



International Civil Aviation Organization

MIDANPIRG Communication, Navigation and Surveillance Sub-Group

Eighth Meeting (CNS SG/8)
(Cairo, Egypt, 26 - 28 February 2018)

Agenda Item 3: Global Developments related to CNS

PBCS IMPLEMENTATION ISSUES

(Presented by IATA)

SUMMARY

This paper describes a number of possible implementation challenges and recommended actions, which may be beneficial to Middle East operators in considering the implementation of Performance Based Communication Standards (PBCS) taken from issues identified by IATA during recent implementations in the ICAO North Atlantic (NAT) and Asia Pacific (APAC) Regions applicable on 29 March 2018.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The ICAO PBCS aims to support the implementation of performance-based capabilities that will allow an operator and air navigation service provider to reduce separation standards. PBCS is based on Required Communication Performance (RCP) and Required Surveillance Performance (RSP) criteria, which are associated with pilot-ATC communications and aircraft position reports, respectively.

1.2 PANS-ATM (ICAO Doc4444) Amendment 7 (November 2016) introduced the inclusion of performance based separation (Lateral 23NM/50NM and Longitudinal 5min/30NM/50NM) based on RNP and PBCS. The ICAO NAT and APAC Regions agreed to implement the PBCS standard for application over portions of their oceanic flight information regions as of 29 March 2018.

1.3 In November 2016, ICAO adopted the new PBCS operational authorization standard and associated requirements as described in ICAO Annex 6 Part 1. Annex 6 contains items that the State of the Operator need to confirm the operators has compliance with; in order to meet the approvals for application of these new performances based standards and separations.

2. DISCUSSION

2.1 On March 29, 2018, airlines intending to fly into portions of the NAT/APAC oceanic airspaces will require PBCS operational approvals for their aircraft before they are able to receive performance-based separation standards.

2.2 In the NAT Region, the NAT Organized Track System (OTS) tracks will be designated as PBCS-required tracks. Operators will be unable to access to these tracks without having received RCP240/RSP180 approval. Dependent on the manner in which it is applied, this may have a significant adverse impact on the operational efficiency of some operators.

2.3 As airspace users and operators will be required to file RCP / RSP codes in their flight plans in order to demonstrate their PBCS operational approval status, MID air navigation service providers are requested to ensure that relevant PBCS codes can be properly ingested, processed, transferred and used by flight plan and ATM systems. These PBCS codes are included in the ICAO 2012 Flight Plan format.

2.4 While progress has been made in explaining and informing operators and States on PBCS requirements, we believe there remains significant work to be completed by MID operators regarding their operational approvals, in particular the availability of necessary State regulations and processes for PBCS authorizations.

2.5 In regards to the requirements associated with obtaining PBCS approval, State regulators are invited to accept the use of the "PBCS Charter", which is a joint agreement among datalink stakeholders (aircraft manufacturers, air navigation service providers, communication service providers and operators) to maintain required PBCS performance monitoring. The PBCS Charter is an alternative to specifying CSP performance and procedural requirements within a contractual arrangement between operators and communication service providers. The "PBCS Charter" has been accepted by the FAA (FAA AC90-117) and recognized by ICAO in the PBCS Operational Authorization Guide. More information on the "PBCS Charter" can be found at: <http://www.fans-cra.com/>.

2.6 Therefore, IATA strongly encourages MID State aviation authorities to urgently develop and implement the appropriate regulations that would enable the successful implementation of separation minima predicated on PBCS.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) as a matter of high priority, request MID ANSPs to ensure that their flight processing systems can - at the minimum - ingest, process, and transfer PBCS codes by 29 March 2018;
- c) urge States to expedite their development and implementation of PBCS operational approval regulations and processes; and
- d) urge the ICAO MID Office to establish a mechanism to ensure and track the readiness of ICAO MID States in granting PBCS operational approval to their operators, and to provide a progress report on this issue to the next MIDANPIRG.