Agenda item 3: SAT Collision Risk Assessments (CRA)

a) ARMA, CARSAMMA and SATMA Activities

TRIALS PBCS REPORT (SEPTEMBER 2026)

(Presented by SATMA)

SUMMARY	
This Information Paper presents the outcomes and lessons learned from the Local PBCS Monitoring and Reporting trials conducted during September 2026 in support of the implementation of PBCS in the EUR/SAM Corridor	
Strategic Objectives	- *Safety* - *Air Navigation Capacity and Efficiency*

1. INTRODUCTION

1.1. In accordance with the draft "PBCS Monitoring and Reporting Guidance" for the Initial Phase of the EUR/SAM Corridor implementation, the Air Traffic Service Providers (ATSPs) responsible for conducting Local PBCS Monitoring and Reporting activities are:

- ENAIRE (Canarias FIR);
- ASA (Sal Oceanic FIR);
- ASECNA (Dakar Oceanic FIR); and
- DECEA (Atlântico FIR) coordinated by CARSAMMA

2. BACKGROUND

2.2. A similar exercise was conducted in February 2026. The main conclusion of that trial was:

> "In general terms, the monitoring and reporting activity was progressing adequately; however, further work was required to achieve the level of maturity and operational readiness necessary for operation in a PBCS environment."

2.2. In order to assess the progress achieved since the previous exercise and to further validate the coordination arrangements defined in the draft guidance material, a new trial was conducted in September 2026 involving the relevant ATSPs and CARSAMMA.

3. DISCUSSIONS

3.1. Based on the information received from the participating organizations, the following observations can be made:

- Excellent cooperation was observed among the participating organizations regarding the exchange of information required for the monitoring activity.

- ENAIRE, CARSAMMA and ASECNA have provided the requested information within the established timelines, enabling SATMA to initiate the analysis process.

- At the time of preparation of this paper, information from all participating organizations had not yet been received. Nevertheless, ASA has indicated its commitment to provide the relevant data as soon as possible. However, their unavailability at the time of drafting this paper has prevented SATMA from conducting a more comprehensive assessment.

- The partial availability of data limited the possibility of assessing all aspects of the monitoring and reporting process, including workload implications, coordination mechanisms and the end-to-end execution of the procedures described in the guidance material.

4. CONCLUSION OF THE TRIALS

4.1 SATMA wishes to acknowledge the excellent level of coordination and support provided by CARSAMMA during the regional monitoring and reporting trials. In particular, CARSAMMA has facilitated the provision of operational data from Atlantico FIR and supported the collection of aircraft PBCS equipage information, including the preparation of dedicated reports by operational units when automated system functions were not yet available.

4.2 Nevertheless, pending the implementation of the planned SAGITARIO enhancements and the availability of all data elements required for routine PBCS monitoring, additional coordination and support activities remain necessary. Therefore, SATMA and CARSAMMA intend to continue the review and analysis of trial results to verify the effectiveness of the current monitoring arrangements, identify any data gaps and, where necessary, refine the monitoring and reporting procedures prior to full operational implementation.

4.3 The information provided by ENAIRE is closely aligned with the format described in the PBCS Monitoring and Reporting Guidance. ASECNA and DECEA/CARSAMMA have followed a different approach by providing certain elements through separate reports. This requires additional verification activities to correlate the information received and, at present, does not always allow direct traceability between the associated RCP and RSP data. Nevertheless, at this stage, SATMA considers this to be a process-improvement opportunity rather than a matter of concern, and further refinements may be assessed as implementation activities continue.

4.4 A preliminary comparison of the monitoring data received from the participating organizations indicates generally consistent PBCS performance results, with most aircraft achieving RCP and RSP values close to or above the applicable performance objectives. Nevertheless, differences were observed in the number of correlated records obtained from each source. While ENAIRE provided 446 matching records, the corresponding datasets obtained through DECEA/CARSAMMA and ASECNA resulted in 557 and 587 matching records, respectively. These differences are considered to be primarily related to the current data extraction and reporting arrangements rather than to any operational performance issue.

The results highlight an opportunity to further harmonize reporting formats and correlation methodologies, particularly regarding end-to-end traceability between RCP and RSP information associated with individual operations.

4.5. From SATMA's perspective, the trial has been valuable in validating part of the coordination framework and identifying aspects requiring further consolidation. However, a complete assessment of the monitoring and reporting process will only be possible once all participating organizations have provided the corresponding information. **This situation encourages SATMA and the other RMAs to continue strengthening the monitoring and reporting process in preparation for PBCS implementation, as described in the next section.**

5. NEXT STEPS

5.1 Subject to the outcome of the analysis and the agreement of the participating organizations, SATMA **may propose the continuation of pre-implementation monitoring exercises** involving the relevant ATSPs and the supporting RMA. Such activities would contribute to further consolidating the monitoring and reporting process, enhancing coordination arrangements and validating the procedures contained in the PBCS Monitoring and Reporting Guidance prior to implementation.

5.2 In the event that PBCS implementation takes place at the end of November 2026, these additional monitoring activities could continue for a period of approximately two months. Any results obtained would be analysed and used to support future monitoring activities, as well as to identify potential improvements to existing procedures and coordination arrangements.

6. ACTION BY THE MEETING

The meeting is invited to:

a) Note the information contained in this paper;

b) Note the progress achieved through the September 2026 trials; and

c) Encourage participating organizations and RMAs to continue supporting the pre-implementation monitoring activities proposed by SATMA in order to validate procedures, strengthen coordination arrangements and support the implementation of PBCS within the EUR/SAM Corridor.

END