, the primary outcome of the SAR lies in the recommendation to set up encryption, which could be achieved without deploying a complex global PKI thanks to network capabilities like the use of the IPSec protocols.

2.10 France added that the first set of AMHS security specifications was specified a long time ago in Doc 9880 Edition 2, but they were never implemented operationally, notably due to a lack of a common PKI and trust framework. ICAO technical groups developed a significant set of AMHS security enhancements for proposed inclusion in Doc 9880 by the ICAO Montreal Communications Panel that was adopted by CP/DCIWG (Communication Panel/ Data Communication Working Group) and integrated into the recently published (End of 2024) Doc 9880 Edition 3 Part II.

2.11 The Meeting was informed that “AMHS Security” in Doc 9880 Part II refers to X.400 security functionalities implemented in the application layer. They implemented “above” network security (IPSec, for example) and transport security (TLS, for example). AMHS Security is independent of network security and transport security and relies upon asymmetric cryptography (digital signatures) and public key certificates (X.509). It was added that the majority of AMHS messages are actually the result of the conversion of AFTN messages at an AFTN/AMHS gateway. Thus, this excludes the application of any kind of AMHS security protocol fields and rules, thereby creating a significant gap in the capability to implement a secure AMHS. In addition, UA-to-MTA and MTA-to-MTA connections are poorly protected (only the password.

2.12 The Meeting noted that **three major security upgrades are introduced in Doc 9880 Edition 3**: Introduction of strong authentication from UA to MTA and MTA to MTA (use a cryptographic “Bind-token” instead of the current password in clear); Message origin authentication and content integrity for messages generated by AFTN/AMHS Gateways (MTCU: Message Transfer and Control Unit), so as to cover 99% of the AMHS traffic; and Update of cryptographic algorithms: Doc 9880 Edition 2 cryptographic settings were 20+ years old, they are replaced with state-of-the-art cryptographic algorithms.

2.13 It was concluded that X.400-based AMHS Security requires the provisioning of trustworthy public key certificates delivered by a commonly trusted PKI, and it will considerably enhance Cybersecurity in the AMHS environment when implemented. It was reiterated that cybersecurity in the AMHS environment is not only "AMHS Security" but also a PKI deployment, which is a prerequisite to deploying AMHS security to meet the ICAO standards.

2.14 France recommended that the implementation of security at the application level, or at least with an end-to-end network encryption mechanism, aside from the ICAO Regional IP network, should be given the level of priority corresponding to the level of threat against the organization's integrity and air traffic control safety. Security might have a substantial impact on safety. It was added that the standardization is available in the ICAO Doc 9880 to provide a high level of security for AMHS, and a PKI deployment is a prerequisite to deploying AMHS security to meet the ICAO standards. The meeting appreciated France for such vital information and requested that this information be shared with the ACSICG/12 Meeting.

**Relevant Outcome of ACSICG/12**

2.15 ACSICG/12 Meeting noted the recommendation of CRV OG/13 to create a dedicated contributory body for ANS information security matters and supported the recommendation.

**Relevant Outcome of SIPG WS/1 & SIPG WS/2**

2.16 The SWIM Implementation Pioneer Ad-Hoc Group (SIPG) held two in-person working sessions—WS/1 in January 2025 and WS/2 in May 2025—to advance the Asia/Pacific regional SWIM prototype. The Meetings discussed Trust Framework Panel updates, including publication of the Manual on Information Security, *ICAO Doc 10204* and the Trust Framework Panel's (TFP) development of PKI. It was noted that the other two documents, i.e., *ICAO Doc 10169*: Aviation Common Certificate Policy (ACCP) and the Manual on Trust Framework Implementation (*pending document number*), are expected to be published in December 2025. During the discussions, the need to establish a Trust Framework Instance (TFI) to support SWIM implementation in the Asia/Pacific region was raised. However, it was emphasized that SWIM is just one of several use cases requiring the establishment of TFI and that PKI is needed for all TFIs within APAC, not only for SWIM. Other use cases identified by the TFP include Controller Pilot Data Link Communication (CPDLC), Satellite Based Augmentation System (SBAS), Electronic Personal Licenses, etc. This suggested that PKI implementation should not be the sole responsibility of the SWIM TF. SIPG prepared **WP/15** to the SWIM TF/10, articulating the need to implement PKI and to identify the responsible body for its implementation under CNS SG/APANPIRG.

2.17 Additionally, the question of whether the PKI is necessary for all information types was raised. Using meteorological information as an example, it was argued that such information may not require certification for security. It was suggested that only safety-critical information would need to be secured with PKI, while other information types would not. However, the classification of information as safety-critical or non-safety-critical has not yet been decided.

2.18 While the implementation approach for PKI within APAC is still under discussion, it was suggested that the SIPG could continue exploring the use of certificates to establish trust, potentially through self-signed certificates. Once the PKI implementation is finalized, self-signed certificates could be easily replaced with PKI certificates. It was raised that, as the contributory body responsible for the APAC regional network, the CRV OG should also be informed of the development of the ACCP.

*SWIM Self-Signed Certificate Trial – Malaysia (SP/10)*

2.19 In SIPG WS/2, Malaysia presented the current results of the self-signed certificate trial that they have been conducting. The objective is to study the feasibility of using self-signed certificates to enable secured and encrypted communication between EMS.

2.20 It was noted that currently, the tests were carried out only between Malaysia and Singapore. It was expected that Thailand and Hong Kong China would join the trial soon. New Zealand expressed interest in joining the trial, and China shared its intention to be an observer. The Meeting discussed the results of the trial so far and the pros and cons of using self-signed certificates. It was highlighted that the lack of a central certificate authority makes it difficult to manage the exchange of certificates and to establish trust between agencies.

2.21 It was further pointed out that the Aviation Common Certificate Policy (ACCP) document is due to be published by the ICAO by the end of June 2025. After deliberation, it was decided that the continuation of the Self-Signed Certificate Trial should be assigned to Task 6 and continue until August 2025, at which point the ACCP document is expected to be published. The review of the ACCP document was also assigned to Task 6.

**Relevant Outcome of SWIM TF/10**

2.22 SWIM TF/10 discussed the requirements for implementing the aviation information security framework over SWIM and the need to identify the responsible entities for its implementation in the APAC region.

2.23 Japan informed that, to protect the safety of flight operations from cyber threats and ensure business continuity, the Manual on Aviation Information Security (MAIS, Doc 10204) was published by the ICAO Trust Framework Panel (TFP). Moreover, to implement an aviation information security framework, the Aviation Common Certificate Policy (ACCP, Doc 10169) for trusted identity management, and the Manual on Trust Framework Implementation for different trust framework instances are being drafted by TFP working groups. Therefore, as a critical technical infrastructure for regional and global aviation information exchange, the requirements of SWIM to support the implementation of an appropriate trust framework instance should be clearly defined.

2.24 Japan shared that, as described in the MAIS, compared to other approaches, the Public Key Infrastructure (PKI) standard can provide a best practice for system-to-system authentication using digital certificates, secure data exchange with digital signatures, and encrypted communication through secure protocols. When developing a PKI policy and implementation strategy, several categories should be considered to establish a robust PKI capability. The categories include capabilities, processes and responsible entities essential for implementing an interoperable PKI framework across multiple aviation stakeholders.

2.25 As PKI-based approaches impact all communications in aviation, it is critical to ensure seamless integration with SWIM-enabled systems, ATC networks, and airborne systems. The issuance and management of digital certificates for SWIM entities (ATM Service Providers, Airspace Users, Information Services, and relevant devices) are essential to securing SWIM-based operations. Additionally, the use of digital signatures for cross-border and multi-regional SWIM message exchanges strengthens data integrity and trust in communication.

2.26 The SWIM TF/10 Meeting noted that it is necessary to establish a working group or task force to explore the development of a regional federated PKI architecture that ensures secure interoperability across multiple states and regions. Additionally, a technical community is needed to support the implementation of Trust Framework Instances for various applications. Collaboration with the SWIM TF is also essential to support the implementation of a Trust Framework Instance (TFI) for SWIM, enabling secure, interoperable, and resilient aviation information exchange and flight operations.

2.27 It was also highlighted that there is a need for States/Administrations to conduct a mapping of their national/organizational certificate policy and information security management policy against the ICAO Aviation Common Certificate Policy (ACCP, Doc 10169) and the Manual on Aviation Information Security (MAIS, Doc 10204), respectively. Singapore informed the Meeting that its mapping activity is currently in progress. In light of Singapore’s experience and ongoing efforts in this domain, the Meeting requested Singapore to share an example of its mapping at future SWIM TF meetings, if possible.

2.28 As this area is relatively new for the APAC region, Flimsy/03, prepared by Singapore, provided an overview of the prerequisites for States/Administrations to participate in a Trust Framework Instance (TFI), as being developed by TFP. This Flimsy/03 also outlined how SWIM TF members can begin preparing for participating in the APAC SWIM TFI once it is established.

2.29 The Meeting recalled that New Zealand is leading the drafting of a paper from CRV OG to propose the need for dedicated contributory bodies to implement cybersecurity provisions arising from the Trust Framework Panel and Communication Panel for CNS SG/29 consideration. Given that implementing an information security framework for SWIM would require an authentication approach based on digital certificates, it was proposed that the SWIM TF co-author a paper and prepare a joint proposal with CRV OG for consideration by CNS SG/29.

**Relevant Outcome of CNS SG/29**

2.30 In the CNS SG/29 Meeting, CRV OG and SWIM TF presented recommendations for the creation of a new APAC contributory body for joint management and implementation of cybersecurity provisions. The recommendation resulted from detailed discussion and deliberation held in SIPG WS/1, CRV OG/13, ACSICG/12, SIPG WS/2, and SWIM TF/10.

2.31 The CNS SG/29 Meeting noted it is necessary to establish a new working group or task force to explore the development of a regional federated PKI architecture that ensures secure interoperability across multiple states and regions. Additionally, a technical community was needed to support the implementation of Trust Framework Instances for various applications. Collaboration with the SWIM TF was also considered essential to support the implementation of a Trust Framework Instance for SWIM, enabling secure, interoperable, and resilient aviation information exchange and flight operations.

2.32 SWIM TF Co-Chair shared that APANPIRG/33 adopted its Conclusion APANPIRG/33/09 to set the Asia/Pacific SWIM implementation timeframe to be between 2024 and 2030, with 2030 being the target timeline for implementation completion and emphasized the need for the creation of the group. She highlighted that the self-signed certificate trial being taken by SWIM TF is only a temporary solution due to the absence of the appropriate digital certificate infrastructure in the APAC region. This underscored the need for this proposed group to begin its work.

2.33 Malaysia strongly supported the recommendations and added that achieving stringent performance standards necessitates some applications, such as SWIM, specialized expertise to develop and refine a common PKI standard tailored for SWIM. Malaysia recognized the critical need for a dedicated APAC contributory body, as proposed, to harmonize the implementation of cybersecurity provisions, including PKI and digital certificates, across the region. It was suggested that this body would ensure interoperability, security, and resilience in SWIM-based information exchanges, aligning with ICAO's cybersecurity frameworks, such as the Manual of the Public Key Infrastructure (PKI) Policy for Aeronautical Communications (Doc 10095) and the Aviation Common Certificate Policy (Doc 10169).

2.34 China, Fiji, Thailand, Singapore and the USA supported the proposal. Mr. Goodfellow informed that PKI is more than a set of technologies. He shared the need for discussion on many complex matters, such as who would issue certificates, how the certificates would be issued, and the assessment criteria under which they would be assessed to make sure that they follow the agreed procedures. It was advised that there are higher-level governance and procedural questions that need to be addressed, along with technical aspects.

2.35 The CNS SG/29 Meeting agreed to initially name the group "ANS Information Assurance Task Force (ANSIA TF)." **Australia, China, Japan, Malaysia, New Zealand, Singapore, Thailand and the USA** volunteered to join the group. It was agreed that the ANSIA TF would prepare the draft Terms of Reference (ToR), its key deliverables, and plan in close coordination with CRV OG, ACSICG, SWIM TF, TFP Secretary and Information Management Panel Secretary. It was also agreed that the first meeting

would be conducted in Q1-2026. Other Member States/Administrations that wish to join the Task Force could liaise with the ICAO Secretariat after the meeting

2.36 With the above-mentioned, the following draft decision was proposed, which was endorsed and adopted by the CNS SG/29 Meeting.

> **Decision CNS SG/29/14** - Creation of ANS Information Assurance Task Force (ANSIA TF)
>
> *To ensure consistent implementation of the requirements of ANS information security in the APAC region in accordance with the various manuals and guidance documents published by the ICAO and other international organizations, especially Certificates and PKI, a contributory body is proposed to be created under the CNS Sub-group to manage this using personnel experienced in the management and provisioning of ANS cybersecurity.*

**Relevant Outcome of APANPIRG/36**

2.37 APANPIRG/36 noted that a new task force, namely the ANS Information Assurance Task Force (ANSIA TF), was established by CNS SG/29 by the Decision CNS SG/29/14 - Creation of ANS Information Assurance Task Force (ANSIA TF).

## 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 matter as appropriate

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List of Conclusion/Decisions adopted by CNS SG/29

| **Conclusion CNS SG/29/02** ***(Draft Conclusion ACSICG/12/03 (CRV OG/13/07))***- Adopt the CANSO Standard of Excellence in Cyber Security for CRV | |
|---|---|
| What: The CRV OG adopts the CANSO Standard of Excellence in Cyber Security for CRV and recommends that:<br>a) CRV OG prefers an acceptable maturity level of Target Score 'C.' in carrying out the maturity assessment on the CRV.<br>b) The CRV Service Provider carries out the maturity assessment.<br>c) Each participating State/Administration carries out the maturity assessment.<br>d) CRV OG/Each participating State/Administration creates a plan to address the gaps in the maturity score for the CRV. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: To have a standard Cyber Security maturity applied to the CRV. | Follow-up: ☒Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: CRV OG | |

| **Decision CNS SG/29/03** ***(Draft Decision ACSICG/12/04)*** **-** Adoption of SOP to update the AMC AFTN/AMHS Routing Table in the Asia/Pacific Region | |
|---|---|
| What: The proposed Standard Operating Procedures (SOP) for all ICAO Asia/Pacific (APAC) members who operate as CCC Operators (Coordination COM Centres) or External COM Centre Operators to update the AMC AFTN/AMHS Routing Table in the Asia/Pacific Region is adopted. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: Enhance coordination between COM centers and ensure quality service for ATS Messaging. | Follow-up: ☒Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: ACSICG | |

| **Conclusion CNS SG/29/04** ***(Draft Conclusion ACSICG/12/05)*** - Educational material to manage the distribution of IWXXM information for COMM experts in the event of primary link failure | |
|---|---|
| What: The educational material to support COM/MET experts in managing the distribution of IWXXM in case of primary link failure is adopted as a living document. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic |

| | |
|---|---|
| | ☐ Environmental<br>☒ Ops/Technical |
| Why: Educational material that identifies the required link capabilities to maintain IWXXM message distribution in the event of a primary link failure is necessary for uninterrupted service. | Follow-up: ☐Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☒APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: ACSICG | |

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|---|---|
| **Conclusion CNS SG/29/05** ***(Draft Conclusion ACSICG/12/06)*** - Checklist of steps required to operational IWXXM exchange | |
| What: A checklist to facilitate the operational implementation of the IWXXM message exchange is adopted as a living document. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: To support the prompt implementation of capable primary and, where relevant, secondary links for the exchange of IWXXM messages | Follow-up: ☐Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: ACSICG | |

| | |
|---|---|
| **Decision CNS SG/29/08** ***(GBAS-SBAS ITF 07/01)*** - Guidance Document for Implementation of SBAS in the Asia/Pacific Region | |
| What: The draft guidance document for implementation of SBAS in the Asia/Pacific Region, developed by the APAC GBAS/SBAS ITF, is adopted. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: To provide guidance to States for the implementation of SBAS | Follow-up: ☐Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒CNS Sub groups ☐APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: | |

List of Conclusion/Decisions adopted by CNS SG/29

| **Conclusion CNS SG/29/09** ***(SURICG/10/02)*** - Workflow for the request and coordination of IC codes with the ICAO APAC Office | |
|---|---|
| What: Interrogator Codes (IC) of Mode S interrogators in the Asia Pacific region are to be coordinated and assigned through the ICAO APAC Regional Office. States/Administrations requiring ICs should request to the ICAO APAC Regional Office following the approved workflow to facilitate the request. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| | Follow-up: ☐Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: SURICG | |

| **Decision CNS SG/29/10** ***(ATMAS TF/06/01)*** – Adoption of the Air Traffic Management Automation System Implementation and Operations Guidance Document Edition 1.5 | |
|---|---|
| What: The Air Traffic Management Automation System Implementation and Operations Guidance Document, Edition 1.5, is adopted. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: New subsections have been added in the revised draft. | Follow-up: ☐Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☐APAC States ☐ICAO APAC RO ☐ICAO HQ ☒Other: ATMAS TF | |

| **Decision CNS SG/29/11** ***(ATMAS TF/06/02)*** – Adoption of the AIDC Implementation and Operations Guidance Document (IGD) Edition 2.0 | |
|---|---|
| What: The AIDC Implementation and Operations Guidance Document (IGD) Edition 2.0 is adopted | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: New subsections have been added in the revised draft. | Follow-up: ☐Required from States |
| When: 20-Jun-25 | Status: Adopted by Subgroup |
| Who: ☒Sub groups ☐APAC States ☐ICAO APAC RO ☐ICAO HQ ☒Other: ATMAS TF | |

<table>
<tr><td colspan="3">Conclusion CNS SG/29/12 (ACSICG/12/01(CRV OG/13/04), ACSICG/12/08, SURICG/10/01, SRWG/09/01) - Update the CNS Tables of ICAO APAC e-ANP Vol II</td></tr>
<tr><td colspan="2">What: The following tables of ICAO APAC e-ANP Vol II are outdated and require immediate updates.<br><br><u>General Regional Requirements</u><br><br>TABLE CNS II-1 AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN) PLAN<br>TABLE CNS II-2 REQUIRED ATN INFRASTRUCTURE ROUTING PLAN<br>TABLE CNS II-3 ATS DIRECT SPEECH CIRCUITS PLAN<br>TABLE CNS II-4 HF NETWORK DESIGNATORS<br><br><u>Specific Regional Requirements</u><br><br>TABLE CNS II-APAC-1 ATS INTER-FACILITY DATA COMMUNICATION (AIDC) IMPLEMENTATION PLAN<br>TABLE CNS II-APAC-2 RADIO NAVIGATION AIDS<br>TABLE CNS II-APAC-3 SURVEILLANCE</td><td>Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: The current TABLEs related to CNS are outdated and require immediate updates in order to update e-ANP Vol II.</td><td colspan="2">Follow-up: ☒Required from States</td></tr>
<tr><td>When: 20-Jun-25</td><td colspan="2">Status: Adopted by Subgroup</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other:</td></tr>
</table>

<table>
<tr><td colspan="2">Decision CNS SG/29/13 - Adoption of Regional Guidance Material for Addressing Human Factor Issues of ATSEP v2.0</td></tr>
<tr><td>What: a) ICAO APAC Guidance Material for Addressing Human Factor Issues of ATSEP v2.0 be adopted.</td><td>Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: The Guidance material for the improvement of the existing human resource management process towards ATSEP for addressing the factors adding stress and fatigue, improving their job performance and for achieving organizational resilience and cost benefits has been modified by adding a new chapter on “Supervisory and Managerial Role of ATSEP”.</td><td>Follow-up: ☒Required from States</td></tr>
</table>

List of Conclusion/Decisions adopted by CNS SG/29

| | | | |
|---|---|---|---|
| When: | 20 Jun 2025 | Status: | Adopted by Subgroup |
| Who: | ☒Sub groups ☐APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: XXXX | | |

| **Decision CNS SG/29/14** - Creation of ANS Information Assurance Task Force (ANSIA TF) | | |
|---|---|---|
| What:<br>To ensure consistent implementation of the requirements of ANS information security in the APAC region in accordance with the various manuals and guidance documents published by the ICAO and other international organizations, especially Certificates and PKI, a contributory body is proposed to be created under the CNS Sub-group to manage this using personnel experienced in the management and provisioning of ANS cybersecurity. | | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: To provide consistent application of the requirements. | Follow-up: ☒Required from States | |
| When: 20-Jun-25 | Status: Adopted by Subgroup | |
| Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: ACSICG, CRV OG, SWIM TF | | |

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A List of Conclusions adopted by APANPIRG/36 Meeting related to CNS

| **Conclusion APANPIRG/36/10** *(Conclusion CNS SG/29/01 (ACSICG/12/02 (CRV OG/13/06)))* - Implementation of CRV for small Pacific Island and small ANSP in the region using CRV Solution, PCCWG SLA Package D+ | |
|---|---|
| What: That, the CRV OG agreed to the following to assist small Pacific Islands & small ANSPs in APAC in the implementation of CRV:<br>a) CRV SLA Package D+ is reliable and addresses lead time for acquiring spares and PCCWG to import licenses and clearance for customer sites<br>b) Small Pacific Island and small ANSP in the region to consider using CRV SLA package D+ as the CRV solution to implement CRV for the exchange of voice & AMHS services<br>c) With a target date to implement CRV by 2025, it was recommended that the CRV OG work closely with the small Pacific Islands, small ANSP in the region and PCCWG on a cost-effective CRV solution to implement CRV. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: To facilitate the implementation of CRV for the small Pacific Island & small ANSP in the region | Follow-up: ☒Required from States |
| When: 26-Nov-25 | Status: Adopted by PIRG |
| Who: ☒Sub groups ☒APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: XXXX | |

| **Decision APANPIRG/36/11** *(Decision CNS SG/29/06 (SWIM TF/10/02))*- Adoption of APAC Common SWIM Information Services, v1.0 | |
|---|---|
| What: The first version of APAC Common SWIM Information Services, be adopted for immediate use by APAC States/Administrations. The set of APAC Common SWIM Information Services, and the associated performance of SWIM Technical Infrastructure underpinning these services, is not specified to support the provision of aircraft separation. | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why: To assist APAC States/Administrations in planning and implementing their SWIM information services. | Follow-up: ☐Required from States |
| When: 26-Nov-25 | Status: Adopted by PIRG |
| Who: ☒Sub groups ☐APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: MET SG, ATM SG, AOP SG | |

| **Conclusion APANPIRG/36/12** *(Conclusion CNS SG/29/07 (SWIM/TF/10/03))* – Asia/Pacific Regional FIXM version 4.3 Extension | |
|---|---|
| What: The FIXM version 4.3 Extension described in SWIM/TF/10/WP30 be:<br>a) adopted as the Asia/Pacific FIXM version 4.3 Extension; | Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☐ Economic |

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|---|---|
| b) uploaded to the ICAO Asia/Pacific Regional Office website for use by Asia/Pacific Administrations, to support cross-border ATFM operation, A-CDM, ATFM/A-CDM integration, and traffic synchronization; and<br>c) presented to the FIXM CCB for review and publication on the FIXM official website. | ☐ Environmental<br>☒ Ops/Technical |
| Why: To provide the information exchange model necessary to support cross-border ATFM operation, A-CDM, ATFM/A-CDM integration, and traffic synchronization in the Asia/Pacific Region, in line with *Conclusion APANPIRG/35/4*. | Follow-up: ☐Required from States |
| When: 26-Nov-25 | Status: Adopted by PIRG |
| Who: ☒Sub groups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: SWIM TF | |

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|---|---|
| **Conclusion APANPIRG/36/13** *(Conclusion CNS SG/29/15 (ACSICG/12/09 (CRV OG/14/01)))*- **Decision of CRV II Contract Management Process** | |
| What:<br>Following the procurement process formulated by CRV OG to choose one of the two options for APAC States/Administrations for the CRV II contract management process, i.e., *current CRV contract extension* **vs** *initiate the CRV II RFP process:*<br><br>a) States/Administrations agree to extend the current CRV contract for **5 years,** which will be referred to as the **CRV II Network.** After extension, the CRV II contract date would be from 1 January 2029 with expiry on **31 December 2033**<br>b) The contract extension for the CRV network will include updated legal, commercial, financial and technical requirements of the current service provider and CRV network implementation.<br>c) Considering internal procurement timelines of APAC States/Administrations, CRV OG should prepare baseline updates required for the CRV network **before 1 April 2027;** | Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Ops/Technical |
| Why:<br>(1) The current CRV contract expires on 31 December 2028;<br>(2) Some APAC States/Administrations, including PSIDS, are in the process of joining CRV, while some States have joined CRV within the last 1-2 years;<br>(3) Transition to the new contract will take at least 1-2 years; | Follow-up: ☒Required from States |

A List of Conclusions adopted by APANPIRG/36 Meeting related to CNS

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|---|---|
| (4) The CRV II contract management process executed by CRV OG resulted in the extension of the CRV contract for 5 years. | |
| When: 26 Nov 2025 | Status: Adopted by PIRG |
| Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: CRV OG and ACSICG | |

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