



ICAO

International Civil Aviation Organization

Ninth Meeting of the FANS Interoperability Team – Asia  
(FIT-Asia/9)

Makassar, Indonesia, 01 – 05 July 2019

### Agenda Item 3: PBCS Developments and Implementation

#### AIRLINE PROGRESS IMPLEMENTING PBCS

(Presented by the International Air Transport Association – IATA)

#### SUMMARY

This paper presents an update on airline plans for PBCS certification of non-compliant aircraft operating within PBCS airspace throughout Asia-Pacific.

### 1. INTRODUCTION

1.1 Following the introduction of PBCS requirements in March 2018 there were many requests for IATA to provide information on airline plans for PBCS certification of non-compliant aircraft operating within PBCS airspace throughout Asia-Pacific.

1.2 As a result of these requests, and whilst it remains useful, IATA will undertake a targeted survey of operators in Q1 of each year to collect and summarize airline plans regarding PBCS certification.

### 2. DISCUSSION

2.1 Utilizing information provided by ANSPs identifying aircraft seen using CPDLC but not filing P2/RSP180, IATA surveyed the identified airlines for updates. The results of these enquiries are contained in **Attachment A**.

2.2 Only IATA member airlines were surveyed for updates, i.e. no State or business aviation aircraft are included.

2.3 A basic level of de-identification has been employed. ANSPs seeking assistance to identify particular airlines or aircraft can request more information from the *IATA Regional Director for Safety and Flight Operations – Asia-Pacific* ([cowlesb@iata.org](mailto:cowlesb@iata.org)).

2.4 From the information contained in Attachment A it appears that the majority of yet to be certified PBCS capable aircraft will be certified within the next 12 -18 months. The main delays appear to be related to issues associated with original equipment manufacturers (OEMs).

2.5 A small number of aircraft have been identified as ‘not going to be certified’ due to their pending removal from service, small fleet size, or irregular use in PBCS airspace.

2.6 The result of the survey appears to indicate that a number of PBCS certified aircraft may not be filing flight plans correctly with ANSPs. IATA is following up with the airlines concerned.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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**ATTACHMENT A**

<b>South West Pacific Airline 1</b>	
A330	PBCS certification obtained from regulator
B77W	PBCS certification expected by 1 July 2019
<b>South West Pacific Airline 2</b>	
A332	PBCS certification expected 31/12/2019 due to OEM delay
A333	PBCS certification expected 31/12/2019 due to OEM delay
B744	Will not be certified due retirement from service c.2021
B763	No plans to certify due small fleet size and irregular use in PBCS airspace
<b>North Asian Airline 1</b>	
A332	PBCS certification obtained from regulator
B748	PBCS certification obtained from regulator
B789	PBCS certification obtained from regulator
<b>North Asian Airline 2</b>	
A332	PBCS certification obtained from regulator
A333	PBCS certification obtained from regulator
B77W	PBCS certification not yet obtained - no expected compliance date
<b>North Asian Airline 3</b>	
B77L	PBCS certification not yet obtained - no expected compliance date
<b>North Asian Airline 4</b>	
B744	PBCS certification obtained from regulator
B748	PBCS certification obtained from regulator
<b>North Asian Airline 5</b>	
B788	PBCS approval process to commence Oct 2019
B789	PBCS approval process to commence Oct 2019
<b>North Asian Airline 6</b>	
B744	Will not be certified due retirement from service late 2019
<b>North Asian Airline 7</b>	
B744	PBCS certification not yet obtained - no expected compliance date
<b>North Asian Airline 8</b>	
B77L	PBCS certification not yet obtained - no expected compliance date
<b>North American Airline 1</b>	
B77L	PBCS certification expected Q1 2020 due to OEM delay
<b>North American Airline 2</b>	
B77W	PBCS certified
B752	PBCS approval application submitted to regulator
B763	One airframe not certified
B764	One airframe not certified due poor performance
B772	19/74 airframes not approved (and no plans to certify)
B737/738	Not PBCS certified due equipage – no plans to certify

<b>North American Airline 3</b>	
A332	PBCS certified
A333	PBCS certified
B752	9 airframes not certified due to equipage - upgrade expected late 2019
B752	7 airframes not certified due poor performance
B772	PBCS certified
B77L	PBCS certified
<b>North American Airline 4</b>	
B744	PBCS certified
MD11	No plans to certify as aircraft being moved to non-PBCS airspace
<b>North American Airline 5</b>	
B788	PBCS certified
B789	PBCS certified
B77L	Certification process underway
B77W	Certification process underway
B763	PBCS certification expected late 2019
B38M	No timeline
<b>South Asian Airline 1</b>	
B77L	Certification process underway - expected completion by Q1 2020
B77W	Certification process underway - expected completion by Q1 2020

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