



**Thirty-Third Meeting of the
Informal South Pacific ATS Coordinating Group
FANS Interoperability Team
(ISPACG FIT/33)**

**Brisbane, Australia
5-7 May 2026**

Agenda Item 2: ISPACG Regional Reports

Annual Reporting Arrangements for PBCS Performance Monitoring in the APAC Region

Presented by: ICAO APAC

SUMMARY

Due to resource constraints, Informal South Pacific ATS Coordinating Group (ISPACG) has advised that it may no longer be able to continue voluntarily compiling annual PBCS reports on behalf of its members; accordingly, from the next reporting cycle, each concerned State and ANSP is requested to submit its report directly to the ICAO Secretariat using the template in Attachment C, FIT-Asia will continue to consolidate submissions for reporting to Regional Airspace Safety Monitoring Advisory Group (RASMAG), and revised wording will be proposed to clarify the reporting responsibilities of all concerned ANSPs.

1. INTRODUCTION

- 1.1 The ICAO Secretariat wishes to express its appreciation for the continued contributions of Informal South Pacific ATS Coordinating Group (ISPACG) to ICAO activities. In particular, valuable support has been provided in relation to Performance-based Communication and Surveillance (PBCS), notably by New Zealand and other stakeholders.
- 1.2 While ICAO has been unable to participate in ISPACG meetings due to budgetary constraints, the outcomes of ISPACG FIT activities have been received through reports to FIT-Asia and Regional Airspace Safety Monitoring Advisory Group (RASMAG). In addition, Problem Reports (PR) have been appropriately shared by CRA Boeing.
- 1.3 The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) contain provisions regarding performance-based longitudinal separation minima. **(Figure 1)** The application of these separation minima requires that the RCP 240 and RSP 180 specifications be met. Provisions relating to lateral separation are contained in 5.4.1 of Doc 4444.

- 5.4.2.9.2 The following separation minima may be used for aircraft cruising, climbing or descending on:
- a) the same track; or
 - b) crossing tracks, provided that the relative angle between the tracks is less than 90 degrees.

<i>Separation minima</i>	<i>RNP</i>	<i>RCP</i>	<i>RSP</i>	<i>Maximum ADS-C periodic reporting interval</i>
93 km (50 NM)	10	240	180	27 minutes
	4	240	180	32 minutes
55.5 km (30 NM)	2 or 4	240	180	12 minutes
37 km (20 NM)	2 or 4	240	180	192 seconds (3.2 minutes)
5 minutes	2 or 4 or 10	240	180	14 minutes

Note.— The 192 seconds (3.2 minutes) maximum ADS-C periodic reporting interval is intended for use during application of the 37 km (20 NM) separation minimum between specific aircraft pairs and is not intended for use as a default periodic reporting interval for all aircraft. Attention is drawn to the guidance regarding ADS contract – periodic in the Global Operational Data Link (GOLD) Manual (Doc 10037).

Figure 1: performance-based longitudinal separation minima

- 1.4 Annex 11 — *Air Traffic Services* — also contains provisions regarding RCP and RSP. Paragraph 3.3.5.2 requires monitoring programmes to ensure that operations in the applicable airspace continue to meet safety objectives where RCP/RSP specifications are applied.
- 1.5 In support of these provisions, the APAC Region has developed various guidance materials through the RASMAG framework. At RASMAG/28 and RASMAG/29, relevant Conclusions were adopted. The *Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region* (Version 5.0, November 2024) is provided as **Attachment A**, and the *PBCS Action List* is provided as **Attachment B**.

2. DISCUSSION

- 2.1 ISPACG maintains its own FIT and is not a member State of FIT-Asia, for which ICAO APAC serves as Secretariat. Nevertheless, ISPACG has made substantial contributions to FIT-Asia and its member States.
- 2.2 One such contribution has been the voluntary compilation, on behalf of ISPACG member States, of annual reports on PBCS system performance and availability observed within their FIRs, including comments on operational impacts of outages, results of problem analyses, and corrective actions taken, for submission to FIT-Asia. FIT-Asia has then consolidated these reports with submissions from other States and provided an annual regional report to RASMAG.
- 2.3 ISPACG has recently advised that, due to resource constraints, it may no longer be able to continue submitting the annual PBCS RCP and RSP performance report on behalf of the group. Accordingly, from the next reporting cycle, it is proposed that each concerned State or ANSP submit its report directly to the ICAO Secretariat.
- 2.4 The following actions are required of each ANSP, as set out in the PBCS action list. In accordance with these actions, each ANSP is requested to submit the relevant report. The template required for this activity is provided on the ICAO APAC website, <https://www.icao.int/sites/default/files/APAC/Documents/edocs/ATM/Data-Link->

[Performance-Report-Template-ANSP-to-FIT-August-2024.xlsx](#). An example Data Link Performance Report for ANSP to FIT is also available on the ICAO APAC website (**Attachment C**). Should any assistance be required, States and ANSPs are invited to contact the ICAO Secretariat, as appropriate.

2. ANSP Reports to FIT-Asia

- 2.1 *Compile PBCS RCP and RSP performance report for the year from January to December, per regional reporting guidelines, using the template provided on the Asia/Pacific Regional Office website.*
- 2.2 *Ensure the PBCS performance data for the reporting year is provided to the ICAO Secretariat by not later than 28 February each year for inclusion in aggregated regional data reporting to FIT-Asia, RASMAG and APANPIRG.*
- 2.3 *Complete the Survey of the Implementation Status of Performance-Based Horizontal Separation Minima using the form available on the Asia/Pacific Regional Office website, and submit to the ICAO Secretariat by not later than 28 February each year.*
- 2.4 *FIT-Asia States: Compile report on PBCS system performance and availability observed in your FIR, including comment on operational impact of observed outages, results of analysis of problems and corrective action taken, and submit the report to FIT-Asia each year using the Working Paper template provided for the meeting.*
- 2.5 *Non-FIT-Asia/States: Compile report on PBCS system performance and availability observed in your FIR and, including comment on operational impact of observed outages, results of analysis of problems and corrective action taken, and submit the report to the relevant FIT in the format determined by the FIT.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note that, due to resource constraints, ISPACG may no longer be able to continue the voluntary compilation of annual PBCS reports on behalf of its member States;
- c) encourage each concerned State and ANSP to submit the required annual PBCS RCP and RSP performance report directly to the ICAO Secretariat from the next reporting cycle, using the template provided on the ICAO APAC website <https://www.icao.int/sites/default/files/APAC/Documents/edocs/ATM/Data-Link-Performance-Report-Template-ANSP-to-FIT-August-2024.xlsx>; and
- d) discuss any other related matters, as appropriate.

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