



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the SAT Implementation Management Group (SAT IMG/8)

Virtual, 19-20 October 2026

Agenda Item 2: Planning and implementation programmes

FLIGHT PLANNING PBCS ISSUES IN THE EUR/SAM CORRIDOR 2026

(Presented by SATMA)

SUMMARY	
This paper presents detailed information on traffic operating in the EUR/SAM Corridor during 2026, with particular emphasis on the filing of PBCS capabilities in flight plans.	
<i>Strategic goals</i>	A-Every Flight is safe and secure C- Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

1 INTRODUCTION

1.1. This information paper addresses SAT IMG Action 03-02, which requests SATMA to verify the correct filing of RCP 240 and RCP 180 capabilities in Items 10 and 18 of the flight plan (FPL) by aircraft operators operating in the EUR/SAM Corridor.

2 BACKGROUND

- 2.1. The SAT IMG, particularly the ANSPs involved in the EUR/SAM Corridor, is working towards meeting the AIRAC implementation date of 26 November 2026 for the implementation of Performance-Based Communication and Surveillance (PBCS) in the corridor.
- 2.2. SATMA will present to SAT IMG/9 an information paper entitled “Traffic Figures in the EUR/SAM Corridor”, providing updated data on aircraft equipment and operational capabilities in the EUR/SAM Corridor. Table 1 below presents the overall figures recorded in 2025 and 2026.

EQUIPMENT	2025	2026	VAR
RNP10	99.6%	95.5%	4.1%
RNP4	74.7%	80.3%	-5.6%
CPDLC (FANS)	79.1%	86.8%	-7.7%
RCP240 & FANS	52.3%	59.1%	-6.8%
ADS C & FANS	77.9%	81.6%	-3.7%
ADS B	99.5%	99.2%	0.3%
PBCS (RNP 10+RCP240/RSP180)*	52.3%	56.7%	-4.4%
PBCS (RNP 4+RCP240/RSP180)*	51.8%	56.4%	-4.6%
ASEPS (RNP4+RCP240+ADSB)	51.8%	56.5%	-4.6%

***RCP240 =>RSP180**

Table 1.- Global figures equipment and capabilities – EUR/SAM Corridor (2025vs 2026*)

*2026 means from January to August of 2026.

- 2.3. It should be noted that the percentage of aircraft filing RCP 240 capabilities increases to approximately 70% when only traffic crossing the GOOO and SBAO oceanic airspaces is considered.
- 2.4. It should also be noted that the figures observed in August 2026 are consistent with those recorded during the rest of the year. No significant changes have been identified during the two months preceding the planned implementation date.

EQUIPMENT	August 2026
RNP10	97.5%
RNP4	79.9%
CPDLC (FANS)	85.0%
RCP240 & FANS	55.5%
ADS C & FANS	81.3%
ADS B	99.3%
PBCS (RNP 10+RCP240/RSP180)*	55.1%
PBCS (RNP 4+RCP240/RSP180)*	54.8%
ASEPS (RNP4+RCP240+ADSB)	54.8%

***RCP240 =>RSP180**

3 DISCUSSION

- 3.1. Next figures and tables show information of traffic without RCP/RSP in the EUR/SAM corridor.

Top 16 Operator, without PCBS in FP, in terms of Flights in 2026			
OPERATOR	FLIGHTS	% TOTAL	% AC.
TAM	4159	20.2%	20.2%
TAP	2512	12.2%	32.4%
EJU	1647	8.0%	40.5%
TOM	1325	6.4%	46.9%
LAN	930	4.5%	51.4%
LVL	720	3.5%	54.9%
LCO	683	3.3%	58.3%
TCV	656	3.2%	61.4%
IBE	653	3.2%	64.6%
ARG	620	3.0%	67.6%
TUI	567	2.8%	70.4%
EZY	511	2.5%	72.9%
TVF	508	2.5%	75.4%
RAM	451	2.2%	77.5%
TFL	394	1.9%	79.5%
LTG	382	1.9%	81.3%

Table 2.- Representativeness of no PBCS in FP by operator, EUR/SAM Corridor (2024)

Main Flows in Term of Flights, No PBCS in FP, 2026			
TRAFFIC FLOWS	FLIGHTS	%	% A.
GVAC LIMAL	2879	14.4%	14.4%
LIMAL GVAC	2308	11.5%	25.9%
LIMAL VUNOK	1677	8.4%	34.3%
ARTIG ORVEK	1515	7.6%	41.9%
LIMAL GVBA	1178	5.9%	47.8%
ARTIG PUCLO	951	4.8%	52.5%
LIMAL GVNP	860	4.3%	56.8%
GVNP LIMAL	708	3.5%	60.4%
GVBA LIMAL	613	3.1%	63.4%
UTRAM BIPET	524	2.6%	66.1%
GVAC VUNOK	417	2.1%	68.1%
NELSO JOBER	303	1.5%	69.7%
GVAC BIPET	302	1.5%	71.2%
VUNOK LIMAL	285	1.4%	72.6%
ORVEK ARTIG	280	1.4%	74.0%

Table 3.- Main flows in the EUR/SAM Corridor (2026) – no PBCS in FP

4 CONCLUSION

The meeting is invited to:

- Note the information provided.
- encourage States and aircraft operators to review flight plan filing procedures to ensure the correct inclusion of PBCS capabilities, where applicable.