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IMPLEMENTATION OF THE PERFORMANCE-BASED COMMUNICATIONS AND SURVEILLANCE (PBCS) CONCEPT IN FIR/UIR CANARIAS

1. PURPOSE

To inform airspace users of the progressive implementation of the *Performance Based Communication and Surveillance (PBCS)* concept within FIR/UIR CANARIAS.

2. PBCS CONCEPT

The PBCS concept, defined by ICAO in Document 9869, establishes performance requirements for communications (RCP – Required Communication Performance), surveillance (RSP – Required Surveillance Performance), and navigation (RNP – Required Navigation Performance) that enable reduced separation, particularly in oceanic regions.

3. TECHNOLOGIES USED

In CANARIAS FIR/UIR, Canarias ACC provides air traffic services (ATS), with the oceanic sector of the CANARIAS FIR/UIR being particularly significant, as it handles traffic between Europe and South America, where the following communication and surveillance services are provided:

- Voice communication service over VHF or HF, and via controller-pilot data link communications (CPDLC FANS 1/A) over VHF data link (VDL), satellite (Inmarsat and Iridium) or HF datalink (HFDDL)
- Automatic Dependent Surveillance Contract (ADS-C FANS 1/A) service using the same communication media as CPDLC FANS 1/A.

(*) CPDLC and ADS-C FANS 1/A over HF do not meet RCP 240 and RSP 180 performance.

4. REQUIREMENTS

To operate in accordance with the PBCS concept, the ATM system, data link systems, airborne systems and operators shall continuously comply with the functional, safety and performance requirements established in the communication and surveillance system specifications, as set out in ICAO Document

Performance requirements are defined in terms of **RCP** (Required Communication Performance) and **RSP** (Required Surveillance Performance), indicating levels of reliability, availability, latency and integrity of communications and surveillance.

Navigation requirements are defined in terms of **RNP** (Required Navigation Performance), indicating the level of accuracy, integrity, continuity and functionality of navigation systems.

Within the Canarias FIR/UIR, aircraft equipped with and capable of CPDLC FANS 1/A RCP 240, ADS-C FANS 1/A RSP 180, and PBN RNAV 10 (RNP 10) and/or RNP 4 capability shall be eligible for the application of PBCS separations.

For the proper aircraft eligibility, the importance of the **correct completion of the flight plan (FPL)** by air operators and flight dispatchers is highlighted, in accordance with what is established in ENR 1.10 and in this AIC.

Operators shall include in **Items 10 and 18 of the flight plan** the annotations indicating that the required equipment and capabilities are available for PBCS operation. For this purpose, they shall:

a) Include in **Item 10a** (radio communication, navigation and approach aid equipment and capabilities) of the flight plan:

“**J5**” to indicate CPDLC FANS 1/A SATCOM (INMARSAT) equipment and capability.

- “**J7**” to indicate CPDLC FANS 1/A SATCOM (Iridium) equipment and capability.
- “**P2**” to indicate CPDLC RCP 240 capability.
- “**R**” to indicate PBN (Performance-Based Navigation) approval, whose navigation levels that can be achieved shall be specified in Item 18 after PBN/ indicator. (See letter c) below).

b) Include in **Item 10b** (surveillance equipment and capabilities):

- “**D1**” to indicate ADS-C equipment with FANS 1/A capabilities.

c) Include in **Item 18** (other information):

- “**PBN/A1**” to indicate RNAV 10 (RNP 10) capability.
- “**PBN/L1**” to indicate RNP 4 capability.
- “**SUR/RSP180**” to indicate the specification of the required surveillance performance RSP 180.

It is also reported that aircraft operating with PBCS capability shall also participate in the PBCS monitoring programme, managed by the SATMA Agency (South Atlantic Monitoring Agency), operating under ICAO.

5. BENEFITS

The implementation of the PBCS concept will enable:

- reduced horizontal separation minima and future increased capacity in the Oceanic Sector of the FIR/UIR CANARIAS;

- greater efficiency and flexibility in traffic management;
- route and flight level optimization;
- reduced fuel consumption, emissions, and operating costs;
- maintenance of high levels of operational safety.

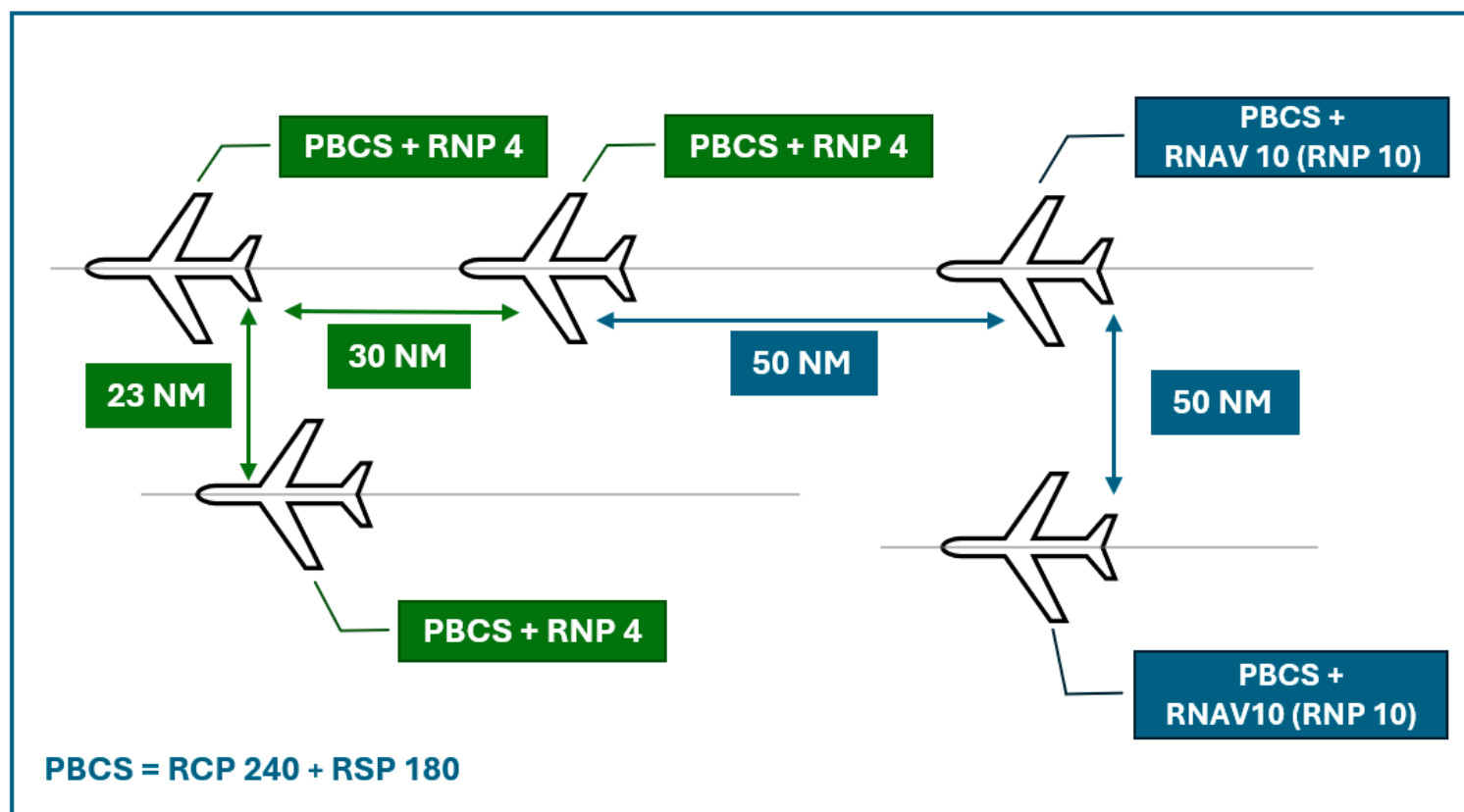
6. HORIZONTAL SEPARATION MINIMA

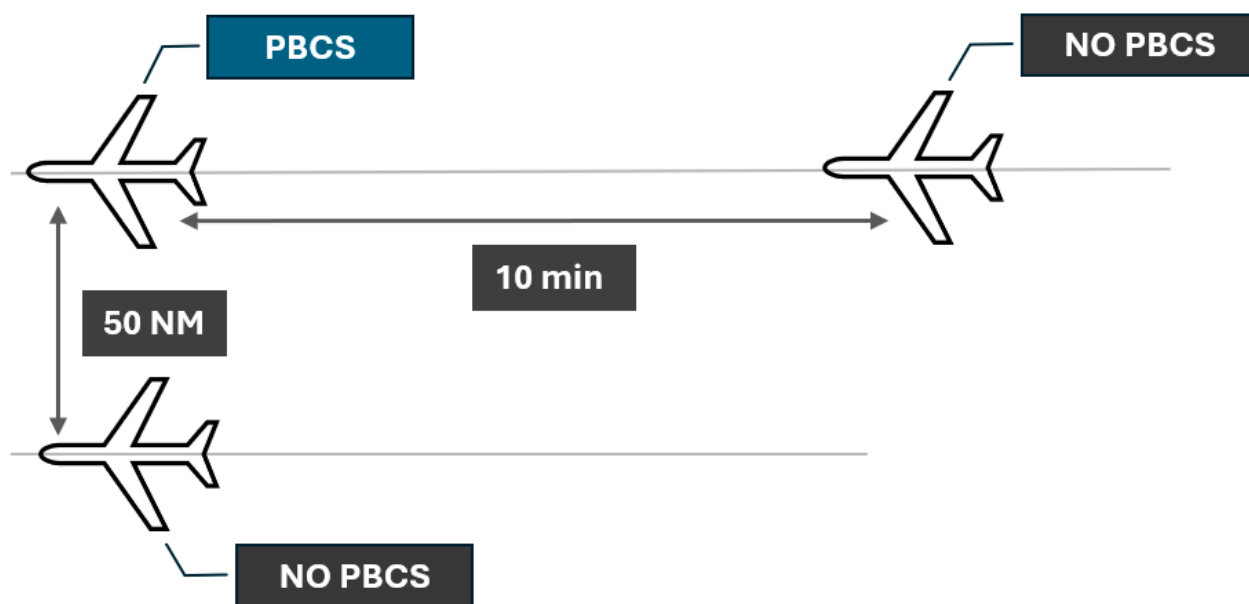
The applicable horizontal separation minima in the CANARIAS FIR/UIR will be as follows¹:

- Both PBCS² and RNP 4 aircraft. Separation: **30 NM longitudinal and 23 NM lateral**.
- Both PBCS² aircraft, one of them RNAV 10 (RNP 10) or RNP 4 and the other RNAV 10 (RNP10). Separation: 50 NM longitudinal and 50 NM lateral.
- At least one non PBCS² aircraft. Separation: 10 minutes longitudinal and 50 NM lateral.

¹Hasta el 15 de abril de 2027 se aplicará una separación mínima de 50 NM longitudinal y lateral entre las aeronaves que transiten por el corredor EUR/SAM en sentido sur.

² aeronaves con capacidad RCP 240 Y RSP 180.





PBCS = RCP 240 + RSP 180

DATES	PBN / PBCS CAPABILITY				HORIZONTAL SEPARATION MINIMA	
	ACFT 1		ACFT 2		LONG SEP	LAT SEP
	PBN	PBCS	PBN	PBCS		
BEFORE 26 NOV 2026	ANY	NOT APPLICABLE	ANY	NOT APPLICABLE	10 min	50 NM
FROM 26 NOV 2026	ANY	NO PBCS	ANY	ANY	10 min	50 NM
	RNAV 10 (RNP 10)	RCP 240 & RSP 180	RNAV 10 (RNP 10) or RNP 4	RCP 240 & RSP 180	50 NM	50 NM
	RNP 4	RCP 240 & RSP 180	RNP 4	RCP 240 & RSP 180	30 NM	23 NM

Table 1 – Applicable horizontal separation minima according to PBN and PBCS capability.