ICAO

SEVENTH MEETINGS OF THE SAT IMPLEMENTATION MANAGEMENT GROUP (SAT IMG/7)
AND
SAT SAFETY OVERSIGHT GROUP (SAT SOG/7)

Dakar, 6-10 April 2026

Agenda Item 8: **Coordination between SAT IMG and SAT SOG**

8.b) Any other aspects

TRIALS PBCS REPORT (FEBRUARY 2026)

(Presented by SATMA)

SUMMARY	
This Information Paper summarizes the lessons learned from the Local PBCS Monitoring and Reporting trials conducted in February 2026 by ENAIRE, ASA, ASECNA and DECEA. The strategic objective of this Information Paper is to inform the SAT IMG/SOG of the outcomes and identified gaps arising from the initial Local PBCS Monitoring and Reporting trials.	
Strategic Objectives	*A – Every Flight is safe and secure.* *E – Aviation Delivers Seamless, Accessible, and Reliable Mobility for All.*

1 INTRODUCTION

1.1 In accordance with the draft of "PBCS Monitoring and Reporting Guidance" for the Initial Phase (EUR/SAM Corridor) scope, in the initial phase, the ATSPs responsible for providing the LOCAL PBCS Monitoring and reporting are: ENAIRE (Canarias FIR), ASA (Sal Oceanic FIR), ASECNA (Dakar Oceanic FIR) and DECEA (Atlantico FIR).

1.2 This information paper summarizes the learnt lessons from the trials of this activity conducted last February 2026.

2. BACKGROUND

2.1. The ICAO Doc 9869 – Performance-based Communication and Surveillance Manual provides the reader guidance on the establishment of a PBCS monitoring program, with detailed guidance in Appendix D for compilation and handling of the data to support monitoring at local level.

2.2. However, the implementation of Local PBCS Monitoring involves a level of complexity that goes beyond the direct application of the guidance material and requires coordination, data filtering and system adaptations by the ATSP. The previous activities between ATSPs and SATMA were:

- ADS-C track filtering according to operational requirements, meaning only the data that the Controller would see is presented. This filter defines an area of interest. In the figure below, you can see an example of the report analysed during monitoring and what is excluded. Next figures show the included/excluded ADS-C positions reports.

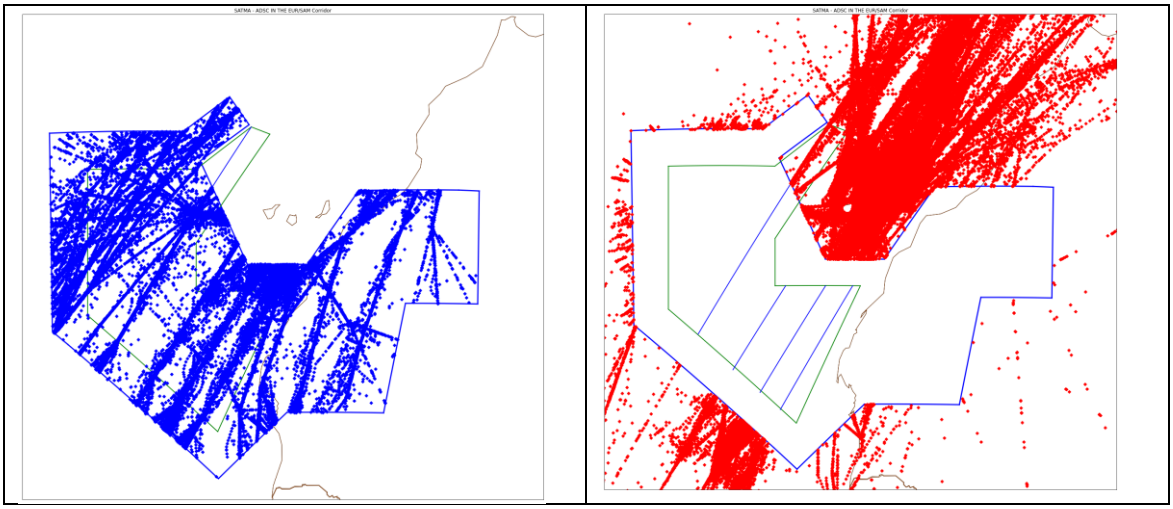


Figure 1. ADS-C track filtering

All ATSPs will consider exclusively the ADS-C reports within their respective Area of Interest (AoI).

- Regarding ADS-C reports, as stated in ICAO Doc 9869:

  "All ADS-C report delivery times that are zero or less should be filtered out. These times represent cases where the ADS-C basic group timestamp was extracted as seconds, since the most recent hour was incorrectly decoded into the HH:MM:SS format by the ATS unit's system."

  "Duplicate ADS-C reports should be removed from the data set prior to analysis. In the case of duplicates, only the ADS-C report with the earliest receipt time should be retained in the data set."

  It was agreed that both filters shall be applied by all ATSP.

- Regarding CPDLC, ICAO Doc 9869 provides the following recommendation:

  "The removal of all contact instructions (UM117 – UM123) will drastically reduce the monthly data set for smaller ANSPs and will make it difficult to assess ACTP for individual fleets or aircraft on a monthly basis. For this reason, certain ANSPs may retain these (UM117 – UM123) transactions when assessing ACTP. The ANSP should therefore decide on a data set that provides the best performance assessment capability."

  It was agreed that all ATSPs will retain these messages.

- In addition, the scope of the monitoring activity was adjusted to reflect specific operational requirements identified by the participating ATSPs.

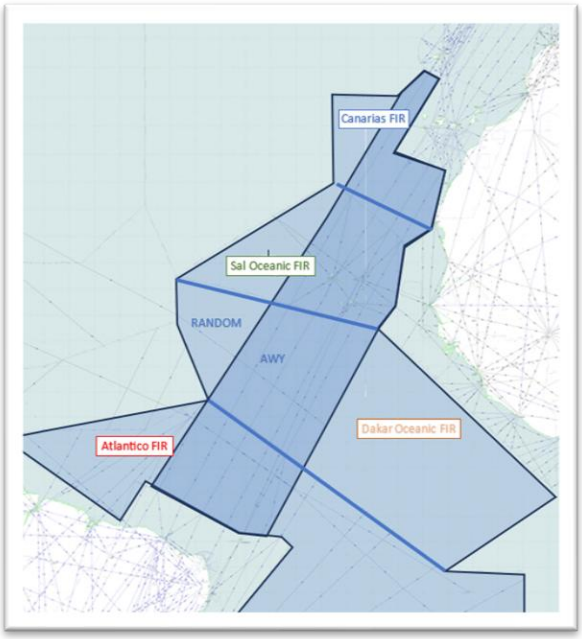


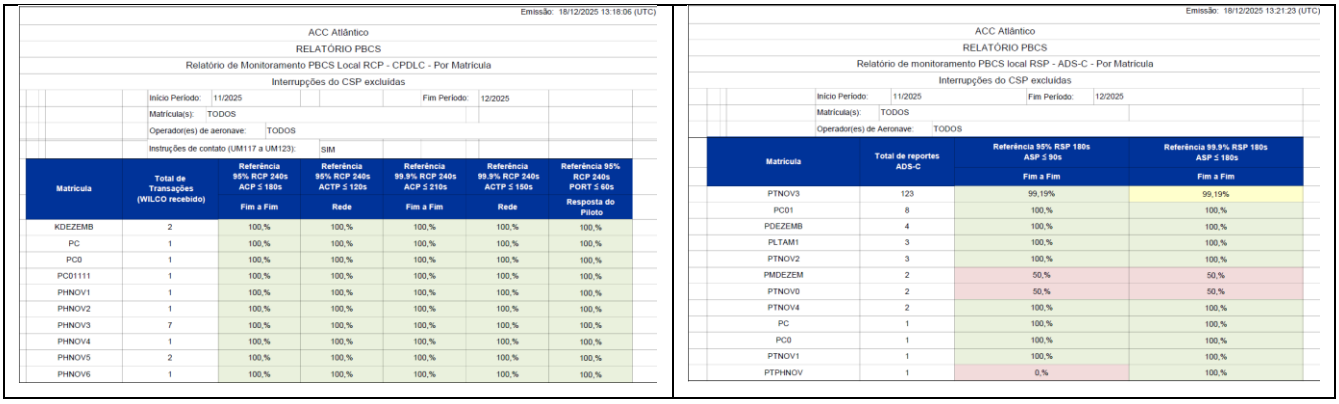
Figure 2. New Scope Regional PBCS Monitoring

- The starting point was that every ATSP responsible for the local monitoring program should develop and document a process for compiling and analysing data measuring Actual Surveillance Performance (ASP) and Actual Communication Performance (ACP) and preparing reports monthly based on the following template (no based on 9869 recommendations".

PBCS monitoring report by Aircraft												
Colour Key			ANSP/CTA			Month YYYY						
Meets criteria												
Under criteria but above 99.0%												
Under criteria												
			Specification/Application RSP180/ADS-C			Specification/ApplicationRCP 240/CPDLC						
Aircraft ID	Aircraft type (ICAO Type Designator)	Operator (3Ls ICAO CODE)	Report Count	95% RSP 180 benchmark	99.9% RSP 180 benchmark	Transaction counts (WILCO received)	95% RCP 240 benchmark		99.9% RCP 240 benchmark		95% PORT RCP	
				ASP <=90 sec End-to-End	ASP <=90 sec End-to-End		ACP <=180 sec End-to-End	ACTP <=120 sec Network	ACP <=210 sec End-to-End	ACTP <=150 sec Network	PORT <=60 sec Pilot response	
XX-XXX	XXXX	XXX	-	95,6%	99,2%	-	99,5%	97,9%	99,9%	100,0%	96,1%	
YY-YYY	YYYY	YYY	-	98,9%	100,0%	-	99,5%	97,9%	99,9%	100,0%	100,0%	
ZZ-ZZZ	ZZZZ	ZZZ	-	97.0%	96.5%	-	99,5%	97,9%	99,9%	100,0%	92.5%	
...	...	...	...	...	...	...	...	...	...	...	...	

Table 1. Template for PBCS local monitoring per Aircraft ID

- Another option could be that the ATSP collect CPDLC the tables "data collection points" and "ADS-C data collection points" . Tables based on Appendix D of 9869 ICAO document.



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RELATÓRIO PBCS

Relatório de Monitoramento PBCS Local RCP - CPDLC - Por Matrícula

Interrupções do CSP excluídas

Início Período: 11/2025 Fim Período: 12/2025

Matrícula(s): TODOS

Operador(es) de aeronave: TODOS

Instruções de contato (UM117 a UM123): SIM

Matrícula	Total de Transações (WILCO recebido)	Referência 95% RCP 240s ACP ≤ 180s	Referência 95% RCP 240s ACTP ≤ 120s	Referência 99.9% RCP 240s ACP ≤ 210s	Referência 99.9% RCP 240s ACTP ≤ 150s	Referência 95% RCP 240s PORT ≤ 60s
		Fim a Fim	Rede	Fim a Fim	Rede	Resposta do Piloto
KDEZEMB	2	100,%	100,%	100,%	100,%	100,%
PC	1	100,%	100,%	100,%	100,%	100,%
PC0	1	100,%	100,%	100,%	100,%	100,%
PC01111	1	100,%	100,%	100,%	100,%	100,%
PHNOV1	1	100,%	100,%	100,%	100,%	100,%
PHNOV2	1	100,%	100,%	100,%	100,%	100,%
PHNOV3	7	100,%	100,%	100,%	100,%	100,%
PHNOV4	1	100,%	100,%	100,%	100,%	100,%
PHNOV5	2	100,%	100,%	100,%	100,%	100,%
PHNOV6	1	100,%	100,%	100,%	100,%	100,%

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RELATÓRIO PBCS

Relatório de monitoramento PBCS local RSP - ADS-C - Por Matrícula

Interrupções do CSP excluídas

Início Período: 11/2025 Fim Período: 12/2025

Matrícula(s): TODOS

Operador(es) de Aeronave: TODOS

Matrícula	Total de reportes ADS-C	Referência 95% RSP 180s ASP ≤ 90s	Referência 99.9% RSP 180s ASP ≤ 180s
		Fim a Fim	Fim a Fim
PTNOV3	123	99,19%	99,19%
PC01	8	100,%	100,%
PDEZEMB	4	100,%	100,%
PLTAM1	3	100,%	100,%
PTNOV2	3	100,%	100,%
PMDEZEM	2	50,%	50,%
PTNOV0	2	50,%	50,%
PTNOV4	2	100,%	100,%
PC	1	100,%	100,%
PC0	1	100,%	100,%
PTNOV1	1	100,%	100,%
PTPHNOV	1	0,%	100,%

Table 2. Template for PBCS local monitoring per Aircraft ID based on 9869.

3 DISCUSSION

3.1. After receiving the information from all involved ATSPs (ENAIRE, ASA, ASECNA and DECEA), the main conclusions of the trials are as follows:

- There has been excellent coordination in terms of timeliness and completeness of the required information. All information was shared as requested, and no additional coordination was necessary to obtain it. This is fully consistent with Phase 1 of the document.

- Although meetings were held to clarify and agree on the scope of this phase, certain aspects remain unclear and will need to be clarified and/or agreed once the "PBCS Monitoring and Reporting Guidance" is endorsed by IMG & SOG. Examples include the reporting period and whether all information should be included or only that related to PBCS non-compliance. This issue will be analysed under WP 06C.

- It has been identified that information traceability is currently not ensured. Several ATSPs are in the process of updating and refining their software to support this activity. This issue will also be analysed under WP 06C.

- From SATMA's perspective, the conducted trials did not allow an adequate assessment

3.2. In general terms, the monitoring and reporting activity is well advanced; however, it is still some way from the level of consolidation and operational readiness required for a PBCS environment.

4. NEXT STEPS

4.1 Once the "PBCS Monitoring and Reporting Guidance" is agreed by IMG & SOG, a similar trial will be conducted and presented at the next IMG. **It should be recalled that this step is considered essential to support the safe and consistent application of PBCS separations within the EUR/SAM corridor**

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