RASMAG Conclusion Implementation Guidance Material

Conclusion Details

RASMAG/23 agreed to the following Conclusion:

<table>
<tr><td colspan="3">Conclusion RASMAG/23-4: PBCS Non-Compliance Report Form Template</td></tr>
<tr><td colspan="2">What: That, recognizing the need for Air Navigation Service Providers (ANSPs) to report data link performance of aircraft and/or aircraft operators' fleets to the RMA for follow-up action by the State of Registry, and the consequent need to standardize the information provided and the format of its presentation, the PBCS Non-Compliance Report Form at Appendix E to the Report, together with an example of a completed report form, be uploaded to the ICAO Asia/Pacific website for use by ANSPs in reporting non-compliant data link performance to RMAs.</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td colspan="2">Why: To provide States with a standard reporting template for reporting aircraft/operator PBCS performance problems to the RMA.</td><td>Follow-up: ☒Required from States</td></tr>
<tr><td colspan="2">When: 5-Jul-18</td><td>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)?

Under the ICAO provisions for Performance-Based Communications and Surveillance, data link service provider States are required to report detected cases of data link performance for aircraft or fleets of aircraft falling below the Required Communication Performance (RCP) 240 and Required Surveillance Performance (RSP) 180 to the relevant Regional Monitoring Agency (RMA). Information received by the RMA is then forwarded to the RMA of the State of Operator/State of Registry of the aircraft or fleet, for on-forwarding to the regulatory authority of the State for rectification action.

RASMAG/23 agreed that a template for this purpose would be useful for standardizing the information provided to RMAs and States.

Who is affected by the Conclusion?

All Asia/Pacific States whose ANSPs provide data link services.

What needs to be done?

1. Note that the *PBCS Non-Compliance Report Form Template* is are available for download from the ICAO Asia/Pacific Regional Office e-Documents web-page at https://www.icao.int/APAC/Pages/edocs.aspx; and

2. Utilize the template for required reporting of data link performance by aircraft or fleets of aircraft that is not compliant with RCP240 and RSP180 criteria to the RMA.

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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