



INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

Agenda Item 4: Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

4.4. AFI Airspace Monitoring

PBCS Implementation in the EUR/SAM Corridor

(Presented by ARMA)

SUMMARY	
This information paper presents the planned performance-based communication and surveillance (PBCS) corridor implementation in the SAT region, led by SATMA and supported by CARSAMMA and ARMA. It highlights the requirement for the affected FIRs within the AFI region to collect and prepare PBCS data to be shared with SATMA for phase 1 of the implementation plan.	
<i>Action by the Meeting is in paragraph 3.</i>	
<i>Strategic Objectives</i>	A - Aviation Safety B – Air Navigation capacity and efficiency.
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Doc 9869 – Performance-based Communication and Surveillance Manual • PBCS Monitoring and Reporting Guidance Phase 1 (EUR/SAM Corridor) • NAT Doc 011 – PBCS Monitoring and Reporting Guidance

1 INTRODUCTION

- 1.1 The ICAO performance-based communication and surveillance (PBCS) concept provides objective operational criteria to evaluate different and emerging communication and surveillance technologies, intended for evolving air traffic management (ATM) operations. Once these criteria have been established and accepted, implementation of a specific ATM operation including its technical and human performance may be evaluated against these

operational criteria to assess their viability. The PBCS concept and guidelines provided in this manual are applicable to any air traffic services (ATS) system change that is predicated on communication and/or surveillance performance.

- 1.2 SATMA is the South Atlantic Monitoring Agency responsible for the EUR/SAM airspace corridor between Europe and South America. The PBCS implementation in the South Atlantic (SAT) area affects two more RMA's areas of responsibility, namely the ARMA and CARSAMMA.

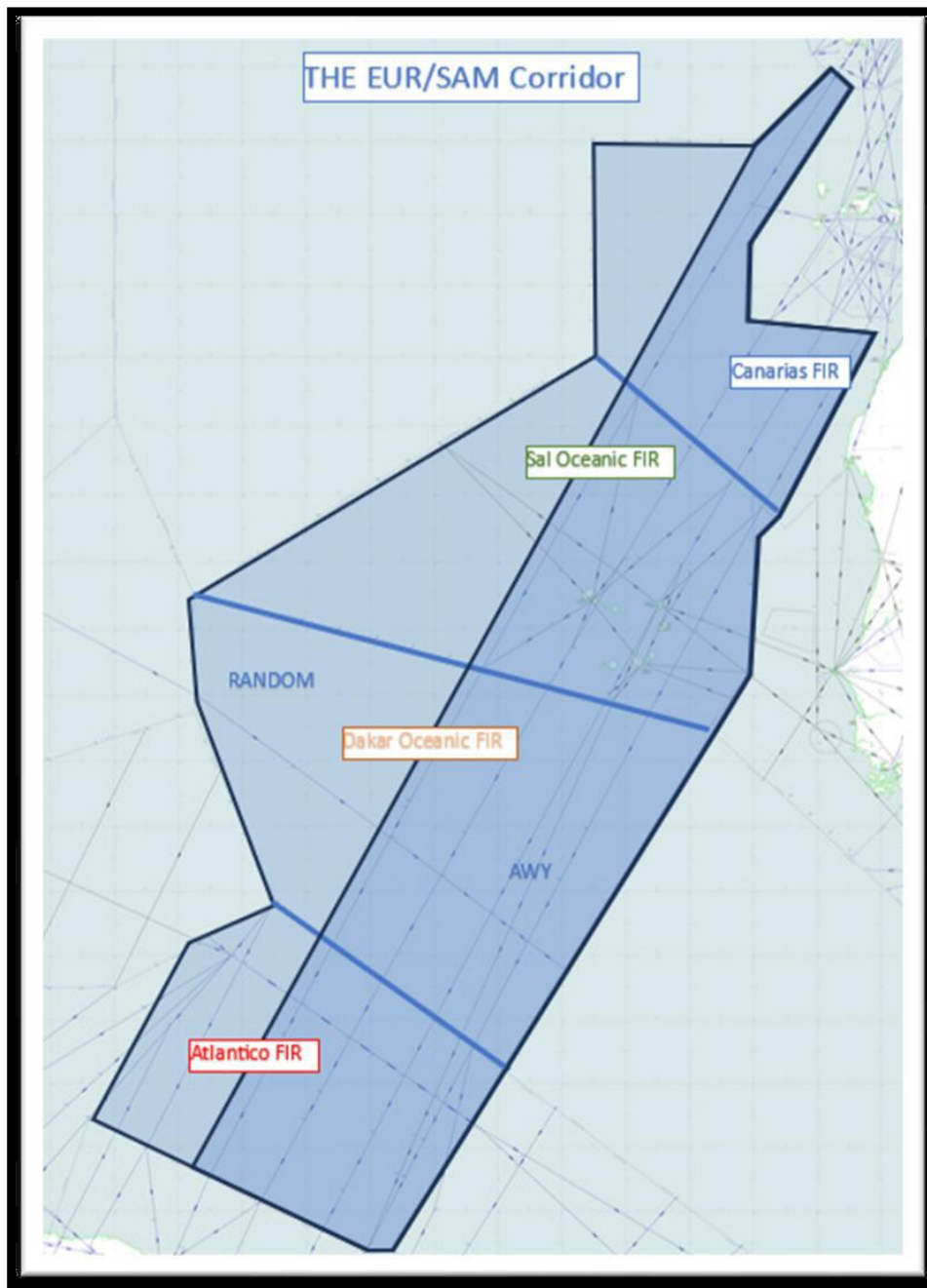
2. DISCUSSION

- 2.1. The PBCS Monitoring and Reporting Guidance Phase 1 (EUR/SAM Corridor) highlights the expectations by SATMA from Air Traffic Service Providers (ATSPs) that manage operations in the FIRs that fall within the EUR/SAM Corridor. The ATSPs will be responsible for the collection, analysis and if possible, classification of under-performance data as well as the transmission of that data, in the agreed format, to the Regional Monitoring Agency (RMA).
- 2.2. The proposed implementation of PBCS will require training workshops for affected stakeholders and awareness campaigns led by the respective RMAs. This will ensure readiness of all participants as other phases of the implementation process are being introduced.
- 2.3. **Appendix A** below is the depiction of the airspace in discussion.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Take note of this information paper and its future implications; and
 - b) Encourage the affected stakeholders to note the developments in the SAT area.

APPENDIX A



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