



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Thirteenth Meeting of the FANS I/A Interoperability Team (SAT/FIT/13)

Durban, South Africa, 6-8 June 2018

Agenda Item 4: Review of SAT/FIT/12 Report

PBCS Status AFI

(Presented by the ARMA.)

SUMMARY
<p>This Information paper briefly discusses the proposed Performance Based Communication and Surveillance Monitoring, PBCS, intended to be managed by the ARMA after the appropriate mandates have been obtained, implemented and training has taken place. The tasks and responsibilities of State Authorities, Air Navigation Service Providers, Aircraft Operators and the ARMA are being addressed within AFI.</p> <p>Action by the meeting is at paragraph 3</p>
<p>REFERENCE(S): Performance Based Communication and Surveillance (PBCS) Manual (Doc 9869) Draft Report ICAO APIRG AAO SG 2 Nairobi 21 – 25 May 2018</p>
<p>Related ICAO Strategic Objective(s): A, B & E</p>

1. INTRODUCTION

1.1 Performance Based Communication and Surveillance (PBCS) is a requirement to ensure that the various forms of communications between aircraft and ATSU's are within the required specifications to safely establish and maintain separation standards within and outside of AFI.

1.2 Globally and historically Regional Monitoring Agencies (RMA's) have been mandated

by their respective PIRGS to conduct RVSM system monitoring. RMA's have now been requested to take on the PBCS monitoring function as well after being mandated by the respective PIRG's.

2. DISCUSSION:

2.1 RMA's were reminded of the approaching PBCS implementation due to take place Globally on 29 March 2018. Unfortunately the ARMA has to date not been mandated to commence with the process. Together with this, State Authorities and Air Navigation Service Providers, have not been fully enlightened to the pending requirement, processes and responsibilities.

2.2 At the most recent ICAO APIRG SG 2 meeting held in Nairobi 21 – 25 May 2018 the planning, mandates and implementation was addressed. The draft conclusion and draft ARMA ToR were compiled during proceedings. The draft Conclusion reads as follows:

“CONCLUSION 2/XX ESTABLISHMENT OF THE AFI PERFORMANCE-BASED COMMUNICATION AND SURVEILLANCE (PBCS) MONITORING

That in order to implement regional PBCS monitoring for the AFI Region in accordance with the provisions of Annex 11 to the Chicago Convention, specifically Standards 2.8 and 2.9, and mindful of the PBCS monitoring models in other ICAO Regions:

- a) The AFI PBCS monitoring should be established as part of the AFI RMA monitoring mechanism;*
- b) ICAO to formally request South Africa as matter of urgency, to include PBCS monitoring in the functions and responsibilities of the AFI Regional Monitoring Agency (ARMA), and provide necessary expertise for both functional areas (RVSM and PBCS), as well associated support to States and service providers as applicable;*
- c) South Africa be mandated to formulate cost recovery mechanism in accordance with ICAO policies and in coordination with users and AFI ANSPs as necessary, and provide an update to AFI States and ANSPs through the Secretariat and the APIRG framework;*
- d) Secretariat provide assistance and support as necessary to facilitate early establishment of the AFI PBCS monitoring mechanism.*
- e) The proposed terms of reference of the ARMA relating to PBCS monitoring are at Appendix XX to report on Agenda X to the report.”*

2.3 There is an expectation that the ARMA will receive reports of non-compliance relating to PBCS as guided by Doc 9869 from ANSP's which will be collated, analyzed and transmitted as reports to the respective State of the respective operator/aircraft.

2.4 The aircraft approvals will be recorded and maintained within the ARMA for RCP and RSP approvals issued by States of Operator/Registry associated with State responsibilities and

incorporating into an expanded RVSM/PBCS approvals database. Follow-up and appropriate remedial actions will be undertaken with instances of non-approved aircraft being identified in PBCS airspace. This would be determined by augmenting the existing monthly RVSM approvals check to incorporate a similar check against PBCS Approvals where these have been included in the flight plan but no approvals record is held by the ARMA.

2.5 The ARMA will share records of RCP and RSP approvals between RMAs in line with current sharing practices of RVSM approvals. This will enable the identification of approved aircraft and non-approved aircraft as crossed checked from the database and flight plans.

2.6 Discussions are underway to establish the exact process and the timelines for AFI ANSPs to send reports of PBCS non-compliance to the ARMA. Periodically reports are already being received however no mandate has been provided by the PIRG to commence.

2.7 The thirteen global RMA's will discuss implementation of centralized mechanisms involving all RMAs that will take place at the RMACG 13 meeting over time period 11-15 June 2018. The outcome will be communicated back to the APIRG structures.

2.8 In the interim the draft Terms of Reference have been compiled with reference to those already compiled by RMA's actively managing PBCS. The draft ToR read as follows:

"1. Receive reports of Performance Based Communication and Surveillance (PBCS) non-compliance with reference to ICAO Manual (Doc 9869), GOLD Document 10037 and specifically RSP 180 and RCP 240 from accredited AFI ANSPs and transmit these reports to the respective RMA associated with the State of the Operator/aircraft and request remedial action;

2. Receive and maintain records of RCP and RSP approvals issued by the State of Operator/Registry accredited to ARMA. The approval records shall be incorporated into a purpose expanded RVSM/PBCS approvals database. The ARMA shall follow-up as appropriate on instances of non-approved aircraft being identified in PBCS airspace. The identified non approved aircraft shall be determined with checks against the PBCS database as determined from flight plans, where available, or equipment lists already captured on RVSM traffic flow data where available;

3. Share records of RCP and RSP approvals between RMAs in line with current sharing practices of RVSM approvals. The aforementioned activity will enable States/ANSP's with the ability to verify that aircraft operators filing PBCS capabilities in the flight plan are authorized to do so.

4. Regular operational reports, deficiency reports, remedial actions undertaken and non-compliance reports shall be distributed to States and the APIRG structures.

5. The cost recovery for resources and services will be borne by ARMA accredited States with reference to ICAO Documents relating to Cost recovery Policies and related documents."

2.9 The ARMA should be receiving an indication of a mandate to commence or not to commence with PBCS officially from the next APIRG meeting during the last quarter of 2018.

2.10 It is fact that the AFI region is behind with the PBCS process and time lines together with plans will be required so as not to penalize operators operating in other ICAO regions. The latter was brought to the attention of the ICAO APIRG AAO SG 2 meeting.

3. ACTION BY THE MEETING:

3.1. The meeting is invited to:

3.2. Take note of the contents of the information paper.

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