**RASMAG Conclusion Implementation Guidance Material**

Conclusion Details

RASMAG/23 agreed to the following Conclusion:

<table>
<tr><td colspan="3">Conclusion RASMAG/23-1: PBCS Compliance</td></tr>
<tr><td colspan="2">What: That, ICAO reminds all Asia/Pacific Administrations of Conclusions RASMAG/22-3, and APANPIRG 27/7 and 28/11, and requests they urgently complete the annual Survey on Performance-Based Separation Implementation, due by April 30 each year, particularly with respect to Survey items D1 and D2.</td><td>Expected impact:<br>☐ Political / Global<br>☐ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: To remind regulators of the need to take urgent action in accordance with APANPIRG Conclusions 27/7 and 28/11, and RASMAG 22/3; if they had not already done so.</td><td colspan="2">Follow-up: ☒Required from States</td></tr>
<tr><td>When: 5-Jul-18</td><td colspan="2">Status: Adopted by Subgroup</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other:</td></tr>
</table>

Why is the Conclusion necessary (including benefits if known)?

Before the applicability of ICAO Standards and Recommended Practices (SARPS), Procedures for Air Navigation Services (PANS) and Guidance Material for Performance-Based Communications and Surveillance (PBCS) provisions, many flights were eligible for the application of performance-based ATC separation based on navigational capability. Since the applicability of the new ICAO provisions, the application of performance-based separations requires the use of PBCS indicators in flight plans.

Many aircraft that were previously eligible for performance-based separations do not currently include PBCS indicators in flight plans, and are therefore no longer eligible for performance-based separation. This can result reduced operating efficiency of flights by these aircraft due to the inability of ATC to accommodate their requests for optimum cruising flight levels, and in increased ATC workload in managing aircraft that are now subject to larger separation minima than was previously the case.

RASMAG/23 noted the outcomes of the Eighth Meeting of the Future Air Navigation Services (FANS) Interoperability Team – Asia (FIT-Asia/8, Bangkok, Thailand, 26 to 29 June 20-18), in relation to a post-implementation review of compliance with ICAO provisions for Performance-Based Communications and Surveillance, which had become effective in the Asia/Pacific Region from 29 March 2018.

The FIT-Asia/8 discussions particularly noted that there was not a clear understanding of why many aircraft were unable to include PBCS indicators for Required Communications Performance (RCP) and Required Surveillance Performance (RSP) in filed flight plans.

The following RASMAG/22 (2017), APANPIRG/27 (2016) and APANPIRG/28 (2017) Conclusions referred to this matter:

***Conclusion RASMAG/22-3: Performance-Based Separation Implementation Survey***

*That,*

1. *All APAC States are urged to complete a Survey on Performance-Based Separation Implementation and return the completed survey to the ICAO APAC Regional Office by not later than 18 August 2017; and*

2. *The Performance-Based Separation Implementation Survey form be uploaded to the ICAO Asia/Pacific Regional Office website, for annual reporting by all APAC States by not later than 30 April each year.*

***Conclusion APANPIRG/27-7: PBCS Operator Requirements***

*That, States are urged to take appropriate measures to develop, establish, implement and promulgate, through advisory circular or other relevant State instrument, necessary policies and procedures to enable operators conducting flights in airspace where separations are dependent on Performance-Based Communication and Surveillance (PBCS) to start using Required Communication Performance (RCP) / Required Surveillance Performance (RSP) indicators in the flight plan as soon as possible. This should take into account:*

*a) time for the operator to comply with the States' policies; and*

*b) the need for the State to distribute data from PBCS monitoring programs, as necessary.*

***Conclusion APANPIRG/28-11: PBCS Operational Authorizations***

*That,*

*That, noting the expected implementation of Performance-Based Communications and Surveillance (PBCS) provisions of ICAO Annexes, PANS and Guidance Material by not later than 29 March 2018, Asia/Pacific States are urged to:*

1. *Expedite the development and implementation of the PBCS authorization process;*

2. *Share information through the ICAO Asia/Pacific Regional Office on the availability of PBCS regulatory material and on the expected readiness of their aircraft operators; and*

3. *Monitor communications and surveillance performance against RCP240 and RSP 180 specifications as described in Doc 9869 – PBCS Manual for all individual aircraft using datalink in their area of responsibility, and make the performance data available on request to all States of Registry.*

The initial Survey on Performance-Based Separation Implementation, conducted in July/August 2017 for reporting to APANPIRG/28 in September 2017, indicated that only 5 Asia/Pacific States had taken the necessary regulatory steps to ensure aircraft operator readiness for PBCS operations, and to confirm initial operator and/or aircraft type/system compliance (Survey items D1 and D2).

Only one Asia/Pacific State completed the Survey by the annual reporting date of 30 April 2018.

In order to improve Regional understanding of State progress in this area, it is necessary for States to ensure that the Survey is completed and provided to the ICAO Regional Office.

Who is affected by the Conclusion?

The Conclusion applies to all Asia/Pacific States.

What needs to be done?

1. Complete the *Survey of the Implementation Status of Performance-Based Horizontal Separation Minima*, available on the ICAO Asia/Pacific Regional Office e-Documents web-page at the link below, and return it by email, as detailed in the survey document, by not later than [Insert date]:

   https://www.icao.int/APAC/Pages/edocs.aspx.

2. Complete the survey at least once annually, and return it to the ICAO Asia/Pacific Regional Office by not later than 30 April each year.

Who do you contact if you have more questions, or if you would like to offer assistance to other States on this matter?

Contact (in order of precedence):

1. Mr. Shane Sumner, Regional Officer ATM/AIM (ssumner@icao.int); or
2. Mr. Len Wicks, Regional Officer ATM (lwicks@icao.int); or
3. ICAO Asia/Pacific Regional Office, attention ATM Section (apac@icao.int).

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