International Civil Aviation Organization

THE FIFTH MEETING OF THE SURVEILLANCE STUDY GROUP (SURSG/5)

(Bangkok, Thailand 23-24 March 2026)

Agenda Item 2: Review of the outcome of relevant meetings

REVIEW OF RELEVANT MEETINGS

(Presented by the Secretariat)

SUMMARY

The paper presents the relevant outcomes of the meetings held in the year 2024 and 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 Sub Group (CNS SG/29), actions on the works accomplished by the Forth Meeting of the Surveillance Study Group (SURSG/4), the Tenth Meeting of the APAC SWIM Task Force (SWIM TF/10) and the Tenth Meeting of the Surveillance Implementation Coordination Group (SURICG/10).

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 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 on the CNS SG/29 Meeting webpage.

1.3 The Tenth Meeting of the Surveillance Implementation Coordination Group (SURICG/10) was held at the ICAO APAC Regional Office, Bangkok, Thailand, from 21 – 23 April 2025. The Meeting was attended by **53** participants from **18** Member States/Administrations and **1** International Organizations. The Meeting report, working papers, information papers, and other resources can be accessed by the following link:

https://www.icao.int/APAC/MeetingDocs?fid=597

1.4 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

1.5 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

1.6 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

1.7 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

1.8 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

1.9 The Fourth meeting of the Surveillance Study Group (SURSG/4) was held in Hong Kong, China, from 30-31 *May 2024* after the Joint event of SWIM over CRV Demonstrations and Surveillance data sharing over SWIM trial planned from 28-29 May 2024 in Hong Kong China. The meeting was attended by **63** participants from **12** States/Administrations, **1** International Organization, and **4** industry partners. The Meeting report, working papers, information papers, and other resources can be accessed by the following link:

https://www.icao.int/APAC/meetingdocs?fid=31859#block-icao-page-title

1.10 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.

1.11 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 *(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
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 (ACSICG/12/02 (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 (ACSICG/12/09 (CRV OG/14/01)))*	-	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 outcomes of various meetings in 2024

Ninth Meeting of the Surveillance Implementation Coordination Group (SURICG/9)

Outcome of SURSG/3 and Updates on SURSG/4 – Sec (WP/05)

2.6 ICAO Secretariat summarized the main outcomes of the Report of the Third Meeting of the Surveillance Study Group (SURSG/3) held in Hong Kong China, as a hybrid Meeting (In-Person and Virtual Participation) from 22 to 24 March 2023.

2.7 The SURICG/9 Meeting noted that, as most deliverables except one Guidance material for the sharing and access of surveillance data allocated to SURSG were completed and most objectives were achieved, the SURSG/4 Meeting will propose the dissolution of the SURSG if the joint event is successful and after the completion of the remaining deliverables and presentation at future SURICG meetings. If SURSG/4 concludes the dissolution of SURSG, the decision will seek the endorsement of SURICG and then CNS SG accordingly. The SURICG/9 Meeting noted that SURSG/4 outcomes will be presented to SURICG/10 next year.

Ninth Meeting of System Wide Information Management Task Force (SWIM TF/9)

Progress Update for the Joint Event – Hong Kong China (WP/05)

2.8 Hong Kong China shared that, with the consolidated effort made by SWIM TF and SURSG, the SWIM Demonstration over CRV and surveillance data sharing in the SWIM trial ('the Joint Event') will be held in Hong Kong China from 28-29 May 2024. It was informed that the Joint Event will mainly consist of scenario-based demonstrations, including ATFM, surveillance data sharing, FF-ICE and MET. Various States have registered participation in the Joint Event, including 7 States (Hong Kong China, India, Japan, Malaysia, Republic of Korea, Singapore and Thailand) as Data Contributors and/or Consumers and 10 States (Australia, China, Fiji, Indonesia, Laos PDR, New Zealand, Pakistan, Philippines, Sri Lanka and Vietnam) as Observers.

2.9 The Meeting was informed about the tasks completed, ongoing tasks, and items to be followed up after the Joint Event. The Meeting noted that, after completing the Joint Event, the current system setup will be accessible for 1-month until the end of June 2024 for participants to appreciate the SWIM environment and system HMI. The Meeting was encouraged to participate in the Joint Event and

the following SURSG/4 in Hong Kong China, as it is an excellent opportunity to witness and better understand how SWIM would bring enhanced operational benefits.

SWIM Implementation Pioneer Group Progress Report – Singapore (WP/13)

2.10 Singapore shared a summary of the work that the SWIM Implementation Pioneer Ad-hoc Group (SIPG) has done to progress the implementation of an Asia/Pacific SWIM since the eighth meeting of the SWIM Task Force. The Meeting recalled that the SIPG was formed at the 7th Meeting of the SWIM Task Force (SWIM TF/7). The first deliverable of the SIPG was to build a SWIM Technical Infrastructure prototype according to the architecture as decided by the SWIM task force using the CRV as the IP-based network.

2.11 The SWIM TF/9 Meeting noted that SIPG used the SWIM over CRV Demonstration and Surveillance Sharing in the SWIM Technical Trial, the joint event, as the target for constructing the APAC SWIM prototype. To achieve this goal, the SIPG held a total of 12 virtual meetings before the SWIM TF/9. After deliberating over several options to identify the appropriate SWIM architecture for the joint event, the SIPG adopted hierarchical SWIM architecture, considering that it would fit into the model decided at the SWIM Task Force level due to its best compromise between connectivity and simplicity.

2.12 To facilitate message transmission within this architecture, the Meeting was informed that it was necessary to use metadata to route messages, especially between edge EMS (Enterprise Messaging Service) of different sub-communities. To this end, the SIPG developed a set of metadata for routing messages during the Joint Event. The Meeting was informed that, after the joint event, the SIPG will need to carry on its work post-event to document the lessons learned from the setup and operation of this hierarchical SWIM architecture. There was a need to measure the amount of bandwidth used during the demonstration and trial, from which the potential bandwidth needed to support an operational Asia/Pacific SWIM will be estimated. The SIPG will also study the strengths and weaknesses of the implemented SWIM architecture. There may be a need to explore different SWIM architectures and further trials may be proposed. The Meeting was informed that the SIPG may expand its work to interconnect the registries within the SWIM architecture implemented.

2.13 The SWIM TF/9 Meeting noted that the ICAO Trust Framework Panel has produced some guidance material for trusted message exchange. The guidance material references the Public Key Infrastructure (PKI) and the use of certificates to protect the messages being transferred. The SIPG plans to study this material and implement a version of it in SWIM architecture. The SIPG will also investigate the identified common SWIM information services that could be implemented. It was highlighted to the Meeting that it is essential to specify use cases to support the implementation of the services.

2.14 Additionally, the SWIM TF/9 Meeting was informed that, as the SWIM architecture continues to evolve, other States and parties may want to be onboard as an edge EMS or gateway EMS in the architecture. Part of the continuing work of the SIPG would be to aid these States and parties in completing the onboarding and help confirm the connection and message routing. The SIPG will also look to other APANPIRG contributory bodies working on topics closely related to SWIM, e.g. FF-ICE and TBO, for collaboration opportunities.

2.15 The SWIM TF/9 Meeting discussed the SIPG's proposed work plan as presented in WP/13, considering also the information provided in WP/10 and IP/02. The meeting agreed that SIPG should include the suggestions presented in WP/10 and IP/02 in its work plan for the next 12 months. The revised work plan of SIPG, together with the activity priority, will be further discussed at SIPG's monthly meeting in June 2024. Furthermore, the SWIM TF/9 Meeting noted that the SIPG meeting would be held on the last Monday of each month and encouraged States/Administrations to consider joining the SIPG.

Relevant outcomes of various meetings in 2025

Tenth Meeting of System Wide Information Management Task Force (SWIM TF/10)

2.16 The Tenth Meeting of the System Wide Information Management Task Force (SWIM TF/10) was held from 20 to 23 May 2025 in the ICAO APAC Regional Office, Bangkok, Thailand.

2.17 Prior to SWIM TF/10, the ICAO Asia/Pacific System-Wide Information Management (SWIM) Seminar was held in Bangkok on 19 May 2025. The theme of the Seminar was *Establishing SWIM – A Key Enabler for FF-ICE*. The Seminar emphasized the urgency of SWIM implementation ahead of the 2034 sunset of the 2012 flight plan format, with regional efforts targeting 2032. Key recommendations included forming multidisciplinary teams, harmonizing regional SWIM/FF-ICE mandates, and exploring centralized SWIM infrastructure. Minimum SWIM capabilities were defined for airlines (AIXM/IWXXM/FIXM processing, SWIM connectivity, dynamic NOTAM integration) and ATM providers (flight-data connectivity, CRV/Internet access, cybersecurity, governance, and SWIM TI functions).

Outcomes of the Joint Event of SWIM over CRV Demonstration and Surveillance Data over SWIM Trial – Hong Kong China (WP/05)

2.18 Hong Kong China presented the report of the Joint Event of SWIM over CRV Demonstration and Surveillance Data over SWIM Trial, held from 28 – 29 May 2024. The report captured the details of the Joint Event, including (*i*) the SWIM services developed; (*ii*) the SWIM infrastructure used; (*iii*) the development and testing process; (*iv*) the data format for surveillance data sharing; and (*v*) the observations and lessons learnt.

SWIM Implementation Pioneer Ad-hoc Group Progress Report – Singapore (WP/07)

2.19 Singapore presented the work done by the SWIM Implementation Pioneer ad-hoc Group (SIPG) since the last SWIM Task Force meeting (SWIM TF/9) held in May 2024. It was informed that the SIPG supported the joint event of the SWIM-over-CRV demonstration and surveillance data sharing in the SWIM technical trial hosted by the Hong Kong Civil Aviation Department on 28 -29 May 2024. The Meeting noted that the SIPG constructed SWIM TI for this joint event using hierarchical architecture, an agreed-upon design since SWIM TF/8, on pseudo CRV. The primary objectives were to test the feasibility of operating SWIM in a CRV-like environment and the feasibility of sharing surveillance data, e.g., ADS-B tracks, in a SWIM environment. Both objectives were met with success, and many lessons were learnt to inform the SIPG of the way forward towards an operational Asia-Pacific SWIM.

2.20 The SWIM TF/10 Meeting noted that, given the lessons learnt by SIPG so far, a modification to the SIPG ToR was adopted at the SWIM TF/7 meeting. The draft modified ToR was prepared by the group formed to prepare a draft prioritization of the SIPG work areas, and it was presented to the SWIM TF/10 Meeting through SWIM TF/10 -Flimsy/01. The SWIM TF/10 Meeting reviewed and agreed to the revised ToR and adopted the **Decision SWIM/TF/10/01**- *Revised Terms of Reference of the SWIM Implementation Pioneer Ad-hoc Group.*

SIPG Action WS-1-9: Options for internet connection in the Asia-Pacific SWIM – SIPG (WP/08)

2.21 The SWIM TF/10 Meeting reviewed SIPG's discussions on Internet connectivity options for the Asia/Pacific SWIM, which was in line with the SWIM TF's mandate to build SWIM over CRV and other IP-based networks, including the Internet. Three architecture options were considered: Option 1 is to have one or more Edge EMSs connected to the CRV as well as the Internet. The Edge EMS can then publish and consume services from both the Internet and CRV. Option 2 is to have the SWIM TI constructed over both the CRV and the Internet. Each Gateway EMS provider will need to span the Gateway EMS over both CRV and the Internet with an appropriate security mechanism to segregate between the two zones. Option 3 is to have the CRV service provider also provide the connectivity to the

Internet. SWIM TF/10 agreed to further evaluate Options 1 and 2, with a preference for Option 1 as an early implementation path. SIPG was tasked with defining the functionalities and requirements for Edge and Gateway EMSs to guide States. Further discussion on Option 2's routing implications was also planned.

SIPG Action WS-1-12: Conclusions of the Asia-Pacific SWIM Transition Discussions – SIPG (WP/09)

2.22 It was noted that SWIM TF/10 discussed and adopted the following 4 recommendations on SWIM transition in the APAC region, which were raised by SIPG:

Recommendation 1: Reach out to relevant expert groups that govern the various data types being transmitted on AMHS for their SWIM migration strategy and proposed sunset date. (e.g., AAITF, FF-ICE ad-hoc group, MET/IE, ATFM ad-hoc group, etc.)

Recommendation 2: Work closely with the ACSICG AMHS and the SWIM Transition Group to map out a transition plan together. One topic of interest is the need for AMHS to SWIM conversion and how that should be managed.

Recommendation 3: Consider the possible use of any other data formats, in addition to AIXM, FIXM, and IWXXM, in the Asia-Pacific SWIM. This is to enable existing data to be quickly onboarded onto SWIM. The ATM Information Reference Model should be used to maintain semantic interoperability.

Recommendation 4: Inform the ATM Automation Systems Task Force (ATMAS TF) of the need for ATM automation systems to be SWIM compatible.

2.23 For recommendation 1, the SWIM TF/10 Meeting was informed that the ATFM SG/14 meeting endorsed the draft conclusion, which was later adopted by APANPIRG/35 as Conclusion APANPIRG/35/4, on the adoption of FIXM v4.3 as the standard format for cross-border ATFM information exchange in the SWIM environment from Q3/2026.

Recommended Technical Performance Requirements for EMS – Thailand (WP/31)

2.24 The SWIM TF/10 Meeting recalled that, at the SWIM TF/7 meeting, the SIPG was established with the mandate to implement the first or prototype version of APAC SWIM. It was added that in May 2024, a Joint Event of the SWIM-over-CRV demonstration and surveillance data sharing in the SWIM environment technical trial was conducted in Hong Kong, China. During this event, relevant performance metrics were measured to gain insights into the characteristics of data exchange over SWIM, especially bandwidth-intensive surveillance data. Bandwidth analysis and latency analysis of participating States were shared with the Meeting.

2.25 It was stated that the data collected from the joint event provided a valuable starting point for developing the recommended technical requirements for EMS. Based on the initial data recorded by Malaysia and Singapore, it may be inferred that an EMS system should support a bandwidth of at least 576.741 kbps and a latency of no more than 235 msec. However, when incorporating data observed by Thailand, the result, particularly regarding latency, exhibited significant variability. This suggests that the current data set is insufficient to form reliable, region-wide recommendations. Therefore, it was suggested that SWIM TF/SIPG encourage their members to share EMS usage and performance data for further analysis. It was emphasized that the aforementioned bandwidth and latency values were presented solely as indicative minimum technical performance requirements. The actual technical performance requirements will ultimately depend on the specific needs of SWIM users and the service level agreements established between SWIM service providers and consumers.

2.26 The Meeting was informed of the correction of Table 1 in the paper that the peak bandwidth of Malaysia would be 2,562.8 kbps, while that of Singapore would be 938.0 kbps.

2.27 The SWIM TF/10 Meeting noted the issue of insufficient data sets and recognized the need for more data to finalize technical performance requirements. It was also discussed that testing involving the concurrent execution of multiple information services would be essential to simulate an environment close to actual SWIM operations. However, conducting such comprehensive testing would require additional demonstrations. Given the current workload of SIPG, it was agreed that these tests would be deferred to a later stage. Additionally, Japan shared that it had previously conducted performance measurements of current operations using AMHS. While it remains necessary to monitor changes in information exchange orientation under future operations such as FF-ICE, the Meeting requested Japan to share its measurement data, as it would be valuable for further performance studies**.**

Updates on the Asia/Pacific FIXM v4.3 Extension – Thailand (WP/30)

2.28 The SWIM TF/10 Meeting was presented with the update on FIXM version 4.3 Extension development to support cross-border ATFM operation, A-CDM, ATFM/A-CDM integration, and traffic synchronization in the Asia/Pacific region. Thailand informed that these efforts aimed to ensure the readiness of the FIXM Extension in alignment with the *Conclusion APANPIRG/35/4*, which agreed on the adoption of FIXM version 4.3 as the standard format for the region.

2.29 The SWIM TF/10 Meeting noted that the Technical Sub-Group (TSG) of AMNAC, together with members of SWIM TF, examined the feasibility of using FIXM version 4.3 Core to support cross-border ATFM operation, A-CDM, ATFM/A-CDM integration, and traffic synchronization. It was found that FIXM version 4.3 Core can support the exchange of certain data attributes originally included in the Asia/Pacific FIXM version 4.1 Extension. Specifically, it was considered that FIXM version 4.3 Core can be used for the exchange of CTOT, Calculated Time Over (CTO), and Calculated Landing Time (CLDT). It was concluded that trajectory and aircraft track data attributes included in the Asia/Pacific FIXM version 4.2 Extension would be removed from the subsequent version of the Extension due to the availability of alternative data formats.

2.30 To facilitate a smooth transition from the use of ADEXP Slot Allocation Message (SAM), Slot Revision Message (SRM), and Slot Cancellation Message (SLC) over AFTN/AMHS to ATFM information exchange over SWIM, mandatory data fields and some optional fields currently in use in SAM/SRM/SLC were identified for inclusion in the FIXM version 4.3 Extension.

2.31 The SWIM TF/10 Meeting noted that TSG members successfully conducted technical validation of the FIXM version 4.3 Extension in April and May 2025. Recognizing the need for the timely availability of FIXM version 4.3 Extension 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*, it was proposed that this FIXM version 4.3 Extension be adopted as the Asia/Pacific FIXM version 4.3 Extension and be made available for use by the Asia/Pacific Administrations. It was further proposed that the Extension be presented to the FIXM Change Control Board (CCB) for review and publication on the FIXM official website.

2.32 The SWIM TF/10 Meeting noted the use of alternative data formats, e.g., JSON, to be more efficient in terms of the network bandwidth for exchanging such bandwidth-intensive information over SWIM, based on insights from the surveillance data sharing over SWIM technical trial conducted in May 2024. However, it was agreed that this current arrangement is applicable only at the regional level, and there is a need for a global surveillance information exchange format. In response to the suggestion on requesting the Surveillance Panel to develop a globally standardized information exchange model for surveillance data sharing over SWIM, the Meeting was informed that **SURSG has already been working on this task as per their ToR as follows**:

Review, identify and provide expert views and recommendations to address major issues raised to the SURSG by ICAO APAC in the technical, operational or regulatory aspects of surveillance data sharing to facilitate the implementation of surveillance from "departure to destination" in APAC.

2.33 The SWIM TF/10 Meeting requested the SURICG meeting **to share tentative timelines for this task based on the plan shared by SURSG to SURICG**. It was agreed that the ICAO Secretariat will coordinate with SURICG and SURSG for the required information.

2.34 ICAO Secretariat coordinated with the SURSG chair for this matter, and it was further discussed in the SWIM TF Task Leads meeting on 17 November 2025.

2.35 SURSG chair informed that ASTERIX and/or JSON are proposed as the data exchange models for surveillance data sharing in the region.

2.36 For the data exchange model to be used globally, it was suggested that it should be handled separately by a global body.

2.37 APANPIRG/36 was presented with the update on FIXM version 4.3 Extension development, and the following Conclusion, after being endorsed by CNS SG/29, was adopted by the APANPIRG/36.

<table>
<tr><td colspan="3">Conclusion APANPIRG/36/12 (Conclusion CNS SG/29/07 (SWIM/TF/10/03)) – Asia/Pacific Regional FIXM version 4.3 Extension</td></tr>
<tr><td colspan="2">What: The FIXM version 4.3 Extension described in SWIM/TF/10/WP30 be:

a) adopted as the Asia/Pacific FIXM version 4.3 Extension;
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
c) presented to the FIXM CCB for review and publication on the FIXM official website.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>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.</td><td colspan="2">Follow-up: ☐Required from States</td></tr>
<tr><td>When: 26-Nov-25</td><td colspan="2">Status: Adopted by PIRG</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: SWIM TF</td></tr>
</table>

Expected Capabilities of CRV for APAC SWIM Implementation – Japan (WP/20)

2.38 The SWIM TF/10 Meeting recalled that to understand the required capabilities of CRV in supporting APAC SWIM construction, the Joint Event of SWIM over CRV Demonstration and Surveillance Data Sharing in SWIM Trial was held on 28 – 29 May 2024, at HKCAD. Japan presented the validation results of message exchange using the hierarchical SWIM architecture built on the pseudo CRV. Additionally, based on the QoE (Quality of Experience) from the demonstration, the expected capabilities

and QoS (Quality of Service) parameters required for CRV to meet APAC SWIM requirements were analyzed by Japan and shared with the meeting.

2.39 Japan informed that, according to the analysis of validation results, the following capabilities and QoS parameters for CRV are expected to support SWIM-based applications and operations, as shown in the table below. As surveillance data sharing is a continuous and real-time service, a lower packet delay budget is expected. However, because of its large volume and high frequency, a lower packet error rate and higher priority level are not required. Moreover, it was recommended that to avoid affecting other event-based SWIM messages, including FIXM, AIXM and IWXXM messages, it is better to separate the surveillance data into a different logical network layer and message queue.

Network	Application		Capability
Bandwidth	For SWIM applications		> 10 Mbps
Latency	For SWIM information services		< 200 ms
Packet Loss	For SWIM information sharing		< 0.1%
QoS	Packet Delay Budget	For SWIM message	300 ms
		For surveillance data	200 ms
	Packet Error Rate	For SWIM message	10^{-3}
		For surveillance data	10^{-3}
	Priority Level	For SWIM message	High
		For surveillance data	Low

Expected Capabilities and QoS Parameters for CRV

2.40 The SWIM TF/10 Meeting was informed that additional validation and evaluation tests will be conducted in cooperation with SIPG and other working groups, and the results will be reported at upcoming SWIM TF meetings. Moreover, the Meeting noted that the paper was also presented during the joint meeting of CRV and SWIM Experts held in Guam, USA, in September 2024. It was further noted that the information contained in the paper would serve as input for the development of new CRV specifications.

Twelfth Meeting of the Aeronautical Communication Services Implementation Coordination Group (ACSICG/12) and Thirteenth and Fourteenth Meeting of the Common aeRonautical Virtual Private Network Operations Group CRV OG/13 and 14

Thirteenth Meeting of Common aeRonautical VPN Operations Group (CRV OG/13)

Future Bandwidth Requirements Based on Outcomes of Joint Event - Hong Kong China (WP/22)

2.41 Hong Kong China presented a study on the bandwidth used for the ADS-B data transmitted over the SWIM/CRV environment and analyzed outcomes. The Meeting noted that during various CRV OG Meetings, there was a recognized need to review and analyze the bandwidth usage of CRV in each State/Administration. Such analysis was crucial to the proactive planning of upgrades and accommodating future applications, ensuring necessary actions will be taken in a timely manner. Hong

Kong China added that since bandwidth in CRV is considered a crucial resource, especially for States/Administrations with higher bandwidth demand due to a higher number of applications and States that are geographically remote and understandably have higher bandwidth costs. This study offered insights into the bandwidth requirements of surveillance data on SWIM so that CRV experts could consider incorporating them into the tendering process for improved support of new applications.

2.42 Hong Kong China explained the system setup used for Joint events and various scenarios considered, along with records of analysis results based on the size of an AMQP message received from different EMSes. It was concluded that in Hong Kong China's operational environment, during peak hours, the Hong Kong ADS-B system detects approximately 300 targets within Hong Kong FIR and partial Mainland China FIR. Assuming that ADS-B data associated with Flight Plan information for all these 300 targets are sent in 1 second in the SWIM environment with each target of size of 1.2K bytes (refer to ROK track), a total of 360K bytes per second is necessary (i.e., 2.88Mbps). As Hong Kong is one of the busiest FIRs in the region, this figure should offer additional insights into the bandwidth demand, which may be capped at this level in the worst scenario. The Meeting was requested to encourage States/Administrations using SWIM/CRV to share their experience in conducting similar monitoring and analysis. It was concluded that the bandwidth requirement highly depends on different use cases. Several aspects, particularly the frequency of data sent, should be considered by different States/Administrations when calculating the bandwidth requirements.

2.43 The CRV OG/13 Meeting appreciated the study done by Hong Kong China and agreed that it is beneficial to the Meeting and that the formula used to calculate bandwidth would be helpful for CRV Users to evaluate the bandwidth requirements for ADS-B data. **Hong Kong China would work on deriving a formula based on analysis to compute the bandwidth required for surveillance data sharing** and suggest it to the CRV OG Ad-hoc Expert Group to incorporate it into the CRV OG Operations Manual.

Retention of Pseudo CRV for SIPG- New Zealand (WP/32)

2.44 The CRV OG/13 was informed by New Zealand that PCCWG built a "pseudo-CRV" (using Package D connections with 2 Mbps bandwidth) to support the SWIM TF, SIPG, and S3TIG in conducting SWIM trials and demonstrations. SWIM TF found pseudo-CRV beneficial for SWIM-related tests, and its use was extended twice until 30 March 2025. PCCWG was asked by CRV OG/13 for indicative pricing to continue supporting pseudo-CRV for APAC States/Administrations. In response, PCCWG provided two additional options for pricing of the current Package D. PCCWG expressed that they were willing to negotiate the proposed prices with each State/Administration needing the Pseudo CRV, and they also offered to provide support to new members wishing to join the pseudo-CRV network. It was agreed that CRV OG would discuss the expected timelines for the future pseudo-CRV setup and plans with SWIM TF. PCCWG shared their willingness to extend the availability of pseudo-CRV until June 2025 to facilitate CRV OG in conducting discussions with SWIM TF.

Relevant Outcome of CNS SG/29

Future Bandwidth Requirements for CRV Based on Outcomes of a Demonstration Event Hosted by Hong Kong China (WP/31)

2.45 Hong Kong China presented the key findings from a bandwidth study conducted by Hong Kong China, based on the outcomes of the Joint Event of SWIM over CRV Demonstration and Surveillance Data Sharing in the SWIM Trial held in May 2024. The study explored future bandwidth requirements for surveillance data sharing, particularly ADS-B data, over a simulated SWIM environment. Key findings included that messages containing both aircraft tracking and flight planning information are generally larger in size; an average message containing detailed surveillance data is approximately 1.2 KB. During peak hours, if Hong Kong's system were to share data for 300 aircraft per second, approximately 3 Mbps would be required.

2.46 As the region prepares for the next CRV tender, the Meeting noted that it was essential to consider future bandwidth growth driven by surveillance and SWIM applications. This involves ensuring scalability and flexibility in CRV specifications to accommodate emerging technologies and aligning CRV development with ICAO's global and regional plans. The Meeting also recognized the significance of CRV's strategic role in providing a common telecommunications infrastructure that expedites SWIM implementation and supports emerging technologies in accordance with the Delhi Declaration.

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: 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.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Political / Global ☐ Inter-regional ☐ Economic

	☐ Environmental ☒ 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	

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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ 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.

<u>General Regional Requirements</u>

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

<u>Specific Regional Requirements</u>

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</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ 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:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ 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: 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: ☐ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ 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

<table>
<tr><td colspan="3">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+</td></tr>
<tr><td colspan="2">What: That, the CRV OG agreed to the following to assist small Pacific Islands & small ANSPs in APAC in the implementation of CRV:
a) CRV SLA Package D+ is reliable and addresses lead time for acquiring spares and PCCWG to import licenses and clearance for customer sites
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
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.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☒ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: To facilitate the implementation of CRV for the small Pacific Island & small ANSP in the region</td><td colspan="2">Follow-up: ☒Required from States</td></tr>
<tr><td>When: 26-Nov-25</td><td colspan="2">Status: Adopted by PIRG</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☒APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: XXXX</td></tr>
</table>

<table>
<tr><td colspan="3">Decision APANPIRG/36/11 (Decision CNS SG/29/06 (SWIM TF/10/02))- Adoption of APAC Common SWIM Information Services, v1.0</td></tr>
<tr><td colspan="2">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.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: To assist APAC States/Administrations in planning and implementing their SWIM information services.</td><td colspan="2">Follow-up: ☐Required from States</td></tr>
<tr><td>When: 26-Nov-25</td><td colspan="2">Status: Adopted by PIRG</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☐APAC States ☐ICAO APAC RO ☐ICAO HQ ☐Other: MET SG, ATM SG, AOP SG</td></tr>
</table>

<table>
<tr><td colspan="2">Conclusion APANPIRG/36/12 (Conclusion CNS SG/29/07 (SWIM/TF/10/03)) – Asia/Pacific Regional FIXM version 4.3 Extension</td></tr>
<tr><td>What: The FIXM version 4.3 Extension described in SWIM/TF/10/WP30 be:
a) adopted as the Asia/Pacific FIXM version 4.3 Extension;</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic</td></tr>
</table>

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 c) presented to the FIXM CCB for review and publication on the FIXM official website.	☐ Environmental ☒ 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	

Conclusion APANPIRG/36/13 *(Conclusion CNS SG/29/15 (ACSICG/12/09 (CRV OG/14/01)))*- **Decision of CRV II Contract Management Process**	
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., *current CRV contract extension* **vs** *initiate the CRV II RFP process:* 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** 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. 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: ☐ Political / Global ☐ Inter-regional ☒ Economic ☐ Environmental ☒ Ops/Technical
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;	Follow-up: ☒Required from States

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: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☒Other: CRV OG and ACSICG	

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