



First Meeting of the APAC Project 30/10 Task Force 16 – 18 June 2026



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Operational Status of PBCS Implementation by States

ICAO APAC

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Survey result

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ICAO Doc 9869 – PBCS Manual

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Central Reporting Agency (CRA)

SURVEY OF THE STATUS OF CURRENT AND PLANNED IMPLEMENTATION OF PERFORMANCE-BASED HORIZONTAL SEPARATION MINIMA

Instructions:

1. Complete the Survey at least once annually and return by email to the ICAO APAC Regional Office (apac@icao.int) by **NOT LATER THAN 28 FEBRUARY EACH YEAR.**
2. **Administrations that provide ATC Separation Services in Category R airspace¹:**
 - Complete all sections of the form.
3. **Administrations that do not provide separation services in Category R airspace:**
 - Complete Section 1 Group A (question A3), Group D and E
ICAO Doc 9869 – PBCS Manual Appendix A refers.

¹ The Asia/Pacific Seamless Air Navigation Services Plan defines Category R Airspace: Category R: remote en-route airspace with Air Traffic Services (ATS) HF or CPDLC communications and outside the coverage of ground-based surveillance coverage.

1. Has your Administration completed any of the following preparations for PBCS implementation?					
	Task Group	Task ID	TASK descriptor	Y/N	If NO, Planned Date
PBCS Implementation Task List	Group A	A-1	AIP (Prescription of an RCP/RSP specification. Also see B-3 below)		
		A-2	PBCS policies, objectives supporting safety oversight of ANSP PBCS operations		
		A-3	PBCS policies, objectives supporting safety oversight of Aircraft Operator and Aircraft System PBCS operations		
		A-4	Proposal for Amendment to ICAO Doc 7030 - <i>Regional Supplementary Procedures</i> for PBCS operations, if applicable		
	Group B	B-1	PBCS Implementation Plan		
		B-2	Target dates for PBCS and relevant ATM operations		
		B-3	RCP/RSP specifications		
		B-4	PBCS awareness		
	Group C	C-1	Operational concepts and procedures for PBCS operations		
		C-2	ATM automation system changes to use flight plan RCP/RSP indicators		
		C-3	ATM automation changes for PBCS monitoring		
		C-4	Confirm initial ANSP compliance with RCP/RSP specifications		
	Group D	D-1	Aircraft operator readiness		
		D-2	Confirm initial operator and/or aircraft type/system compliance with RCP/RSP		
	Group E	E-1	PBCS monitoring, analysis and reporting - post implementation		

2. Does your Administration submit data link problem reports (PRs) to a recognized Central Reporting Agency (CRA)?	Y/N	If NO, Planned Date

3. Does your Administration monitor and analyse data link performance in accordance with the following specifications and report the analysis to a recognized FANS Interoperability Team (FIT)?				Y/N	If NO, Planned Date
Communication Specifications & Interoperability Standards	Normal	RCP240	FANS1/A CPDLC		
	Alternate	RCP400	SATVOICE		
		RCP400	HF		
Surveillance Specifications & Interoperability Standards	Normal	RSP180	FANS1/A ADS-C		
	Alternate	RSP400	SATVOICE		
		RSP400	HF		

Survey of the Status of Current and Planned Implementation of Performance-Based Horizontal Separation Minima

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4. Has your Administration implemented, or does it plan to implement, the following performance-based horizontal separation minima?				Yes, already implemented	Yes, future (Planned Date)	NO
Navigation Specifications & Applicable ATM Operations	RNAV/RNP	RNAV/RNP 10, RNP 4, RNP 2	50 NM Lateral Separation Communication other than direct controller-pilot VHF voice			
		RNAV/RNP 10, RNP 4	50 NM Longitudinal Separation RCP/240 and RSP/180			
		RNP 4 or RNP 2	30 NM Longitudinal Separation RCP/240 and RSP/180			
			30 NM Lateral Separation RCP/240 and RSP/180 <i>In cases where the ANSP has considered there is insufficient operational benefit to justify the investment in the change from 30 NM to 23 NM</i>			
			23 NM Lateral Separation RCP/240 and RSP/180			
			20 NM Longitudinal Separation RCP/240 and RSP/180			
			Other planned or implemented separations dependent on RCP240/RSP180 <i>Please also provide the DOC 4444 PANS-ATM reference.</i>			

The following 18 Asia/Pacific Administrations submitted survey report forms for the 2026 update:

Bangladesh, Bhutan, China, Hong Kong China, Fiji,
India, Indonesia, Japan, Malaysia, Mongolia, Nepal,
New Zealand, Papua New Guinea, Singapore, Sri Lanka,
Thailand, United States, and Viet Nam.

PBCS Planning Chart (Administrations with FIR/s)

PBCS Planning Chart (Administrations with FIR/s)				Administrations																																		
	Task Group	Task ID	TASK Descriptor	Alghanistan	Bangladesh	Cambodia	China	Hong Kong, China	India	Indonesia	DPR Korea	Lao PDR	Malaysia	Myanmar	Maldives	Mongolia	Nepal	Pakistan	Philippines	Republic of Korea	Sri Lanka	Singapore	Thailand	Viet Nam	Australia	Fiji	French Polynesia	Japan	Nauru	New Caledonia	New Zealand	Papua New Guinea	Solomon Islands	United States				
PBCS Implementation Task List	Group A	A-1	AIP (Prescription of an RCP/RSP specification)				X			X			X							X			X			X	X	X	X			X	X		X			
		A-2	ANSP (PBCS policies, objectives supporting safety oversight)				X			X			X										X			X	X	X	X			X	X		X			
		A-3	Operator and aircraft System- PBCS policies, objectives supporting safety oversight				X	X		X			X								X	X		X	X		X	X	X	X			X	X		X		
		A-4	Regional Supplementary Procedures (Doc 7030) for PBCS operations, if applicable				X			X			X								X			X					X	X			X	X		X		
	Group B	B-1	PBCS Implementation Plan				X			X			X								X			X					X			X	X		X			
		B-2	Target dates for PBCS and relevant ATM operations				X		X	X			X								X			X					X			X	X		X			
		B-3	RCP/RSP specifications				X		X	X			X								X			X		X		X	X			X	X		X			
		B-4	PBCS awareness				X		X	X			X								X			X		X		X	X			X	X		X			
	Group C	C-1	Operational concepts and procedures for PBCS operations				X		X	X			X								X		X	X				X	X	X			X	X		X		
		C-2	ATC automation changes to use flight plan RCP/RSP indicators				X		X	X											X		X	X				X		X			X	X		X		
		C-3	ATC automation changes for PBCS monitoring				X		X	X											X		X	X			X	X		X			X	X		X		
		C-4	Confirm initial ANSP compliance with RCP/RSP specifications				X		X	X			X								X		X	X				X	X	X			X	X		X		
	Group D	D-1	Aircraft operator readiness				X	X		X			X								X	X	X	X			X	X	X	X			X	X		X		
D-2		Confirm initial operator and/or aircraft type/system compliance with RCP/RSP				X	X		X			X								X	X	X	X			X	X	X	X			X	X		X			
Group E	E-1	PBCS monitoring - post implementation				X	X	X	X			X								X	X	X	X		X		X	X	X			X	X		X			
Does your Administration submit data link problem reports (PRs) to a recognized Central Reporting Agency (CRA)							X		X		X	X										X			X	X	X	X			X	X		X				
Communication Specifications & Interoperability Standards			Normal	RCP240	FANS1/A CPDLC			X		X	X		X							X		X	X			X	X	X	X			X			X			
			Alternate	RCP400	SATVOICE			X					X	X													X		X									
Surveillance Specifications & Interoperability Standards			Normal	RSP180	FANS1/A ADS-C			X		X	X		X							X		X	X			X	X	X	X			X	X		X			
			Alternate	RSP400	SATVOICE			X					X	X													X		X					X				
			RSP400	HF			X						X									X					X		X						X			
Navigation Specifications & Applicable ATM Operations			RNAV/RNP	RNAV/RNP 10, RNP 4, RNP 2	50 NM Lateral Separation Communication other than direct controller-pilot VHF voice				X	X		X	X						X	X		X	X			X	X	X	X			X	X		X			
				RNAV/RNP 10, RNP 4	50 NM Longitudinal Separation RCP/240 and RSP/180					X			X								X	X			X			X	X	X	X			X	X		X	
					30 NM Longitudinal Separation RCP/240 and RSP/180				X		X	X			F							X			X			X	X	X	X			X	X		X	
				RNP 4 or RNP 2	30 NM Lateral Separation RCP/240 and RSP/180 In cases where the ANSP has considered there is insufficient operational benefit to justify the investment in the change from 30 NM to 23 NM							X											X			X			X	X	X				X		X	
					23 NM Lateral Separation RCP/240 and RSP/180								X																X			X			X	X		X
					20 NM Longitudinal Separation RCP/240 and RSP/180																											F			X	X		X
					Other planned or implemented separations dependent on RCP240/RSP180. Please also provide the Doc 4444 (PANS-ATM) reference						X																				X			X				

Responded to Survey 2026

F = Future Plan



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ICAO Doc 9869 – Performance-based Communication and Surveillance (PBCS) Manual



Appendix A

PBCS IMPLEMENTATION PLAN — CHECKLIST

The checklist in Table A-1 should be used as a guide for planning the implementation of any performance-based communication and surveillance (PBCS) operation. The checklist is organized as follows:

Group A tasks — State/region preparation;

Group B tasks — air navigation services provider (ANSP) general project development and management;

Group C tasks — ANSP implementation activities – air traffic services (ATS) provision;

Group D tasks — Aircraft operator, aircraft type/system (airworthiness) eligibility; and

Group E tasks — All stakeholders – post-implementation monitoring.

4.2.3.2 The State of the Operator is required to approve an aircraft operator for flight operations where an RCP/RSP specification for PBCS is prescribed. In approving these operations, the State of the Operator should review the operator's documentation to ensure that it includes:

- a) normal and abnormal procedures including contingency procedures;
- b) flight crew qualification and proficiency requirements, in accordance with appropriate RCP/RSP specification(s);
- c) training programme for relevant personnel consistent with the intended operations; and
- d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with the appropriate RCP/RSP specification(s).

4.2.3.3 For general aviation, the State of Registry is required to establish the criteria which an aircraft operator/owner is required to meet in order to conduct PBCS operations. These criteria include requirements, procedures, and programmes, as listed in 4.2.3.1, that the aircraft operator/owner needs to establish. A general aviation operator/owner is approved for these operations as long as the established criteria are followed.

4.2.3.4 The State of the Operator or the State of Registry should ensure that the aircraft operator establishes means to assess the actual performance of its fleet. In addition to ensuring that the aircraft operator adheres to the guidelines of section 4.3.4, the State of the Operator or the State of Registry should determine that the actual performance of specified aircraft types/systems in the aircraft operator's fleet complies with the RCP/RSP specification.

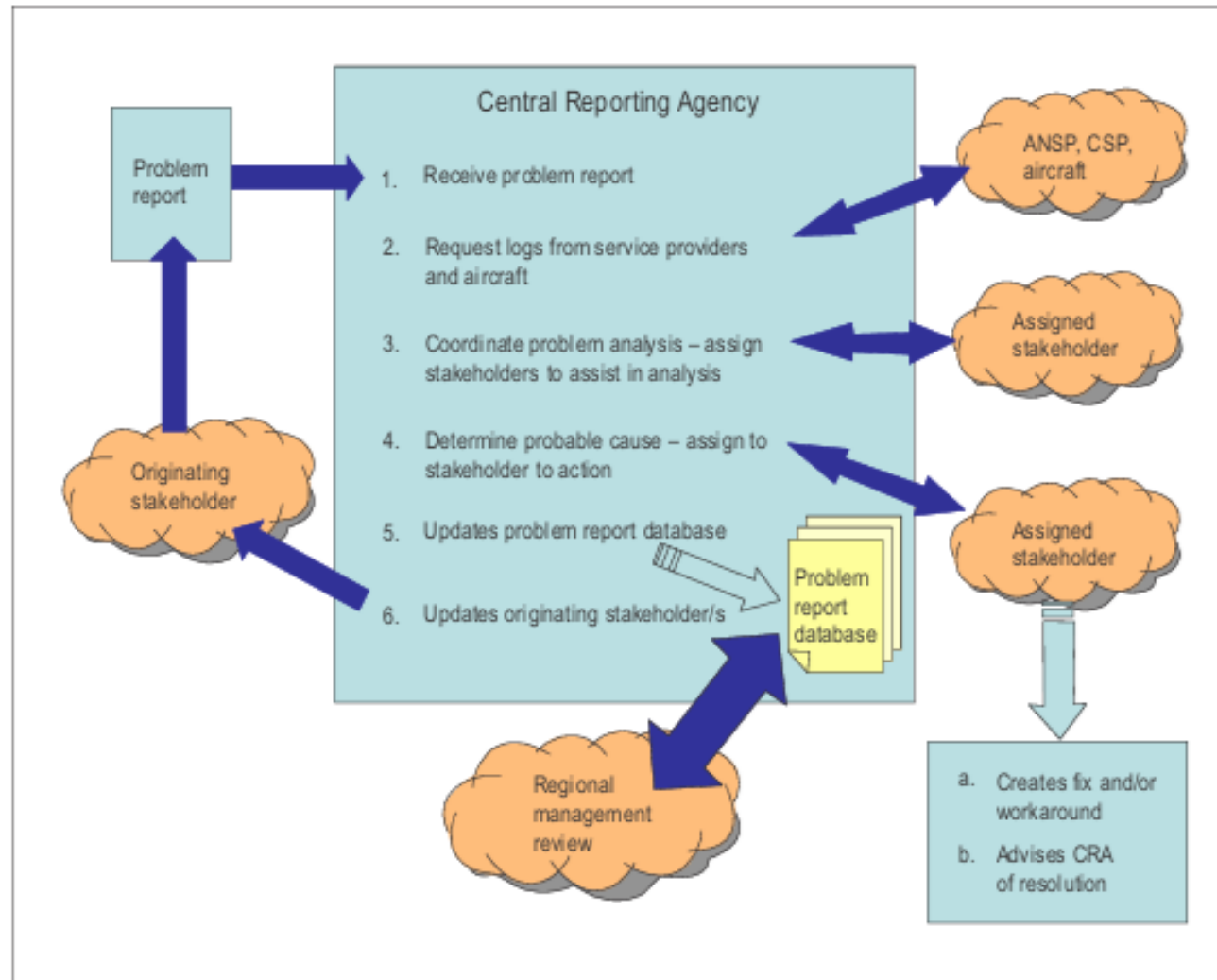
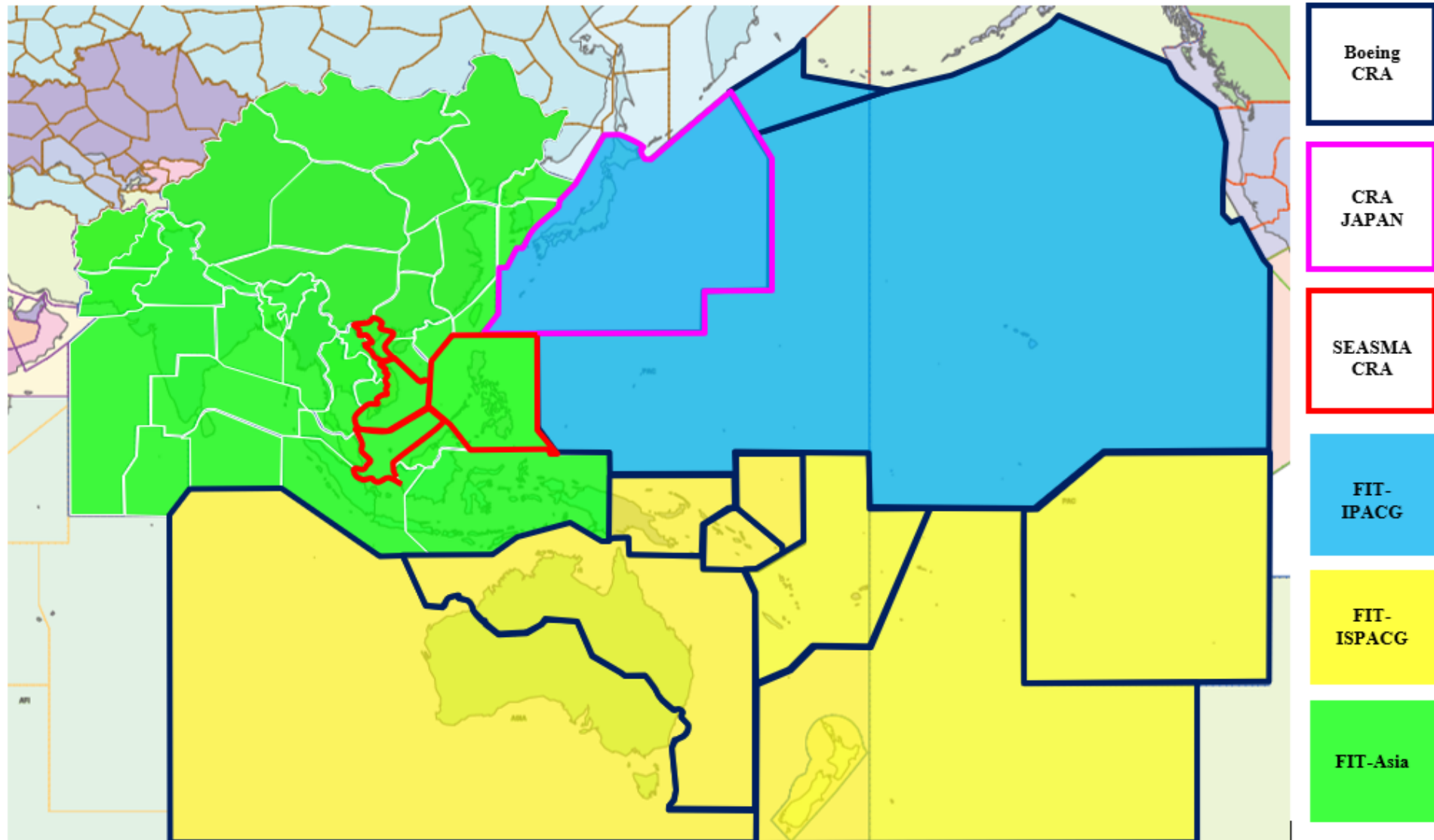


Figure D-13. Problem reporting and resolution process

Central Reporting Agency (CRA)

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Central Reporting Agencies and FITs (Data-link)



	APANPIRG-recognized CRA	Scope of Application	Formal Service Agreement
IPACG and ISPACG (United States)	CRA Boeing	IPACG States, ISPACG States, NAT States	Yes
Japan	CRA Japan	Japan	Yes
SEASMA (Singapore)	CRA Boeing	Singapore, Philippines, Viet Nam	Yes
China	CRA Boeing	China	Yes (2026)
Malaysia	CRA Boeing	Malaysia	In progress (By 2026)
India	CRA Boeing	India	Coordination in progress
Indonesia	CRA Boeing	Indonesia	Coordination in progress
Sri Lanka	CRA Boeing	Sri Lanka	Coordination in progress

Thank You

