



ICAO

**THE THIRTIETH MEETING OF THE
COMMUNICATIONS / NAVIGATION AND
SURVEILLANCE SUB-GROUP (CNS SG/30)
OF APANPIRG**

Bangkok, Thailand, 06 - 10 July 2026

Agenda Item 2: Review outcomes of APANPIRG, APAC ANSP Committee, ATM Sub-group, MET Sub-group and other Meetings and global CNS updates

**OUTCOMES OF THE THIRTEENTH MEETING OF THE AIR TRAFFIC MANAGEMENT
SUB-GROUP (ATM/SG/13) OF APANPIRG**

(Presented by the Secretariat)

SUMMARY

This paper highlights recent discussions and outcomes from ATM/SG/13 related to Communication, Navigation and Surveillance (CNS), Global Navigation Satellite System (GNSS), and System-Wide Information Management (SWIM) developments. It outlines the status of implementation, challenges, and proposed actions relevant to these domains within the Asia/Pacific Region.

1. INTRODUCTION

1.1 The Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13) of APANPIRG was held from 25 to 29 August 2025.

1.2 The ATM/SG/13 reviewed multiple agenda items relating to the continued development and implementation of CNS, GNSS interference, and the operationalization of SWIM across Asia/Pacific States and Administrations. These elements are critical enablers for modern ATM systems and align with the goals of the Asia/Pacific Seamless ANS Plan.

1.3 **DISCLAIMER:** The presentation of material in this report does not imply the expression of any opinion whatsoever on the part of ICAO, APANPIRG or the ATM Sub-Group of APANPIRG concerning the legal status of any country, territory, city or area of its authorities, or concerning the delimitation of its frontiers or boundaries.

2. DISCUSSION

FIT-Asia and RASMAG Outcomes

2.1 ATM/SG/13 reported that the Meeting had noted the outcomes of FIT-Asia/15 and RASMAG/30 relevant to data link performance monitoring and PBCS implementation in the APAC Region. The Meeting was informed that the APAC regional Required Surveillance Performance (RSP)180 and Required Communication Performance (RCP) 240 results for 2024 were generally robust, with most FIRs achieving the applicable 95 per cent criteria, although some variability remained in relation to the 99.9 per cent criteria. ATM/SG/13 further reported that the Meeting had noted the continuing importance of coordinated regional monitoring and analysis of data link performance in support of the safe and efficient application of performance-based separation minima.

2.2 The Meeting further noted the role of the Central Reporting Agency (CRA), as outlined in ICAO Doc 9869, in managing and analysing Problem Reports (PRs), coordinating with relevant stakeholders, supporting regional and global monitoring activities, identifying performance deficiencies and issuing recommendations. The Meeting also recalled that APANPIRG/34 had urged States to establish formal service agreements with APANPIRG-recognised CRAs and noted the subsequent FIT-Asia/15 discussions on the challenges faced by some States in establishing such arrangements. In this regard, the Meeting noted the need for continued support to States in meeting regional performance monitoring requirements.

2.3 It was also reported that the Meeting had noted the outcomes of RASMAG/30 concerning occurrences associated with GNSS radio frequency interference (RFI). In this regard, RASMAG/30 had discussed the classification and reporting of such events and agreed to establish a new LHD/LLE/LLD Category “R” for GNSS RFI occurrences in the APAC Region. The Meeting noted that this new category would support more consistent regional reporting and monitoring of GNSS RFI-related events and also took note of the suggestion that the new category be reflected in future RASMAG Safety Bulletins.

Implementation of Project 30/10 in Asia/Pacific Region

2.4 ATM/SG/13 reported that the Meeting had considered the proposal for the regional implementation of Project 30/10 in the APAC Region, aimed at improving ATM efficiency through the use of more efficient longitudinal separation minima in accordance with AN-Conf/14 Recommendation 3.1/1. In discussing the establishment of the APAC Project 30/10 Task Force, the Meeting noted that, in addition to operational and procedural matters, the work of the Task Force would need to take account of relevant technical and operational enablers necessary for implementation.

2.5 The Meeting recognised that the development of a comprehensive regional roadmap for Project 30/10 should take into account key technical enablers, including ATM automation capabilities, fleet equipage for PBN and PBCS, ATC training, and airspace structure and complexity, in order to support harmonised, safe and operationally feasible implementation across the APAC Region.

2.6 It was also recognised that the work of the APAC Project 30/10 Task Force would have implications not only for ATM operational planning but also for CNS-related capabilities and regional implementation planning, particularly where the application of more efficient separation minima would depend on communications, surveillance and automation performance.

Air Traffic Flow Management Steering Group Outcomes

2.7 ATM/SG/13 reported that the Meeting had noted outcomes of ATFM/SG/15 relevant to CNS-related regional interoperability and information exchange. In particular, the Meeting noted Draft Conclusion ATFM/SG/15-2 concerning the adoption of the AFTN/AMHS-based Interface Control Document (ICD) Version 2.0 for collaborative ATFM, and was informed that the ICAO Secretariat would submit the draft conclusion to the Aeronautical Communication Services Implementation Coordination Group (ACSICG) in 2026 for consideration and subsequent approval by CNS SG. The Meeting recognised that this work remained relevant to the broader regional development of interoperable ATFM information exchange arrangements.

2.8 The Meeting was also informed of progress in the development of the FIXM Version 4.3 Extension to support cross-border ATFM operations, A-CDM, ATFM/A-CDM integration and traffic synchronisation in the APAC Region. ATFM/SG/15 had acknowledged that, upon successful validation, the regional FIXM Version 4.3 Extension would be proposed for adoption by SWIM TF. The Meeting further noted that ATFM/SG/15 had considered recommendations on the change process for the FIXM version used for cross-border ATFM information exchange in a SWIM environment, and

that SWIM TF/10 had subsequently shared its agreement to the proposed change management process.

2.9 ATM/SG/13 also reported that ATM/SG/13 had adopted Conclusion ATM/SG/13-5 on the change process for the FIXM version used for Asia/Pacific cross-border operational ATFM system-to-system information exchange in SWIM. Under the agreed process, proposed changes to the FIXM version would first be submitted to ATFM/SG for review of operational impacts and suitability in supporting regional operational requirements, then to SWIM TF for assessment of technical implications, before being referred back to ATM/SG and subsequently to APANPIRG for endorsement, as appropriate. The Meeting further noted that ATFM/SG had reviewed the APAC Common SWIM Flight Information Services, including the ATFM/A-CDM integrated service and traffic flow status service, and that the feedback received from States had subsequently been shared with SWIM TF/10.

GNSS Radio Frequency Interference Recommendations

2.10 The Meeting was informed of recommendations developed during the ICAO APAC Radio Navigation Symposium held in New Delhi, India, from 7 to 9 April 2025, in relation to GNSS radio frequency interference (RFI). The Meeting noted that GNSS RFI remained an important issue for the APAC Region with implications for navigation resilience and operational continuity. Further details on GNSS RFI-related discussions and recommendations would be provided to CNS/SG under a separate paper.

2.11 It was further reported that relevant items arising from the Radio Navigation Symposium would be referred to the Procedures for GNSS and Data Link Disruption Ad-hoc Group for further discussion, with a view to supporting harmonised regional mitigation and response measures. As the matter would be reported in more detail separately, the present report was limited to a brief update.

Progress Update of the ICAO Asia/Pacific Flight and Flow Information for a Collaborative Environment Ad-hoc Group

2.12 ATM/SG/13 reported that the Meeting had considered the draft Terms of Reference (TOR) and progress update of the Asia/Pacific Flight and Flow Information for a Collaborative Environment (APAC FF-ICE) Ad-hoc Group, including the ongoing development of the Asia/Pacific Regional FF-ICE/R1 Implementation Framework. The Meeting noted that the work of the Ad-hoc Group was intended to support regional understanding of FF-ICE and facilitate harmonised implementation planning in the APAC Region. Further details on FF-ICE-related developments would be provided to CNS/SG under a separate paper.

2.13 The Meeting was also informed that the APAC FF-ICE Ad-hoc Group had continued its work to raise awareness of FF-ICE concepts and discuss implementation issues relevant to the Region, including through regional workshops and development of the implementation framework. As FF-ICE would be reported separately in greater detail, the present report was limited to a brief summary of the discussions at ATM/SG/13.

Progress of the Asia-Pacific Trajectory-Based Operations Pathfinder Project

2.14 ATM/SG/13 reported that the Meeting had been apprised of the progress of the Asia-Pacific (APAC) Trajectory-Based Operations (TBO) Pathfinder Project (“Pathfinder”). The Meeting noted that the Pathfinder Project involved the ANSPs of China, Hong Kong China, Indonesia, Japan, New Zealand, Philippines, Singapore, Thailand, the United States and Viet Nam, together with CANSO and IATA, and was intended to support regional cooperation on the definition, development and deployment of TBO in the APAC Region.

2.15 The Meeting further noted that three workgroups had been established under the Pathfinder Project, namely WG1 on Learning and Advocacy, WG2 on TBO Trials and Capabilities Build-up, and WG3 on Benefit Analysis and TBO Roadmap, each focusing on specific goals and deliverables. The Meeting recognised that these workstreams would support both regional capacity-building and the development of practical implementation pathways for TBO.

2.16 It was also reported that, for TBO to succeed and deliver its anticipated benefits, all constituent elements of TBO would need to interact effectively and be defined, developed and deployed in a harmonised manner, supported by a regional roadmap. In this regard, the Meeting noted that the activities and outcomes undertaken by the three Pathfinder workgroups would be shared at ICAO and other international forums to support the definition, development and deployment of TBO in the APAC Region.

Regional ATM Contingency Planning and Contingency Operations Update

2.17 ATM/SG/13 reported that the Meeting had considered information on ATM contingency planning in the APAC Region, including an update on State-reported implementation of the performance expectations of the Asia/Pacific Region ATM Contingency Plan, as well as a brief outline of ATM contingency operations in the Region since the report to ATM/SG/12. The Meeting noted that, according to ICAO analysis of information provided by APAC States/Administrations, only nine had reported a “Robust” implementation status of the Asia/Pacific Region ATM Contingency Plan, while another nine had reported a “Marginal” implementation. In addition, 17 States had not submitted implementation status reports to the ICAO APAC Office.

2.18 The Meeting also recalled that the East Asia and North Pacific Contingency Coordination Team (CCT) had been established in 2007 as a coordination mechanism involving States and international organizations in the event of major disruptions or emergencies affecting the safety of civil air navigation operations within the relevant airspace. It was noted that the points of contact list for the East Asia and North Pacific CCT was currently maintained separately from the consolidated ATM Points of Contact List, and the Meeting agreed that the contact details of the CCT should be consolidated with the ATM Points of Contact List in order to streamline communication, minimise the risk of missed or duplicated messages, and ensure that the appropriate contacts were reached promptly.

2.19 The Meeting was further informed of developments relating to Kabul FIR contingency operations. In particular, the Meeting noted that the Kabul FIR CCT had agreed on a phased implementation of revised Kabul FIR contingency arrangements in order to enhance airspace capacity to accommodate increased traffic operating through the Kabul FIR, and that Phase 1 of the revised arrangement had taken effect on 11 August 2025. The Meeting was also informed of the planned resumption of BOBCAT ATFM procedures in support of the Kabul FIR contingency arrangements. The Meeting further noted the lessons learnt from the India-Pakistan airspace contingency coordination, including the importance of maintaining regular communication with ICAO, sharing current information for contingency planning purposes, and ensuring effective coordination between civil and military authorities in order to mitigate risks and maintain safe and efficient air traffic operations.

ATM Contingency Planning and Related Regional Update by States

2.20 ATM/SG/13 reported that the Meeting had considered a number of papers relating to ATM contingency planning and contingency coordination in the APAC Region. The Meeting recognised the importance of strengthening contingency planning arrangements at both regional and sub-regional levels in order to support coordinated responses to disruptions affecting air traffic operations and associated support services.

2.21 The Meeting further discussed the need for effective coordination mechanisms, clear communication channels and harmonised planning arrangements in support of ATM contingency

operations. In this regard, the Meeting recognised that contingency arrangements in one part of the Region could have wider operational implications for adjacent FIRs and neighbouring States, and therefore underlined the importance of maintaining up-to-date points of contact, sharing timely operational information and ensuring that contingency plans were aligned, to the extent practicable, with regional and sub-regional coordination frameworks. These considerations were regarded as particularly relevant in the context of disruptions affecting ATS route structures, airspace availability and the provision of associated support services.

2.22 It was also noted that these contingency initiatives were relevant to broader regional ATM planning, including traffic flow management, inter-FIR coordination and the maintenance of safe and orderly operations during major disruptions. The Meeting recognised that the continued development of contingency planning arrangements, including regional and sub-regional plans and associated coordination mechanisms, would support the resilience of ATM operations in the APAC Region and would need to be progressed in close coordination with the relevant States, international organizations and contributory bodies of APANPIRG.

Space Weather Advisory Information and Space Weather Advisories for International Air Navigation

2.23 ATM/SG/13 reported that the Meeting had discussed developments relating to space weather advisory information and its implications for international air navigation. In the course of the discussion, it was recognised that space weather phenomena could affect a range of aviation systems and services, including those related to communications, navigation and surveillance, and therefore had relevance beyond the ATM domain alone.

The Meeting further noted the view that the matter would require close coordination among relevant APANPIRG contributory bodies, rather than being addressed solely within ATM/SG. In particular, Thailand commented that the impacts of space weather would often affect CNS equipment and related operational capabilities, and that CNS SG participation would therefore be necessary in any future regional work on the subject.

2.24 It was also reported that the Meeting had acknowledged the importance of contingency planning for geophysical hazards such as earthquakes and tsunamis and would incorporate relevant integrated procedures and planning into the Asia/Pacific Region ATM Contingency Plan in order to strengthen multi-hazard preparedness across ATM and airport operations.

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 matters as appropriate.
