INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)

Livingstone, Zambia, 2 - 6 November 2026

Agenda Item 4: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan

PBCS Implementation in the South Atlantic Region

(Presented by ARMA)

SUMMARY	
This information paper presents the progress of Performance-Based Communication and Surveillance (PBCS) implementation in the South Atlantic Region. The initial three phases start with Local PBCS Monitoring and Reporting, conducted by Air Traffic Service Providers then shifting the monitoring responsibility to designated Regional Monitoring Agencies (RMAs). Then capacitating State oversight authorities in ensuring they follow up with aircraft operators in cases of non-compliance. The operational trials started in September 2026, with implementation planned for November 2026. Action by the Meeting is in paragraph 3	
Strategic Objectives	A - Aviation Safety B - Air Navigation Capacity and Efficiency

1 INTRODUCTION

1.1. Performance Based Communications and Surveillance (PBCS) concept is intended to improve safety and maximise operational benefits. PBCS allows the adoption of diverse and emerging technologies for communication and surveillance supporting ATM operations. Its application provides communication and surveillance data links that meet suitable performance specifications so air traffic services in Oceanic/Remote Continental airspace could be provided by Air Traffic Service Providers (ATSPs) while maintaining the required level of safety.

2.2. The Regional Monitoring Agencies (RMAs) responsible for the SAT Region guidance has developed a guidance manual in alignment with NAT Doc 011 – PBCS Monitoring and Reporting Guidance (in the North Atlantic Region), guaranteeing the seamless PBCS operation between both zones. Although the monitoring and reporting arrangements are broadly similar, a dedicated guidance document is required for the SAT Area due to the current level of maturity of PBCS implementation, the operational environment without a data link mandate, and the specific stakeholders involved in the SAT Region.

2.3. This document is a starting point for PBCS Monitoring and Reporting in the SAT Area. The initiative originates from the implementation of PBCS operations and reduced separation minima within the EUR/SAM Corridor, as specified in ICAO Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM). However, in order to facilitate effective monitoring, reporting and data analysis, the initial scope of this guidance encompasses the FIRs involved in the EUR/SAM Corridor. Thereafter, the PBCS Monitoring and Reporting framework may be progressively extended throughout the SAT Area, as operationally required.

2. DISCUSSION

2.1. The PBCS implementation in the South Atlantic Region will follow a three (3) phased approach. Phase 1 focuses on Local PBCS Monitoring and Reporting, which covers initial monitoring and reporting by the Air Traffic Service Provider (ATSP) at a local level. The ATSP is mainly responsible for collecting and analysing performance data and sharing it with the Designated Monitoring RMA.

2.2. Phase 2 focuses on Regional PBCS Monitoring and Reporting (Designated Monitoring RMA) which describes the regional monitoring requirements and the mechanism to achieve global reporting. The Designated Monitoring RMA is responsible for gathering the PBCS data reported by ATSPs, coordinating the preparation of regional and global performance assessment reports, and reviewing the supporting evidence associated with potential PBCS performance non-compliance.

2.3. Phase 3 focuses on Actions and Guidance for State Oversight Authorities, which covers their role regarding the management of non-compliance reports of all aircraft registered in their respective states and ensuring that their performance meets the required standards.

2.4. The Caribbean and South American Monitoring Agency (CARSAMMA) and South Atlantic Monitoring Agency (SATMA) are the Designated Monitoring RMA for this initial PBCS implementation in the SAT Region, as the current project includes the four (4) FIRs under their monitoring responsibility, namely: Canaries FIR, SAL Oceanic FIR, Dakar Oceanic FIR and Atlantico FIR. As depicted in **Appendix A** below.

2.5. Operational trials have been underway since September 2026, with Phase 1 implementation planned for November 2026.

3 ACTION BY THE MEETING

3.1. The meeting is invited to:

a) note this information paper; and

b) encourages the continued support of the PBCS implementation in the SAT Area.

END

APPENDIX A

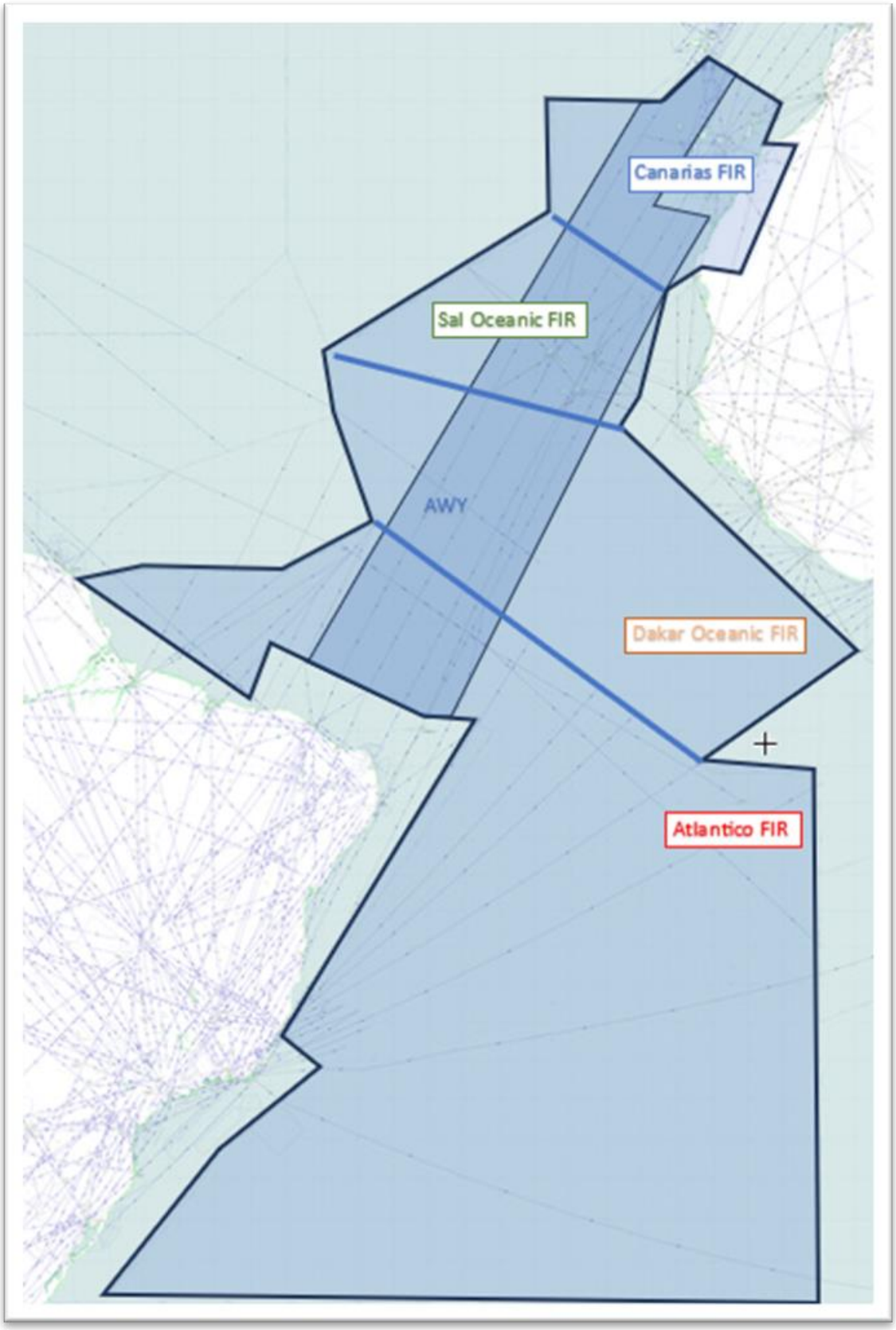


Figure 1: Phase 1 FIRs participating in Local PBCS Monitoring and Reporting by ATSPs