Agenda item 3: SAT Collision Risk Assessments (CRA)

a) ARMA, CARSAMMA, SATMA Activities

PBCS MONITORING AND REPORTING GUIDANCE FOR THE SOUTH ATLANTIC AREA

Initial Implementation Scope (FIRs Involved in EUR/SAM Corridor Operations)

(Presented by SATMA)

SUMMARY	
This Information Paper summarizes status of the PBCS monitoring and reporting guidance for the South Atlantic Area - Initial Implementation Scope (FIRs Involved in EUR/SAM Corridor Operations).	
Strategic Objectives	- *Safety* - *Air Navigation Capacity and Efficiency*

1. INTRODUCTION

1.1. The Group is presented with information on the PBCS monitoring and reporting guidance to be applied in the EUR/SAM Corridor.

2. BACKGROUND

1.1 Based on the foregoing, the following was proposed by the Group:

Why	In order to guarantee the mandatory PBCS Post implementation monitoring task
What	the elaboration of PBCS Monitoring and Reporting Guidance in the SAT Region/EUR SAM Corridor
Who	SATMA in collaboration with other RMAs, IMG and SOG
When	IMG06

SAT IMG Decision 04/3 – Endorsement of the elaboration of PBCS Monitoring and Reporting Guidance in the SAT EUR SAM Corridor/SAT AREA

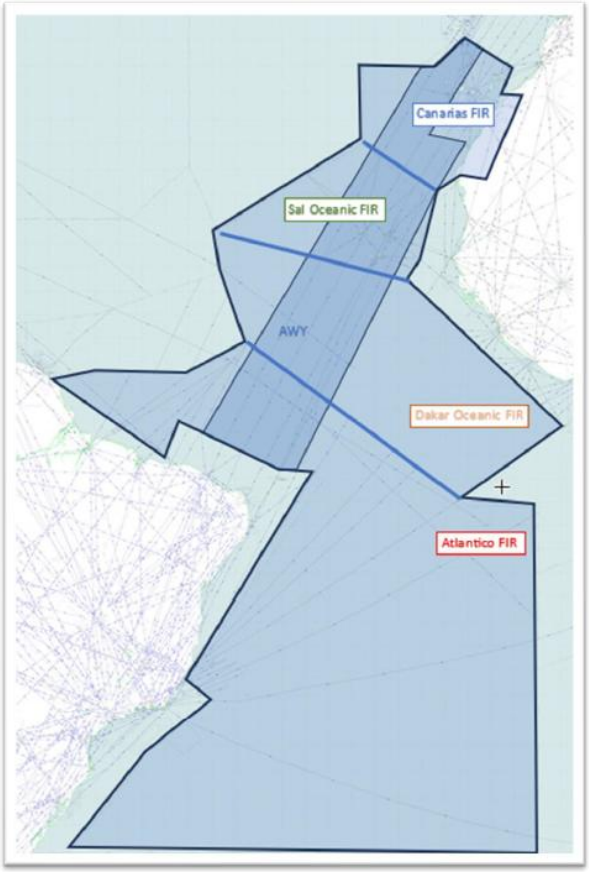
1.2 During the SOG/EO and SAT IMG/EO meeting held on 18 September 2026, the importance of information sharing was also emphasized the importance of information sharing and agreed that relevant implementation and planning documents should be disseminated to all stakeholders. Participants were encouraged to continue their collaborative efforts and maintain progress toward upcoming implementation milestones and discussions at future SAT meetings.

1.3 The PBCS MONITORING AND REPORTING GUIDANCE FOR THE SOUTH ATLANTIC AREA document has already been disseminated by ICAO to the relevant stakeholders.

3. DISCUSSION

3.1. However, the implementation of the Regional PBCS monitoring and reporting process in SAT AREA involves a level of complexity that goes beyond the endorsement of the guidance material and requires significant coordination among stakeholders. The key elements of this guidance are as follows:

3.2. The starting point is the agreed scope of the initial PBCS implementation. The following figure illustrates the agreed implementation scope.



3.3. For ease of implementation, the regional PBCS monitoring process is divided into three phases.

3.4. PHASE 1 LOCAL PBCS MONITORING AND REPORTING (ATSP): This phase covers initial monitoring and reporting by the Air Traffic Service Provider (ATSP) at a local level. In accordance

with the scope, during the initial implementation phase, the ATSPs responsible for conducting Local PBCS Monitoring and Reporting are ENAIRE (Canarias FIR), ASA (Sal Oceanic FIR), ASECNA (Dakar Oceanic FIR) and DECEA (Atlantico FIR). Each ATS:

- Shall appoint a Point of Contact (POC) responsible for Local PBCS Monitoring and Reporting activities; and.
- Shall submit the monthly Local PBCS Monitoring Report to the responsible RMA

3.5. PHASE 2 - REGIONAL PBCS MONITORING AND REPORTING (DESIGNATED MONITORING RMA): This phase describes the regional monitoring requirements and the mechanism to achieve global reporting. **CARSAMMA and SATMA** shall coordinate their activities to establish common regional criteria for the identification and categorisation of PBCS compliance and non-compliance, including reporting periodicity, minimum data requirements and assessment methodologies, taking into account a corridor-wide perspective within the EUR/SAM Corridor.

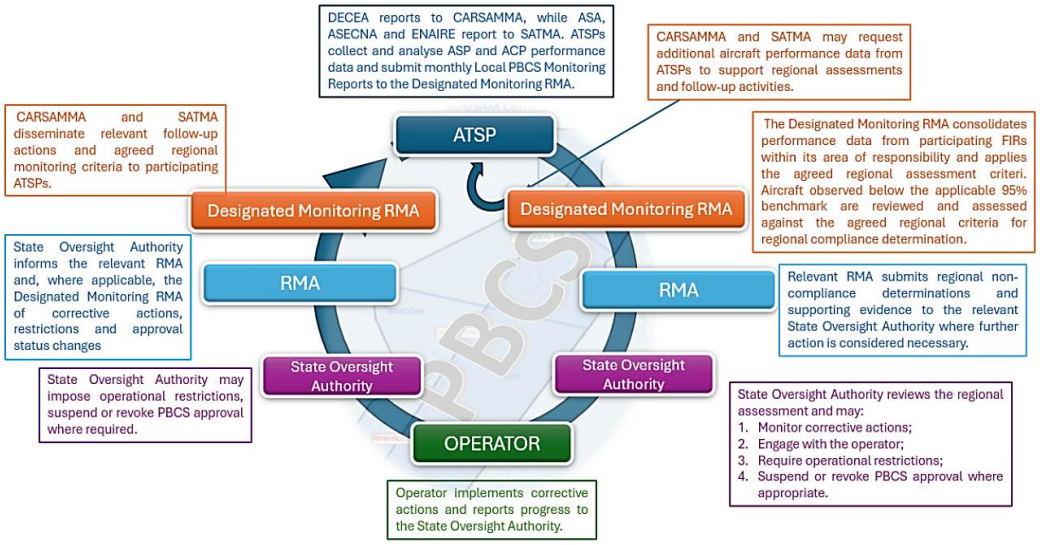
3.6. The regional monitoring process is based on information provided by the participating ANSPs responsible for the application of PBCS separation minima within the implementation scope. RMAs support the regional harmonization, analysis and coordination of monitoring information received from participating ATS units.

3.7. The regional process is primarily focused on the assessment of reported PBCS performance issues and identified non-compliance events. As the monitoring process is not based on a complete dataset of all PBCS operations, it is not intended to provide continuous surveillance of individual aircraft, operators or approvals.

3.8. CARSAMMA and SATMA note with appreciation the work being carried out by ARMA in relation to PBCS implementation and consider that continued coordination between RMAs will contribute positively to future PBCS monitoring arrangements within the SAT Area.

3.9. PHASE 3 - ACTIONS AND GUIDANCE FOR STATE OVERSIGHT AUTHORITIES: This phase covers the State Oversight Authority’s role regarding the management of non-compliance reports.

3.10. The following figure illustrates the PBCS Monitoring and Reporting Process envisaged for the initial implementation phase covered by this guidance.



3.11. However, only aircraft meeting the applicable PBCS eligibility criteria, including the filing of the appropriate flight plan identifiers and the required navigation specification for the intended operation (e.g. RNP 10 or RNP 4, as applicable), shall be considered for PBCS performance assessment /new PBCS separations. It is recommendable to review the information paper "FLIGHT PLANNING PBCS ISSUES IN THE EUR/SAM CORRIDOR 2026".

3.12. The "PBCS Monitoring and Reporting Guidance" is currently under review by the IMG and SOG. In parallel, implementation trials are being conducted, and the results will be presented in this meeting. It should be recalled that regional PBCS monitoring is considered essential to support the safe and consistent application of PBCS separations within the EUR/SAM Corridor and will benefit from continued coordination among the Regional Monitoring Agencies involved in SAT Area operations.

4. ACTION BY THE MEETING

4.1. The meeting is invited to:

a) note the information provided;
b) approve the PBCS Monitoring and Reporting Guidance document;
c) amend the proposed material, if necessary, and endorse its further application; and
d) provide additional guidance, as deemed appropriate.

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