



International Civil Aviation Organization

ICAO

Twenty-Ninth Meeting of the Regional Airspace Safety
Monitoring Advisory Group (RASMAG/29)

Bangkok, Thailand, 19 – 22 August 2024

Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

SURVEY RESULTS FOR ASIA PACIFIC STATES PBCS APPROVAL PROCESS

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the survey conducted in 2023 for PBCS Approval Process in APAC States

1. INTRODUCTION

1.1 With reference to action item 26/1 of the RASMAG Task List - *Noting that there were cases where some States were using a process other than direct operational approvals to enable aircraft operators to file PBCS indicators in flight plans, ICAO undertook to study how information on such State regulatory processes could be obtained.*

1.2 A preliminary study of administrations had been conducted in 2023 and it was deduced from submitted approvals data of individual airframes and also confirmed by some administrations that direct operational approvals were conducted. The study only represented a small number of APAC administrations, and it was still unclear where other process of approvals was employed. Therefore, a survey was proposed to improve understanding by RASMAG and FIT-Asia of the PBCS approval process from APAC member states. However, there are no provisions for applying a specific approval to PBCS operations at this time, PBCS manual Doc 9869 refers.

2. DISCUSSION

Survey results

2.1 There were 12 responses to the survey, and it showed that seven administrations have aircraft operators with PBCS approvals and of which six administration conducted direct Approvals.

2.2 Two administrations did not issue specific operational approvals for PBCS. One example showed that for aircraft to be eligible for PBCS separation, they must achieve RCP 240 and RSP 180 requirements and register on the FANS central Reporting Agency Website. Another State required that any pilot in command intending to file a PBCS indicator in their flight plan were to meet a set of regulatory requirements.

2.3 The full survey response can be found in **Attachment A**.

2.4 Due to the current situation where there are aircraft operating in the APAC PBCS airspace that did not require PBCS approvals by the State, it would present some challenges for En-route

monitoring agencies to conduct their duties and responsibilities relating to checks of approval status of aircraft operating in the relevant airspace where horizontal-plane separation is applied.

2.5 Therefore, the monitoring agencies should note that aircraft from some States do not contain PBCS approvals and may consider the current operations and determine the need to perform PBCS approval checks within their airspace of responsibility.

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.

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S/N	State	Qn a) Does your Administration have aircraft operators with PBCS Approvals?	Qn b) Does your Administration issue specific operational approvals for PBCS to aircraft operators so that they can file PBCS indicators in their flight plans?	Qn c) If not, please list and describe other methods
1	Cambodia	No	No	Phnom Penh FIR is covered by SSR radar and ADS-B with full VHF radio communication coverage.
2	French Polynesia	Yes	No	<p>Procedure describes in AIP PAC/P, ENR 1.8.7</p> <p>PBCS is applied in the RNP airspace of Tahiti oceanic FIR for the application of reduced performance based separation standards. To be eligible FANS1/A datalink equipped aircraft must achieve RCP 240 and RSP180 standards.</p> <p>Aircraft operators using FANS/1CPDLC and ADS-C in the Tahiti Oceanic FIR shall register on the FANS central reporting Agency (CRA) website at http://www.fans-cra.com and participate in the regional monitoring and problem reporting programs.</p>
3	Australia	No	No	Australia requires any pilot in command intending to file a PBCS indicator in their flight plan to meet a set of regulatory requirements. Pilots in command and aircraft operators do not need to apply to the Australian CAA for a PBCS approval and do not need to notify the Australian CAA of their intent to indicate PBCS on flight plans. Australia's PBCS requirements are contained in section 11.09 of the Part 91 (General Operating and Flight Rules) Manual of Standards 2020 (available from https://www.legislation.gov.au/Series/F2020L01514)
4	USA	Yes	Yes	NA
5	Singapore	Yes	Yes	NA
6	Japan	Yes	Yes	NA
7	Lao PDR	No	No	<p>1) Establish the procedures for issue Operational Approvals for PBCS</p> <p>2) Training for the related DCAL inspectors for PBCS</p> <p>3) Conduct the surveillance programme for PBCS</p>

S/N	State	Qn a) Does your Administration have aircraft operators with PBCS Approvals?	Qn b) Does your Administration issue specific operational approvals for PBCS to aircraft operators so that they can file PBCS indicators in their flight plans?	Qn c) If not, please list and describe other methods
8	Fiji	Yes	Yes	NA
9	Hong Kong, China	Yes	Yes	NA
10	Philippines	No	No	Currently, the practice of surveying the functionality of CPDLC, ADS-B, ADS-C, ACARS, etc.. are during Flight - enroute. As to the Performance based Communications and Surveillance (PBCS) approval process, this Authority /administration has nothing yet in place. We only have the process approval for Performance based Navigation (PBN).
11	Macao, China	No	No	No operational need at this moment
12	China	Yes	Yes	NA
13	New Zealand	Yes	Yes	Nil