



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**

**PBCS MONITORING DATA FLOW IMPLEMENTATION IN THE BRAZILIAN FIR (SBAO)**

*(Presented by Brazil and CARSAMMA)*

**SUMMARY**

This paper describes the PBCS monitoring data flow to be implemented in Brazil (SBAO FIR) and outlines the roles and responsibilities at operational, national coordination, and regional monitoring levels. The paper highlights how existing structures, including CINDACTA III (TIOp Recife), ASEGCEA, and the Regional Monitoring Agency (RMA), support the monitoring of communication and surveillance performance data, as well as operational deviations.

The objective is to share implementation experience and support the harmonization of PBCS monitoring practices within the South Atlantic (SAT) Region, without introducing new institutional arrangements.

Action by the Meeting is in paragraph 3.

*Strategic  
goals*

*A-Every Flight is safe and secure  
C- Aviation Delivers Seamless, Accessible, and Reliable  
Mobility for All*

**1. INTRODUCTION**

1.1 The implementation of Performance-based Communication and Surveillance (PBCS) in the South Atlantic (SAT) Region requires the establishment of effective monitoring mechanisms to ensure that communication and surveillance performance meet the required specifications, specifically Required Communication Performance (RCP) and Required Surveillance Performance (RSP). This section outlines the transition process and monitoring framework necessary to achieve these objectives.

1.2 ICAO guidance material emphasizes the importance of continuous safety performance monitoring, including the collection, validation, and analysis of operational and technical data related to PBCS operations.

1.3 In this context, Brazil has been implementing a national monitoring framework within the Atlântico FIR (SBAO), supported by CIRCEA 81-3 to be published, which sets procedures for collecting, processing, and reporting PBCS-related data.

1.4 This paper presents the Brazilian monitoring data flow, including roles, responsibilities and readiness aspects, with a view to supporting regional harmonization of PBCS monitoring practices.

## **2. DISCUSSION**

2.1 The Brazilian PBCS monitoring framework is structured in accordance with ICAO principles, based on the allocation of monitoring functions across operational, coordination, and regional levels.

2.2 The monitoring chain takes a functional approach, utilizing existing organizations within Brazilian air navigation services, without introducing new institutional structures.

### *Operational Level – CINDACTA III / TIOp Recife*

2.3 At the operational level, the Air Traffic Service Provider (ATSP) is responsible for:

- a) detecting operational events, including Large Lateral Deviations (LLD) and Large Longitudinal Errors (LLE);
- b) generating operational reports by ATCOs and supervisors;
- c) collecting traffic data and flight plan information;
- d) generating automated data link performance reports related to RCP and RSP; and
- e) conducting initial technical analysis of monitoring data.

2.4 These activities ensure that relevant monitoring data, including operational deviation reports, traffic data and automated data link performance information, are captured at source and made available for further processing.

### *National Coordination Function – ASEGCEA*

2.5 ASEGCEA (DECEA's Airspace Control Safety Division) performs the national coordination function, consolidating, validating, and coordinating PBCS monitoring data prior to submission to the RMA (Regional Monitoring Agency). This function uses existing national structures.

2.6 The responsibilities of ASEGCEA include:

- a) receiving and consolidating monitoring data from the SBAO FIR;
- b) validating reported events, including coordination between involved FIRs and, where applicable, with other States;
- c) reviewing and coordinating operational and performance monitoring information;
- d) preparing and transmitting monitoring data and reports to the RMA; and
- e) following up identified issues and supporting corrective actions when required.

2.7 This coordination function contributes to improving the consistency, completeness, and quality of the data submitted for regional safety monitoring.

*Regional Monitoring Function – RMA*

2.8 The Regional Monitoring Agency (RMA) performs regional safety monitoring functions in accordance with ICAO frameworks.

2.9 Considering that the Atlântico FIR (SBAO) is located within the CAR/SAM Regions, the Caribbean and South American Monitoring Agency (CARSAMMA) performs the functions of the RMA for the purposes of PBCS monitoring within this airspace.

2.10 These functions include:

- a) analyzing operational deviations;
- b) receiving reports of non-compliance with RCP 240 and RSP 180 and transmitting such reports to the State of the Operator or the State of Registry;
- c) verifying the approval status of aircraft and operators, including the consistency between filed PBCS capabilities and State-issued approvals;
- d) receiving and maintaining records of RCP and RSP approvals issued by the State of the Operator or the State of Registry, including incorporation into regional approval databases;
- e) initiating follow-up actions with State aviation authorities where safety concerns are identified;
- f) coordinating with States and other RMAs, including exchange of monitoring and approval data; and
- g) providing monitoring information to States and operators upon request.

*Monitoring Data Flow*

2.11 The monitoring data flow to be implemented in Brazil can be summarized as follows:

- a) detection and reporting at operational level (ATCO / ACC-AO / TIOp Recife);
- b) local validation and coordination by the FIR point of contact (POC);
- c) consolidation and coordination by ASEGCEA; and
- d) transmission to the RMA for regional monitoring and analysis.

2.12 This structured flow ensures data traceability, integrity, and timely reporting.

*Implementation Readiness*

2.13 The Brazilian PBCS monitoring framework demonstrates a high level of implementation readiness, supported by:

- a) an established regulatory framework;
- b) clearly defined roles and responsibilities;
- c) standardized reporting procedures and timelines;
- d) availability of automated performance monitoring tools;
- e) operational experience in data collection and processing; and
- f) established an interface with the RMA.

2.14 The use of existing organizational structures contributes to efficient implementation and sustainability of monitoring activities.

2.15 The Brazilian approach is consistent with ICAO guidance, which defines monitoring functions rather than prescribing specific organizational structures.

2.16 The coordination function performed by ASEGCEA supports, without duplicating, the role of the RMA.

2.17 This approach demonstrates that effective PBCS monitoring can be achieved using existing national entities, with clearly defined functional responsibilities.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the PBCS monitoring data flow to be implemented in Brazil;
- b) recognize the use of existing national structures to perform monitoring coordination functions; and
- c) consider this implementation as a reference for supporting the harmonization of PBCS monitoring practices within the SAT Region.

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