



ICAO

International Civil Aviation Organization

**TENTH MEETING OF SPECTRUM REVIEW
WORKING GROUP (SRWG/10)**

Bangkok, Thailand, 04 – 06 February 2026

Agenda Item 2: Review outcomes of relevant meetings

REVIEW OF OUTCOMES OF RELEVANT MEETINGS

(Presented by the Secretariat)

SUMMARY

The paper presents the relevant outcomes of the 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, Navigation, and Surveillance (CNS SG/29), the Ninth Meeting of the Spectrum Review Working Group (SRWG/9), as well as relevant discussions in the 42nd ICAO Assembly and 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 on the [APANPIRG/36 Meeting webpage](#).

1.2 The Twenty-Ninth Meeting of the Communications, Navigation and Surveillance Subgroup (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 on the [CNS SG/29 Meeting webpage](#).

1.3 The Ninth Meeting of the Spectrum Review Working Group (SRWG/9) of APANPIRG was held at the ICAO APAC Regional Office, Bangkok, Thailand, on 7 – 9 May 2025. The meeting was attended by **37** participants from **10** States/Administrations and **2** International Organizations. The working papers, information papers, meeting report, and other resources of SRWG/9 are available on the [SRWG/9 Meeting webpage](#).

1.4 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.

1.5 This paper summarized relevant information and updates with a highlight of the reviewed outcomes of relevant discussions of other meetings of CNS SG/29 and APANPIRG/36.

2. DISCUSSION

The actions taken by APANPIRG/36 & CNS SG/29 meetings on Aeronautical Spectrum and Frequencies related matters 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 (<i>Conclusion ACSICG/12/03 (CRV OG/13/07)</i>)	- Adopt the CANSO Standard of Excellence in Cyber Security for CRV
Decision CNS SG/29/03 (<i>Decision ACSICG/12/04</i>)	- Adoption of SOP to update the AMC AFTN/AMHS Routing Table in the Asia/Pacific Region
Conclusion CNS SG/29/04 (<i>Conclusion ACSICG/12/05</i>)	- Educational material to manage the distribution of IWXXM information for COMM experts in the event of primary link failure
Conclusion CNS SG/29/05 (<i>Conclusion ACSICG/12/06</i>)	- Checklist of steps required for operational IWXXM exchange
Decision CNS SG/29/08 (<i>GBAS-SBAS ITF 07/01</i>)	- Guidance Document for Implementation of SBAS in the Asia/Pacific Region
Conclusion CNS SG/29/09 (<i>SURICG/10/02</i>)	- Workflow for the request and coordination of IC codes with the ICAO APAC Office
Decision CNS SG/29/10 (<i>ATMAS TF/06/01</i>)	- Adoption of the Air Traffic Management Automation System Implementation and Operations Guidance Document Edition 1.5
Decision CNS SG/29/11 (<i>ATMAS TF/06/02</i>)	- Adoption of the AIDC Implementation and Operations Guidance Document (IGD) Edition 2.0
Conclusion CNS SG/29/12 (<i>ACSICG/12/01(CRV OG/13/04), ACSICG/12/08, SURICG/10/01, SRWG/09/01</i>)	- 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 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.

Outcomes of WRC27 Workshop

2.6 The Workshop on ITU World Radiocommunication Conference 2027 (WRC-27 Workshop) was held in the ICAO Asia and Pacific Regional Office, Bangkok, Thailand, from 24 to 25 February 2025.

2.7 Noting strong concerns from different participants on the progress of WRC-27 Agenda item 1.7 and its relevant ITU-R studies, the States/Administrations were urged to follow ICAO Assembly Resolution A41-7 to strongly support both the ICAO frequency spectrum strategy and position at WRCs. Specifically, the States/Administrations were encouraged to communicate with radio regulatory authorities to ensure, to the maximum extent possible, that the ICAO position was accounted for in the development of national positions. It was highly recommended that delegations to regional conferences, ITU study groups and WRC include experts from their civil aviation authorities and other civil aviation stakeholders who are fully prepared to represent aviation interests.

2.8 Concerns were raised about the potential interference from 5G to the radio altimeter. The Workshop was informed of the increasing number of incidents of observed GNSS interference globally and the implications for air navigation safety and security. Serious concerns regarding the impact of GNSS interference on the safety and security of air navigation systems were expressed by the participants of the Workshop and States/Administrations were encouraged to monitor the issues and take into account a comprehensive and well-coordinated approach to address this pressing issue.

2.9 The CNS SG/29 Meeting acknowledged the significance of the preparatory Workshop for WRC27 and shared appreciation with the ICAO APAC Office. The Meeting advised States/Administrations to follow up on the changes made in the ICAO position over time and take appropriate action.

Outcome of SRWG/9 Meeting and Frequency Spectrum related Issues

2.10 Nominated by China and seconded by India and Singapore, Mr. Arthur Kin Hei Lau, Electronics Engineer, Civil Aviation Department, Hong Kong, China, was elected as the Chair of the Spectrum Review Working Group (SRWG).

2.11 The SRWG/9 Meeting was informed that Resolution **COM5/5 (WRC-23)** was changed by ITU to **RESOLUTION 676 (WRC-23)**, “Prevention and mitigation of harmful interference to the radio navigation satellite service in the frequency bands 1 164-1 215 MHz and 1 559-1 610 MHz”. It was announced that ICAO was finalizing the ICAO position for WRC-27, which included a recommended modification action related to this resolution under Agenda Item 4 of WRC-27. States were encouraged to monitor the progress of the work in the ITU closely in order to ensure the continued availability of navigation capabilities.

Follow-up actions for revised VHF COM Frequency Allotment Plan for APAC

2.12 The SRWG/9 Meeting noted the status of the implementation of the revised APAC VHF COM Frequency Allotment Plan in the Frequency Finder tool. The Secretariat notified CNSS/ANB to update the FF tool, which was revised in February 2025 and will be released as Frequency Finder 2025.01. ICAO Doc 9718 Volume II is also being updated. States were urged to review/upload frequency data, and the new FF version is expected in Q3 2025.

Proposal for frequency band reduction for AOC Service

2.13 The SRWG/9 Meeting discussed the suggestion of frequency band reduction of AOC and the proposal of China to add an item to the Action list. It was agreed that the ad-hoc group formed in SRWG/7(15 – 17 February 2023) *to review the VHF COM Frequency Allotment Plan for APAC in terms of effective use of frequencies in the region* will discuss the proposal along with other potential ways for effective utilization of the VHF COM Frequency band, including the AOC band in APAC region. The ad-hoc group will share its report at the next SRWG meeting. **ACTION ITEM 9-1**

Survey Result of The Utilization of HF Spectrum Bands for Aeronautical Communication in the APAC Region

2.14 The CNS SG/29 Meeting noted an HF ad-hoc group led by Indonesia surveyed APAC States on aeronautical HF usage and international regulatory compliance. Established in 2023 to follow up on **SRWG/7 Action 7-3**, the group combined two databases into “HF APAC 2024” to document operational HF challenges. ICAO issued a questionnaire on 6 August 2024; by December, 15 of 29 States (Afghanistan, Australia, China, Hong Kong China, Macao China, India, Indonesia, Japan, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Singapore, Thailand) had responded. The ad-hoc group presented the following conclusions.

- 1) Out of 29 States/Administrations, 15 responded; 14 confirmed HF usage, and one did not. **HF bands are used not only by ANSPs but also by airlines, SAR, and others**, referencing Appendix 27 of the ITU Radio Regulations. Some States also **use Appendix 26 allocations**, though this band is **not meant for safety-of-life services**. ICAO guidance currently focuses on Appendix 27 only.
- 2) Responses revealed that **many Administrations have not registered HF allocations in the Master International Frequency Register (MIFR)**, risking international recognition and protection of the aviation spectrum. MIFR registration is emphasized in ICAO Doc 9718 as vital for protecting aviation interests in future spectrum discussions.
- 3) Operational issues highlighted include **severe frequency congestion** (e.g., 8879 kHz between Brisbane and Mumbai), **unassigned frequencies in designated allotment areas**

(e.g., Indonesia), **and ongoing voice quality problems due to ionospheric interference.** Some States now limit HF use to domestic contexts without VHF.

- 4) After WRC-23, Appendix 27 was amended to update channel characteristics but not the allotment areas. Existing allocations in ICAO APAC ANP Vol. II (last updated 2017) now requires revision to reflect the latest ITU framework.
- 5) Looking ahead to WRC-27, **Agenda Item 1.9 proposes updates to Appendix 26** to support HF modernization. ICAO calls on States to safeguard aviation HF safety communications and avoid regulatory changes that might compromise Appendix 27 protections.
- 6) The Ad-Hoc group recognizes the need for the inclusion of the allotment plan information presented in both WP/15 of SRWG/8 and this Working Paper, subject to approval by the Meeting, into the Asia/Pacific Regional Frequency Management Manual v1.1.

2.15
actions:

The SRWG/9 Meeting noted the key recommendations and agreed on the following

1. States/Administrations that have not registered HF allocations in the Master International Frequency Register (MIFR) should register themselves as a priority. **ACTION ITEM 9-2**
2. States/Administrations should update the HF Network Designators table in the ICAO APAC e-ANP Vol. II following the latest ITU framework (ITU Radio Regulations Appendix 27). **ACTION ITEM 9-3**
3. States/Administrations not responding to the survey provided in ICAO APAC State Letter Ref.: T 8/8.1: AP094/24 (CNS) should respond to the survey. **ACTION ITEM 9-4**
4. It was added that as per **Doc 9718 - Handbook on Radio Frequency Spectrum Requirements for Civil Aviation, Vol 1**, section 4.5 FREQUENCY COORDINATION AND REGISTRATION:

Therefore, States/Administrations should coordinate with the ITU through telecommunications regulatory authorities for such assignments.

4.5.4 Coordination and registration of frequency assignments in the HF bands (between 2 850 kHz and 22 000 kHz) is only taking place through the ITU. However, ICAO is considering developing, in parallel, a relevant ICAO list of HF frequency assignments.

5. For the proposal for the inclusion of the HF allotment plan information presented in both WP/15 of SRWG/8 and this WP/05 of SRWG/9 to into the Asia/Pacific Regional Frequency Management Manual v1.1, it was agreed the HF ad-hoc group will draft the content and present it in the SRWG/10 meeting for further deliberation and review. **ACTION ITEM 9-5**

Proposal to Assign a Frequency for Rescue and Firefighting Communication in Emergencies at the Airport

2.16 Thailand proposed allocating a dedicated frequency within 121.55–121.9917 MHz (Aerodrome Surface allotment) or 117.975–136.875 MHz for direct rescue and firefighting (RFF) communication with flight crews during ground emergencies. Currently, no specific RFF frequency exists. The proposal sought to amend the Asia/Pacific Regional Frequency Management Manual v1.1 accordingly. During SRWG/9, some States noted existing national RFF allocations and argued that assigning a uniform regional band was unnecessary; each State should choose frequencies per local needs

and ICAO SARPs. The CNS SG/29 Meeting agreed that frequency selection for RFF communication remains a State prerogative, with no mandatory regional assignment.

Update on Frequency Finder (FF)

2.17 The CNS SG/29 Meeting noted recent enhancements to the Frequency Finder (FF) tool, including updated VHF-COM allotments for APAC, new data protection in VHF-COM/NAV and SSR modules, and additional SSR capabilities. The revised FF will be distributed after testing, and States are encouraged to provide feedback. Improvements requested by the SRWG/9 Meeting include adding a “first-allocation” date column, reducing synchronization time and bandwidth usage, implementing automated “request” and “approve” buttons that generate official ICAO notifications, and adding an NDB frequency assignment feature. The Secretariat will relay these proposed modifications to ICAO HQ and report back at the next SRWG meeting. **ACTION ITEM 9-6**

Review of Frequency Lists

2.18 The ICAO Secretariat presented the status of Frequency Lists and the coordination of aeronautical frequency utilization for the region in 2024. The SRWG/9 Meeting noted that Frequency Manager is now used only for NDB assignments and the maintenance of Frequency List 1. As informed in the SRWG/8 Meeting, the computer for running Frequency Manager failed in January 2024. Even after recovery, the tool is intermittent, and it is getting difficult to utilize. There is a risk that the tool may be unavailable for use in the near future. In such cases, it would be challenging to allocate NDB frequency to the APAC States/Administrations.

2.19 The ICAO APAC Office published Frequency List 1 (39th edition) in 2025 by State Letter Ref.: T 8/8.4: AP056/25 (CNS) dated 24 April 2025. The Frequency List 1 (39th edition) can also be accessed on the [ICAO APAC e-Docs webpage](#). It was informed that in 2024, the ICAO APAC Regional Office coordinated over 500 Frequency registrations, including VHF COM frequencies (List 3), NAV frequencies (List 2), and NDB frequencies (List 1).

2.20 ICAO APAC Member States/Administrations were requested to coordinate with the Regional Office for any change in assignment or requirement for new frequencies prior to their use. The Meeting discussed the way to do NDB assignments and the maintenance of Frequency List 1(NDB) in case of failure of the Frequency Manager.

2.21 The Meeting deliberated on the issue of NDB frequency assignment in case of unavailability of the frequency manager tool and shared the need for a dedicated tool for this purpose, as NDB has been an essential facility, since GNSS RFI occurrences are affecting the APAC region. It was agreed that other regions may also consider keeping NDB facilities or their enhancement in the future. Therefore, a tool to manage NDB frequency allocation is essential.

2.22 It was agreed that the best way is the FF tool to incorporate the NDB frequency/ident assignment facility. The SRWG/9 Meeting requested that ICAO HQ incorporate the NDB frequency/identity assignment facility in the current FF tool. The SRWG/9 Meeting requested that the ICAO Secretariat share this message with ICAO HQ and update the Meeting on the response. **ACTION ITEM 9-7**

2.23 Meanwhile, it was also shared that if ICAO can help to get detailed NDB frequency assignment criteria, APAC States/Administrations may explore the alternate ways to do such assignments in the future. The ICAO Secretariat was requested to coordinate with ICAO HQ and compile the resources that help understand NDB frequency/identity assignment criteria. **ACTION ITEM 9-8**

Atmospheric Conditions Conducive Long-Range Interference

2.24 Australia reported VHF long-range interference during extreme atmospheric conditions in December 2023 and February 2024, affecting co-channel services like 119.7 MHz and 118.2 MHz. Such

events are seasonal and not limited to international borders; affected States should coordinate via updated SRWG PoC lists and switch to alternative frequencies when necessary. Other States were encouraged to share experiences and mitigation measures in SRWG meetings.

Revised Asia/Pacific Regional Frequency Management Manual

2.25 China presented Edition 1.1 of the Asia/Pacific Regional Frequency Management Manual (formerly the Aeronautical Radio Frequency Management Guidance Material), adopted via Conclusion SRWG/8/6. Key amendments include updating the title, reducing VDL channel spacing, adding backup frequencies, TIBA provisions, and GBAS/VDB frequency assignment planning. The remaining proposed changes require further review and will be brought to SRWG/10. **ACTION ITEM 9-9**

2.26 India requested the inclusion of NDB frequency assignment criteria. The ICAO Secretariat will try to search for this information from other reference materials. **ACTION ITEM 9- 10**

The Use of Frequency Coupling for Direct Controller Pilot Communications in Hong Kong China

2.27 This paper examined the use of frequency coupling in Direct Controller-Pilot Communication (DCPC) and its role in enhancing efficiency, situational awareness, and communication reliability under Hong Kong's air traffic control (ATC) operations. It was informed that while frequency coupling provided significant benefits, it also induced technical and operational challenges, including undetected simultaneous transmissions, system calibration complexities, intermodulation interference, and difficulties in fault finding. The corresponding mitigation strategies to optimize the frequency coupling in DCPC were shared. A balanced evaluation of its advantages and limitations was recommended to ensure effective implementation in ATC operations. The SRWG/9 Meeting noted the technical and operational limitations of frequency coupling and corresponding mitigation strategies.

Requirement of VHF for Flying Training Institutes

2.28 The paper presented information about the increasing demand for VHF spots for Flying Training Institutes (FTIs) in India. India informed that as of December 2024, 38 Flying Training Organizations (FTOs) were licensed by DGCA India to establish FTIS at 57 locations between 2020 and 2024, and many were in the process of getting DGCA approval. Due to the increasing number of FTOs, the requirement for air-ground VHF communication is increasing.

2.29 Required coverage for these FTOs varies from 5-50 NM as per the required training circuit. Based on the requirement, currently, VHF spots for these FTOs are being assigned in the VHF Sub band for AOC (i.e., 128.825-132.025 MHz). In view of the rising demand for VHF spots for Flying Training Operations, India proposed that there should be a dedicated group of frequencies within VHF Sub Band 128.825-132.025 MHz for this purpose.

2.30 The SRWG/9 Meeting suggested that SRWG should focus on the core bands allocated to aviation. However, the allocation of sub-bands for national use can be done by States/Administrations at their discretion. Therefore, the proposal was not agreed upon at the Meeting.

Need for VHF COM Simulation

2.31 The SRWG/9 Meeting was informed that India's 2021–2030 VHF COM frequency simulation showed 67% of the projected 445 spots (117.975–137 MHz) were implemented by early 2025, suggesting 25 kHz channels suffice through 2030. However, increased adjacent-country usage could strain capacity, especially for higher flight levels. India plans another review in three years, with the Meeting recommending a region-wide spectrum analysis in 2028 to anticipate congestion and potential 8.33 kHz spacing adoption.

2.32 It is because an accurate database would support the precision of the prediction of APAC frequency needs after the simulation. Therefore, all States/Administrations were requested to access the FF tool and check for inconsistencies with their local database, if any, against the Aeronautical Information Publication (AIP). It was also advised that frequencies that are registered but not being used from the FF tool be removed. In addition, it was suggested that other details such as range, power transmission, etc., should be corrected. **ACTION ITEM 9- 11.**

2.33 The ICAO Secretariat was requested to coordinate with the FSMP secretary to find out the tentative timelines of space-based VHF SARPs publication, as it will affect the VHF allocation plan for APAC and, hence, the simulation. **ACTION ITEM 9- 12**

Review of ToR and Action Items

2.34 The SRWG/9 Meeting reviewed the ToR of SRWG and action items. The Meeting observed that the current ToR of SRWG requires further amendments to include other tasks being taken care of by SRWG, such as working on interference issues, WRC coordination, etc. It was added that while modifying the ToR, coordination should be done with FSMP to ensure a proper record of the regional group's role in WRC matters. As the review required a thorough analysis of current work, it was suggested that the ICAO Secretary, with the chair, would revise the ToR and present the draft of the revised ToR in the SRWG/10 meeting for consideration. **ACTION ITEM 9- 13** Upon agreement by the Meeting, the revised ToR would be proposed as a Draft Decision to CNS SG for consideration.

GNSS RFI discussion

2.35 The SRWG/9 Meeting noted a lack of GNSS RFI incident reports since the release of the reporting form, hindering cross-border interference management. It was recommended that APAC States/Administrations submit incident details at SRWG/10 to assess the interference scope. Based on collected data, the need for an ad-hoc GNSS RFI group will be evaluated. **ACTION ITEM 9- 14** Additionally, the ICAO Secretariat will liaise with existing regional ad-hoc GNSS RFI groups to clarify their scopes and prevent overlapping efforts, reporting findings at SRWG/10. **ACTION ITEM 9- 15**

2.36 The CNS SG/29 Meeting agreed to defer to the SRWG to study the need for a group under CNS SG to assess and analyze the incidents shared by APAC Member States/Administrations and GNSS and Data Link Disruption Ad-Hoc Group to develop mitigation strategies, considering the global development in this domain. The ICAO Secretariat will share this information with SRWG.

Outcomes of Radio Navigation Symposium

2.37 [The ICAO APAC Radio Navigation Symposium](#) was held in New Delhi, India, from 07–09 April 2025. The theme of the Symposium was *GNSS RFI: Collectively Bridging Gaps and Shaping the Path Forward*.

2.38 The Meeting recalled that ICAO, in collaboration with ITU and IMO, has recently issued a joint statement on the protection of the radio navigation satellite service from harmful interference. The ICAO/ITU/IMO statement called for five (5) key actions, which the Symposium reaffirmed and outlined a set of recommended actions and best practices containing six objectives and associated recommendations for all aviation stakeholders.

2.39 The Meeting was informed that, as part of ICAO's engagement with ITU, the existing GNSS RFI reporting procedure between the two agencies has been reviewed to explore potential enhancements. A new account for ICAO will be created on ITU's online tool, the Satellite Interference Reporting and Resolution System (SIRRS), to facilitate reporting and improve the tracking of cases where analysis determines a significant impact on air navigation with an international scope. In such cases, ICAO will promptly transmit the results to ITU. Additionally, the system will facilitate keeping ICAO informed about the progress in applying the procedure outlined in Article 15, Section VI, of the Radio Regulations

for cases of harmful interference to GNSS identified by ICAO. ICAO will also be notified as soon as the interference incident is deemed resolved.

2.40 It was informed that two (2) Q-codes and the recommended Item E text have been identified by the ICAO navigation systems panel (NSP) and will be incorporated in relevant ICAO documents. Furthermore, guidance on how pilots should interpret NOTAM is being developed.

2.41 Considering the significance of the list of recommendations presented to the Meeting, the Meeting suggested that ICAO consider publishing them at the global level and sharing them with all States/Administrations officially.

2.42 [ICAO APAC Radio Navigation Symposium](#) examined existing and potential mitigation strategies with the objective of identifying gaps and offering insights into actions required to address the evolving challenges posed by GNSS RFI in terms of technological, procedural, and human-centric aspects of mitigation.

2.43 [The Electronic Bulletin \(EB2025/20\)](#) was published on 28 July 2025, includes a link to the Symposium's webpage for information and awareness of Member States.

Outcomes of Survey for assessment of readiness for Amendment 91 to Annex 10, Volume III on Selective Calling (SELCAL) Codes Implementation

2.44 The CNS SG/29 Meeting was reminded about the survey on the readiness of APAC States/Administrations' flight plan processing systems handling SELCAL32 in 2024. The objective of the survey was to evaluate the preparedness of ICAO member States for the implementation of Annex 10 Amendment 91 concerning the SELCAL that became applicable on November 3, 2022, and identify any associated challenges.

2.45 The CNS SG/29 Meeting noted that a total of thirteen responses from Australia, China, Hong Kong China, Macau China, Fiji, French Polynesia, India, Indonesia, Japan, New Zealand, Pakistan, Singapore, and Thailand were received. Based on responses received, it was concluded that most APAC States/Administrations that participated in the survey are ready to implement ICAO provisions Amendment 91 to the International Standards and Recommended Practices, Annex 10 — Aeronautical Telecommunications, Volume III — Communication Systems. However, it was highlighted that only 13 States/Administrations participated in the survey, which makes it difficult for us to assess APAC region readiness. The Meeting requested that APAC States/Administrations that have not responded to the survey share their readiness with the ICAO APAC Office.

Updates in e-ANP Vol II for CNS Tables

2.46 The need to update information in e-ANP Vol II was shared with different contributory bodies, including CRV OG/13, ACSICG/12, SURICG/10, and SRWG/09, which have endorsed draft Conclusions to update tables under their responsibilities. The proposed update of the CNS Tables of ICAO APAC e-ANP Vol II was reviewed and adopted by the CNS SG/29 Meeting:

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
The following tables of ICAO APAC e-ANP Vol II are outdated and require immediate updates.
General Regional Requirements
TABLE CNS II-1 AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN) PLAN

TABLE CNS II-2 REQUIRED ATN INFRASTRUCTURE ROUTING PLAN

TABLE CNS II-3 ATS DIRECT SPEECH CIRCUITS PLAN

TABLE CNS II-4 HF NETWORK DESIGNATORS

Specific Regional Requirements

TABLE CNS II-APAC-1 ATS INTER-FACILITY DATA

COMMUNICATION (AIDC) IMPLEMENTATION PLAN

TABLE CNS II-APAC-2 RADIO NAVIGATION AIDS

TABLE CNS II-APAC-3 SURVEILLANCE

2.47 It was informed that the ICAO Secretariat will issue a State Letter to all States/Administrations for necessary action after the CNS SG/29 meeting. States/Administrations are requested to update the required information in ICAO APAC e-ANP Vol II.

Space-Based VHF Update

2.48 Australia provided an update on Space-Based VHF and the progress within ICAO since the new spectrum allocation was achieved at the World Radiocommunications Conference 2023. It also provided a brief overview of the technology, the challenges associated with frequency planning and the need for cooperation at the regional and inter-regional levels when implementing Space-Based VHF.

2.49 The CNS SG/29 Meeting noted that the SB-VHF CG is working closely with PT-SBV and both groups are planning to start inter-panel coordination of the PfAs with the Air Traffic Management Operations Panel (ATMOPS), Separation and Airspace Safety Panel (SASP), Communications Panel - Operational Datalink Specific Working Group (CP-OPDLWG) and the Flight Operations Panel (FLTOSP) in the 2nd half of 2025.

2.50 It was anticipated that in October 2025, the FSMP-WG will endorse the PfA items relating to Annex 10 Volume V, and in December 2025, the CP-DCIWG will endorse the PfA items relating to Annex 10 Volume III. Following this, the ICAO secretariat will present the PfA for the Air Navigation Commission (ANC) review, and there will be an ICAO State Letter requesting comments on the PfA before the ANC endorses the PfA to go to the ICAO Council for approval in March 2028. This may result in an Applicability Date of November 2028.

2.51 The CNS SG/29 Meeting noted that SASP and OPDLWG are considering whether additional separation standards are required and how Required Communications Performance (RCP) could be applied to Space-Based VHF; however, no formal work in this area has started. It is expected that testing and operational trials will begin in late 2026 or early 2027, including in the APAC region. Once the SARPs are published and the regional coordination process is agreed upon, multiple service providers are expected to provide a space-based VHF and space-based ADS-B service for the aviation industry.

2.52 The CNS SG/29 Meeting noted that the standardization process has incorporated issues of ionospheric and scintillation effects on space-based VHF, and associated thresholds have been defined by expert panels.

2.53 It was noted that WRC-23 approved a new allocation for the Space-based VHF band specifically for Low Earth Orbit (LEO) satellites.

2.54 A question about the need for deployment of 8.33 KHz channel spacing in the APAC region in the near future, when space-based VHF will be implemented, was raised. It was also shared that there is a need to assess the effect of the deployment of space-based VHF on terrestrial VHF systems in the APAC region. The CNS SG/29 Meeting agreed that SRWG should discuss the proposed needs and share updates with CNS SG at the next meeting.

Accelerating the LDACS Technique Development for Civil Aviation Application

2.55 China informed about the L-band digital aeronautical communication system (LDACS) properties, its advantages in the application of civil aviation, and the progress of international standardization and the development status in China. The Meeting noted that the validation of LDACS was conducted within the framework of ICAO panels, the Single European Sky ATM Research (SESAR) Programme, etc. Various platforms were built in the CNS/ATM Lab of CAAC, aiming to test the compatibility between LDACS and DME, GNSS L5/E5a/B2a signals, ADS-B and SSR. Test results were summarized and presented in past ICAO meetings.

2.56 China informed that the LDACS compatibility test remained an urgent task. It was envisaged that the necessary testing would be completed to derive compatibility criteria between LDACS and legacy L-band systems by the end of 2025. Based on these results, LDACS standardization activities can be continued and completed. China encouraged more entities to conduct LDACS compatibility tests through international collaborations and provide comments on the possible applications of LDACS in civil aviation.

AeroMACS 2.0 Project Progress in China

2.57 China summarized its AeroMACS 2.0 project progress from the perspective of standardization, application and demonstration. Profiting from the high spectrum efficiency, low latency, and massive connectivity of the AeroMACS 2.0, the potential application scenarios at the airport, including runway incursion prevention, runway status light control, collision prevention in low-visibility conditions, Level V visual taxiing guidance, and airport surface resource management, were explained to the Meeting. States/Administrations were invited to actively support and participate in the CP-DCIWG-WG-M AeroMACS subgroup to update the respective standards.

2.58 On the question about the difference between 5G and AeroMACS usage at the airport, it was clarified that AeroMACS uses the protected aeronautical spectrum, i.e., 5091- 5150 MHz, rather than the commercial 5G spectrum. As such, the safe and efficient airport operation can be guaranteed with restricted interference from other systems.

Outcomes of the 42nd ICAO Assembly relevant to Spectrum

2.59 The 42nd Session of the Assembly was held at the Montréal Headquarters of the International Civil Aviation Organization (ICAO) from 23 September to 3 October 2025. The meeting documentation can be accessed via [Assembly 42nd Session](#).

ICAO Policy on Radio Frequency (RF) Spectrum Matters

2.60 The Commission reviewed **A42-WP/33**, **A42-WP/329**, and **A42-WP/348**. The Assembly recognized that several agenda items for the upcoming International Telecommunication Union World Radiocommunication Conference in 2027 (ITU WRC-27) have implications for aviation and might degrade aircraft safety. States were urged to support the ICAO frequency spectrum strategy, and actively engage with their national radio regulatory authorities, participate in WRC-27 preparatory activities within the ITU Radiocommunication Sector (ITU-R), as well as regional WRC preparatory activities, and the WRC in 2027. Considering the discussion, Assembly Resolution A41-7 was superseded by the following resolution:

Resolution 24/2: Support of the ICAO policy on radio frequency spectrum matters

GNSS Vulnerabilities and Resilience

2.61 The Commission reviewed **A42-WP/34**, **A42-WP/108**, **A42-WP/335**, **A42-WP/210**, and **A42-WP/190**. Main points discussed including ICAO's roadmap with short-term mitigation measures and long-term solutions, urging states to report GNSS RFI occurrences to their ICAO Regional Office when unresolved by routine procedures, and supporting the development of real-time GNSS monitoring and analysis systems alongside defining adequate and resilient CNS networks to ensure ANS continuity.

2.62 In view of the overall discussion on GNSS RFI, the Commission agreed to submit, for adoption by the Plenary, the following resolution to supersede Assembly Resolution 41-8:

Resolution 24/3: Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation, and surveillance/air traffic management (CNS/ATM) systems

2.63 The Resolution indicated in Paragraphs 2.7 and 2.9 was formulated by the Assembly:

(Resolution 24/2)

A42-7: Support of the ICAO policy on radio frequency spectrum matters

(Resolution 24/3)

A42-8: Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation, and surveillance/air traffic management (CNS/ATM) systems

2.64 The relevant texts of A42-7 and A42-8 can be found in [A42 Resolution Provisional Edition Oct 2025](#).

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	
<p>What: The CRV OG adopts the CANSO Standard of Excellence in Cyber Security for CRV and recommends that:</p> <ul style="list-style-type: none"> a) CRV OG prefers an acceptable maturity level of Target Score ‘C.’ in carrying out the maturity assessment on the CRV. b) The CRV Service Provider carries out the maturity assessment. c) Each participating State/Administration carries out the maturity assessment. d) CRV OG/Each participating State/Administration creates a plan to address the gaps in the maturity score for the CRV. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: To have a standard Cyber Security maturity applied to the CRV.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 20-Jun-25</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: CRV OG</p>	

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	
<p>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.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: Enhance coordination between COM centers and ensure quality service for ATS Messaging.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 20-Jun-25</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: ACSICG</p>	

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	
<p>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.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic

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List of Conclusion/Decisions adopted by CNS SG/29

		<input type="checkbox"/> Environmental
		<input checked="" type="checkbox"/> 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:	<input type="checkbox"/> Required from States
When: 20-Jun-25	Status:	Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: ACSICG		

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:	<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To support the prompt implementation of capable primary and, where relevant, secondary links for the exchange of IWXXM messages	Follow-up:	<input type="checkbox"/> Required from States
When: 20-Jun-25	Status:	Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> 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:	<input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To provide guidance to States for the implementation of SBAS	Follow-up:	<input type="checkbox"/> Required from States
When: 20-Jun-25	Status:	Adopted by Subgroup
Who: <input checked="" type="checkbox"/> CNS Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:		

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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: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
	Follow-up: <input type="checkbox"/> Required from States
When: 20-Jun-25	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> 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: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: New subsections have been added in the revised draft.	Follow-up: <input type="checkbox"/> Required from States
When: 20-Jun-25	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> 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: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: New subsections have been added in the revised draft.	Follow-up: <input type="checkbox"/> Required from States
When: 20-Jun-25	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: ATMAS TF	

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List of Conclusion/Decisions adopted by CNS SG/29

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	
<p>What: The following tables of ICAO APAC e-ANP Vol II are outdated and require immediate updates.</p> <p style="text-align: center;"><u>General Regional Requirements</u></p> <p>TABLE CNS II-1 AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK (AFTN) PLAN TABLE CNS II-2 REQUIRED ATN INFRASTRUCTURE ROUTING PLAN TABLE CNS II-3 ATS DIRECT SPEECH CIRCUITS PLAN TABLE CNS II-4 HF NETWORK DESIGNATORS</p> <p style="text-align: center;"><u>Specific Regional Requirements</u></p> <p>TABLE CNS II-APAC-1 ATS INTER-FACILITY DATA COMMUNICATION (AIDC) IMPLEMENTATION PLAN TABLE CNS II-APAC-2 RADIO NAVIGATION AIDS TABLE CNS II-APAC-3 SURVEILLANCE</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The current TABLEs related to CNS are outdated and require immediate updates in order to update e-ANP Vol II.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 20-Jun-25</p>	<p>Status: Adopted by Subgroup</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

Decision CNS SG/29/13 - Adoption of Regional Guidance Material for Addressing Human Factor Issues of ATSEP v2.0	
<p>What: a) ICAO APAC Guidance Material for Addressing Human Factor Issues of ATSEP v2.0 be adopted.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>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”.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

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List of Conclusion/Decisions adopted by CNS SG/29

When: 20 Jun 2025	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX	

Decision CNS SG/29/14 - Creation of ANS Information Assurance Task Force (ANSIA TF)	
What: 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: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To provide consistent application of the requirements.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 20-Jun-25	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> 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 (<i>Conclusion CNS SG/29/01 (ACSICG/12/02 (CRV OG/13/06))</i>) - Implementation of CRV for small Pacific Island and small ANSP in the region using CRV Solution, PCCWG SLA Package D+	
<p>What: That, the CRV OG agreed to the following to assist small Pacific Islands & small ANSPs in APAC in the implementation of CRV:</p> <p>a) CRV SLA Package D+ is reliable and addresses lead time for acquiring spares and PCCWG to import licenses and clearance for customer sites</p> <p>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</p> <p>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.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To facilitate the implementation of CRV for the small Pacific Island & small ANSP in the region</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 26-Nov-25</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX</p>	

Decision APANPIRG/36/11 (<i>Decision CNS SG/29/06 (SWIM TF/10/02)</i>)- Adoption of APAC Common SWIM Information Services, v1.0	
<p>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.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To assist APAC States/Administrations in planning and implementing their SWIM information services.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 26-Nov-25</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: MET SG, ATM SG, AOP SG</p>	

Conclusion APANPIRG/36/12 (<i>Conclusion CNS SG/29/07 (SWIM/TF/10/03)</i>) – Asia/Pacific Regional FIXM version 4.3 Extension	
<p>What: The FIXM version 4.3 Extension described in SWIM/TF/10/WP30 be:</p> <p>a) adopted as the Asia/Pacific FIXM version 4.3 Extension;</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p>

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

<p>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</p> <p>c) presented to the FIXM CCB for review and publication on the FIXM official website.</p>	<input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>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 <i>Conclusion APANPIRG/35/4</i>.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 26-Nov-25</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: SWIM TF</p>	

<p>Conclusion APANPIRG/36/13 (Conclusion CNS SG/29/15 (ACSICG/12/09 (CRV OG/14/01)))- Decision of CRV II Contract Management Process</p>	
<p>What: 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., <i>current CRV contract extension vs initiate the CRV II RFP process</i>:</p> <p>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</p> <p>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.</p> <p>c) Considering internal procurement timelines of APAC States/Administrations, CRV OG should prepare baseline updates required for the CRV network before 1 April 2027;</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: (1) The current CRV contract expires on 31 December 2028; (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; (3) Transition to the new contract will take at least 1-2 years;</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

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

(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: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: CRV OG and ACSICG	
