PBCS PITA – here's the latest Rumours and Facts

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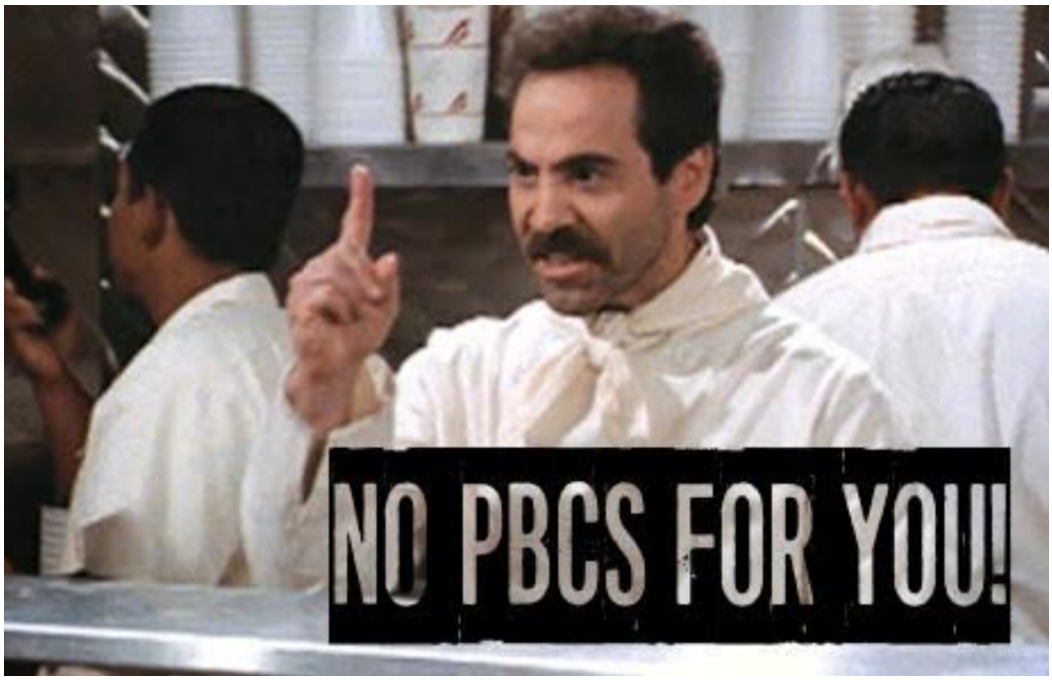
16 March, 2018



Well, we've been up all night on this one. **PBCS is a bit of a minefield right now**. But, very cool to get so much OPSGROUP input on this – about 100 replies. We have straightened out the Rumours vs Facts below, and this is our best shot at the present picture of PBCS.

Don't take any of it as total fact, but we have redacted the best picture from the various experts in the group (and there are some great people – we should say a big THANK YOU!).

Got corrections? Comments below …

Oh for the days of HF and a dodgy INS accurate to about 6 miles. Anyhow ….

Results after OPSGROUP input – updated March 16th, 2018

Rumour	Fact
PBCS is being delayed for a year.	ICAO set the roll-out of PBCS as March 29th. It's up to each individual country to implement. Each country is setting the requirements for their operators differently. The FAA requires a new A056. EASA operators mostly don't need any new paperwork. There is no delay for the introduction of PBCS (but read on for the FAA extension).
FAA - A056 update requirement is being delayed	True. What is being extended is the A056 LOA authorization renewal deadline, to June 30, 2018 for private (Part 91) operators only. Notice N 8900.445 has now been updated, and is available here: http://fsims.faa.gov/wdocs/notices/n8900_455.pdf

Rumour	Fact
If you don't have PBCS, you can't fly the NAT Tracks	True and false. Here's the deal: After March 29th, you need PBCS to operate between FL350-390 on PBCS tracks. If you don't have PBCS, you can operate only on those tracks FL350-390 that are not PBCS tracks. You can also cross, climb/descend, or route via an entry/exit point that is part of a PBCS track, but that's it. There will only be three PBCS tracks until 28th March 2019 (or the filing of PBCS designators reaches the 90% mark, but that's not likely to happen before then). The NAT OTS Message each day will tell you what the PBCS tracks are. Got it? Cool.
I need a new LOA A056 even if I don't have or need PBCS [N-reg aircraft]	True. All US operators with datalink need a new A056. Let's write this bit carefully: After March 29th, if you don't have a new A056 - you definitely cannot use PBCS tracks (since you haven't yet listed PBCS on your A056). However, with the new extension to June 30, 2018 for private operators (Part 91), you can use datalink until then - meaning you are not going to be excluded from the NAT DLM airspace other than PBCS tracks. We think we have this bit right - lots of discussion on this one.
There is a backlog of A056 applications	Yes, there is a backlog, best guess is around 1000 applications sitting at the FAA across the country. And this is why the deadline for A056 is being extended to June 30th, 2018 (see above).
Honeywell FMS has a problem	True. There's a list of aircraft that won't be able to get PBCS approval (corrected list below). The Falcon 8X and G650 are OK. Honeywell is working on a fix. Rumoured to take 4 months. Until Honeywell fixes this issue, the FAA will not grant PBCS approval for aircraft carrying the mentioned FMS.
Boeing aircraft have a problem	True. There are issues with the FMS's of B747 (Legacy FMC), and B777 AIMS 1. Additionally, some B737 NG's and MD11's cannot be PBCS approved at present due to FMS issues.
There needs to be an AFM Statement of Compliance (Aircraft Flight Manual).	True. For Bombardier aircraft, they are working on validating the current FANS 1/A+ system with the latest FAA guidance and will update the AFM to state the aircraft PBCS capabilities. The expected date of approval is May 2018 and is conditional on the aviation authorities. For other manufacturers, no info as yet.

These aircraft have Honeywell FMS's that have the Latency Problem:

1. All NZ-2010 Equipped Aircraft – NZ-2010 (NZ6.1)
2. Bombardier Global Express/XRS/Global 5000 – IC-810 (NZ6.1)
3. Dassault F900C/EX (Primus 2000) – IC-810 (NZ6.1)
4. Dassault F900DX/EX/LX (EASy II) – EPIC (NZ7.1.2)
5. Dassault F2000DX/EX/LX/S (EASy II) – EPIC (NZ7.1.2)
6. Dassault F7X (EASy II) – EPIC (NZ7.1.2)
7. Dornier 328-100 Turboprop – NZ (NZ6.2)
8. Gulfstream GV – IC-810 (NZ6.1)
9. Gulfstream G450 – EPIC (NZ7.1.2)
10. Gulfstream G550 – EPIC (NZ7.1.2)

Latest Links:

United States – for N-reg aircraft

- Updated Compliance Guide: https://www.faa.gov/about/office_org/headquarters_-offices/avs/offices/afx/afs/afs400/afs470/datacomm/media/A056_Compliance_Guide.pdf
- The Notice for new A056: Curent Notice (being updated with the new deadline of June 30, 2018): https://www.faa.gov/documentLibrary/media/Notice/N_8900.446.pdf
- AC about Datalink: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-117.-pdf
- NAARMO PBCS FAQ: https://www.faa.gov/air_traffic/separation_standards/-rvsm/documents/PBCS/PBCS_FAQ_2018_0129_v3.pdf

Canada

- https://www.tc.gc.ca/media/documents/ca-opssvs/AC_700-041_-_SPECIAL_AUTHORIZATION_-FOR_RCP_240_AND_RSP_180_-_ISSUE_03.pdf

Europe

- EASA are not requiring their states to issue an approval, although some are, for example the Swiss CAA have an application form for their 'HB' registered aircraft (https://www.bazl.admin.ch/bazl/en/home/specialists/air-transport/operation/aircraft--companies/complex-aeroplanes/commercial-flight-operators/pbcs.html) to obtain approval.

NAT Region

- Updated NAT Bulletin (March 2nd): https://www.icao.int/EURNAT/EUR%20and%20NAT%-20Documents/NAT%20Documents/NAT%20OPS%20Bulletins/NAT%-20OPS%20Bulletin_2018_001_Rev01.pdf

Happy PBCS’ing!