

1. Is performance-based communication and surveillance (PBCS) similar to performance-based navigation (PBN)?

- a. Yes, but with some notable differences. The PBN concept applies required navigation performance (RNP) and area navigation (RNAV) specifications to the navigation element, and the PBCS concept applies required communication performance (RCP) and required surveillance performance (RSP) specifications to communication and surveillance elements.
- b. However, RNP/RNAV only have to involve requirements for the aircraft and the operator due to how navigational equipment works, while RCP and RSP must involve requirements for the air traffic service provision and communication services due to the additional complexity and interdependencies of the aircraft and operator with those elements.
- c. **Before 29 March 2018**, an aircraft will indicate eligibility for performance-based separation (23NM/30NM Lateral, 23NM/30 NM/50NM Longitudinal) by specifying that their navigation equipment has been certified to meet RNP4, and simply that they have ADS-C and CPDLC.
- d. **After 29 March 2018**, an aircraft will indicate eligibility for performance-based separation by specifying not only that their navigation equipment meets certain criteria but that their surveillance (ADS-C) and communication (CPDLC) equipment also meets defined criteria (RSP180, RCP240).

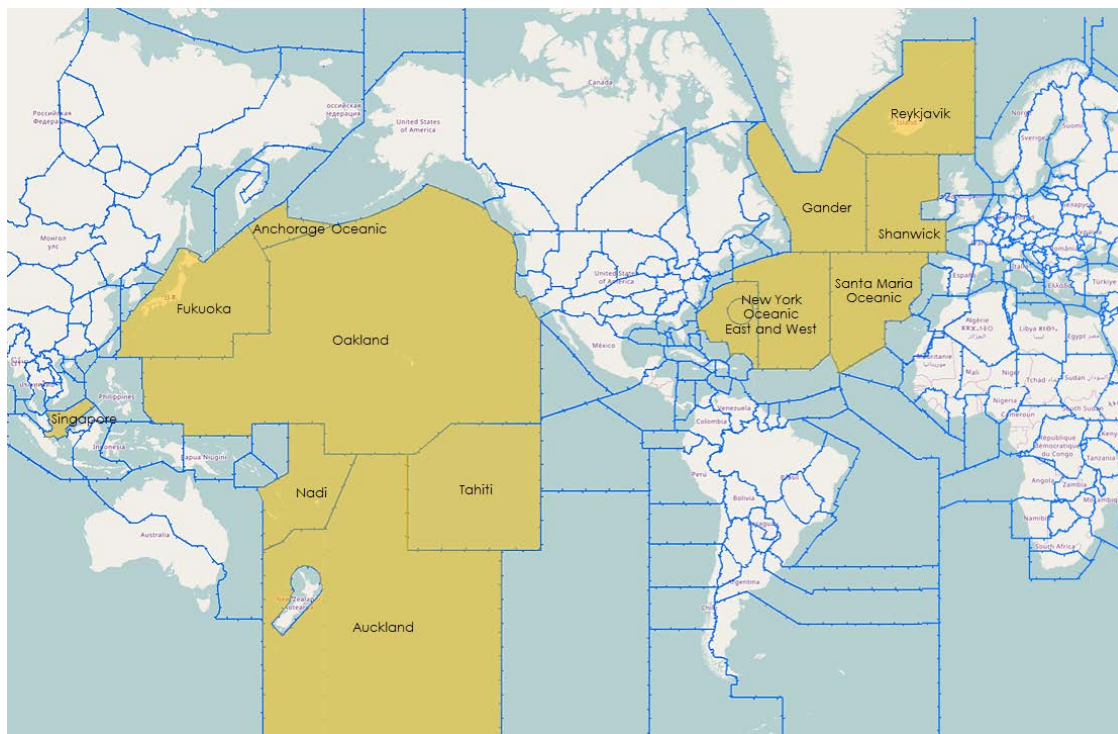
2. Do I have to update my A056?

- a. Yes. Per Notice 8900.446, the new A056 template is required to be completed by 29 March 2018, or data link operations should be suspended until updated template is received.
- b. When applying for the revised A056 template, the columns pertaining to PBCS are optional. If an operator decides RCP240 and RSP180 approvals are not needed, the operator only needs to complete Table 1 with the new required information and select "Not Applicable" in the RCP/RSP columns. A new LOA A056 will then be issued. Template renewals without PBCS should require less lead time for issuance than those including PBCS. An A056 Data Link Communications Compliance Guide can be found at:
https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs470/datacomm/

3. Do I need RCP240 and RSP180 approvals to continue using my ADS-C and CPDLC equipment?

- a. No. RCP240 and RSP180 approvals simply indicate the you are eligible for performance-based separation (23NM/30NM Lateral, 23NM/30 NM/50NM

Longitudinal) in the airspace where they are applicable – see yellow areas in Figure below. The separation standards being applied to a pair of aircraft are transparent to the pilot but performance-based separation standards allow air traffic controllers additional flexibility in separating aircraft that are appropriately qualified.



4. Do I need an RCP240 or RSP180 approval for use of CPDLC in domestic airspace?

- a. No. At this time there are no CPDLC applications in domestic airspace that require RCP240. RCP for use in specific domestic applications is coming soon. At this time, no plans for use in FAA domestic airspace, but being considered in European airspace, Brazilian airspace, some States within Asia-Pacific region.

5. Will I be excluded from any airspace if I do not have RCP240 and RSP180 approvals?

- a. The only airspace currently planning to implement tracks that will require PBCS to file is in the NAT OTS. There will still be non-PBCS tracks in the OTS for which PBCS approvals will not be required.
- b. All other airspace in which performance-based separation minima are currently applied will allow aircraft with and without RCP240 and RSP180 approvals to enter and use the airspace in a mixed-mode operation after 29 March 2018, similar to the current approach.
- c. If you do not have RCP240/RSP180 approvals you will always have the larger separations, e.g. 10-min, applied, and not be eligible for the lower standards in cases where it may be beneficial.

6. Do I need RCP240 and RSP180 approvals to be eligible for the climb and descend procedure (CDP)?

- a. No. CDP is an approved procedure that is used by some air traffic service providers to enable clearance of climb and descent requests at down to a minimum of 15nmi longitudinal separation when conditions are met, as defined in ICAO PANS-ATM.

7. Will I be penalized if I do not obtain RCP240/RSP180 approvals?

- a. Not necessarily. While it may be easier for RCP240/RSP180 approved aircraft to obtain optimal flight profiles, especially during high traffic periods, and particularly for NAT flights using the OTS, the application of these standards is generally tactical in nature for ATC. An aircraft may not have performance-based separation applied at all on an individual, or possibly may never have had it applied to any of its flights.
- b. In addition, the separation standards applied to a flight at a given time depend on the qualifications of that aircraft as well as the aircraft around it. Even if a you have an RCP240/RSP180 approvals, if the aircraft nearby does not also have the approvals, the separation standards cannot be applied.

8. How do I know if I can file “P2” in item 10a and “SUR/RSP180” in item 18 of my flight plan?

- a. You must obtain an approval for RCP240 to file “P2” and for RSP180 to file “SUR/RSP180” from your State regulatory authority, certifying that your operation meets all of the aircraft and operator requirements.
- b. The performance monitoring statistics, which measure the ability of your aircraft to meet the RCP240/RSP180 latency requirements only, provide one small part of the full set of requirements for an initial approval.

9. Are there any airspace or operations that require an approval for RCP400 or RSP400?

- a. No, at this time there is no State issuing approvals for RCP400 or RSP400 and no systems looking for “P1,” “P3,” or “SUR/RSP400” to determine eligibility for any separation or operation.

10. Do I have to sign the “PBCS Global Charter” if I am not seeking RCP240/RSP180 approvals?

- a. No. The Charter is currently only intended to support approvals for RCP240/RSP180. It is still a good idea for operators using data link to sign up for an account on the FANS-CRA website to monitor performance data for the airspace in which they are flying and to report and monitor status on data link problems.

11. How do I provide proof to my regulator that I have signed the “PBCS Global Charter” to ensure my CSP meets their PBCS requirements (in lieu of contract update, if accepted by regulator as means of compliance)?

- a. Save or print a snapshot of the “CHARTER STAKEHOLDERS” on the FANS-CRA website after you have signed, ensuring that your CSP has also signed and is shown in the snapshot in addition to your company name – see Figure below. No letter of proof will be provided by the FANS-CRA website.

PBCS CHARTER	CHARTER STAKEHOLDERS	YOUR CHARTER STATUS
Aircraft Manufacturers and Aircraft Equipment Suppliers		
<input checked="" type="checkbox"/> Airbus	<input checked="" type="checkbox"/> Gulfstream	<input checked="" type="checkbox"/> Boeing
Communication Service Provider		
<input checked="" type="checkbox"/> Rockwell Collins IMS (ARINC)	<input checked="" type="checkbox"/> SITAONAIR	
ANSP and CAA		
<input checked="" type="checkbox"/> Airways New Zealand	<input checked="" type="checkbox"/> Isavia (Iceland)	
Aircraft Operator		
<input checked="" type="checkbox"/> Alaska Airlines	<input checked="" type="checkbox"/> Delta Air Lines	<input checked="" type="checkbox"/> FL Aviation
<input checked="" type="checkbox"/> Jet Aviation Flight Services	<input checked="" type="checkbox"/> Emirates	<input checked="" type="checkbox"/> United Airlines
<input checked="" type="checkbox"/> NetJets	<input checked="" type="checkbox"/> UPS	<input checked="" type="checkbox"/> American Airlines
<input checked="" type="checkbox"/> Air New Zealand	<input checked="" type="checkbox"/> Korean Airlines	<input checked="" type="checkbox"/> Air Canada
<input checked="" type="checkbox"/> Condor Flugdienst GmbH	<input checked="" type="checkbox"/> 711 Cody Inc.	<input checked="" type="checkbox"/> Neurosurgery and Endovascular Associates
<input checked="" type="checkbox"/> Boston Scientific Corp.	<input checked="" type="checkbox"/> William S. Thompson	<input checked="" type="checkbox"/> Verizon
<input checked="" type="checkbox"/> Ross Airplane, LLC	<input checked="" type="checkbox"/> Jet Airways (India) Ltd	<input checked="" type="checkbox"/> SB Companies LLC
<input checked="" type="checkbox"/> C. Cary Patterson	<input checked="" type="checkbox"/> Chamarac, INC -N288Z-	<input checked="" type="checkbox"/> Kalitta Charters LLC
<input checked="" type="checkbox"/> Marathon Petroleum Company	<input checked="" type="checkbox"/> China Airlines	<input checked="" type="checkbox"/> KaiserAir, Inc.
<input checked="" type="checkbox"/> Ithaca LLC	<input checked="" type="checkbox"/> Raytheon Company	<input checked="" type="checkbox"/> Harley-Davidson Motor Company
<input checked="" type="checkbox"/> Pacific Diversified Investments	<input checked="" type="checkbox"/> Harbert Fund Advisors	<input checked="" type="checkbox"/> Entergy Service, Inc
<input checked="" type="checkbox"/> Oshkosh Corporation	<input checked="" type="checkbox"/> Citigroup Aviation	<input checked="" type="checkbox"/> Noble Energy
<input checked="" type="checkbox"/> Airtimellc	<input checked="" type="checkbox"/> Davinci Jets	<input checked="" type="checkbox"/> Midland Financial Co.
<input checked="" type="checkbox"/> MFP Services, LLC	<input checked="" type="checkbox"/> UP Management	<input checked="" type="checkbox"/> Fortive Corporation c/o FTV Aviation