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Pages 1

Performance Based Communication and Surveillance (PBCS)

Version 3 of IN 027 has been issued to update operators on our dedicated PBCS webpage and changes to required supporting documentation

On the 29 March 2018 PBCS was introduced in certain North Atlantic Tracks between FL350 and FL390 and in the Singapore FIR.

How to apply for IOMAR PBCS Approval

Operators must complete and submit a new Form 4 selecting the new **FANS 1/A+ (PBCS)** option and specifying the RCP and RSP values. The supporting documentary evidence must clearly identify:

- ADS-C – aircraft-allocated performance of RSP 180 under relevant sub networks; and
- CPDLC – aircraft-allocated performance of RCP 240 under relevant sub networks (or RCP 400 for use on US Domestic Routes).

A number of aircraft manufacturers have included RCP 240 and RSP 180 statement of compliance in the AFM; however certain aircraft are not compliant with the required specification. To assist operators, IOMAR has produced a dedicated PBCS webpage (<https://www.iomaircraftregistry.com/flight-operations/flight-operations/performance-based-communication-and-surveillance-pbcs/>) which provides the latest information on which aircraft types are fully compliant.

Further information on PBCS including Aircraft Operator & Flight Planning Requirements, and a series of FAQs can be found on the dedicated PBCS page.

NAT HLA (MNPS)

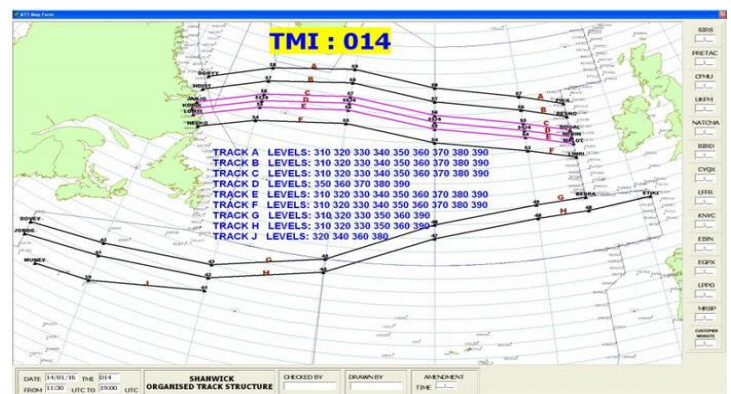
PBCS replaced the RLatSM and RLongSM trials with effect from 29th March 2018. PBCS continue to allow the application of both reduced lateral and longitudinal separation after this date for aircraft that meet the relevant Required Communication Performance (RCP) and Required Surveillance Performance (RSP) specifications.

Provision of PBCS in the NAT HLA applies RCP 240 and RSP 180 specifications. This permits ATC to apply 30 NM, 50 NM or five minutes longitudinal separation minima and to apply 23 NM lateral separation minimum.

PBCS NAT Tracks will be identified in the NAT TRACK MESSAGE. An example of the **DAYTIME WESTBOUND OTS** structure, which identifies the PBCS tracks in **PINK**.

Note:

Further information can be found in the [ICAO NAT OPS Bulletin 2018 001](#). Please note that all references to State of Operator in this document should be read as State of Registry, i.e. the Isle of Man Aircraft Registry for 'M' registered aircraft.



Singapore FIR

PBCS was also introduced in certain areas of the Singapore FIR on 29 March 2018; however the requirements are slightly different to that for crossing the NAT. Refer to Singapore AIP Supplement 007/2018 (<https://www.caas.gov.sg/docs/default-source/pdf/esup-2018-007.pdf>) for further details.