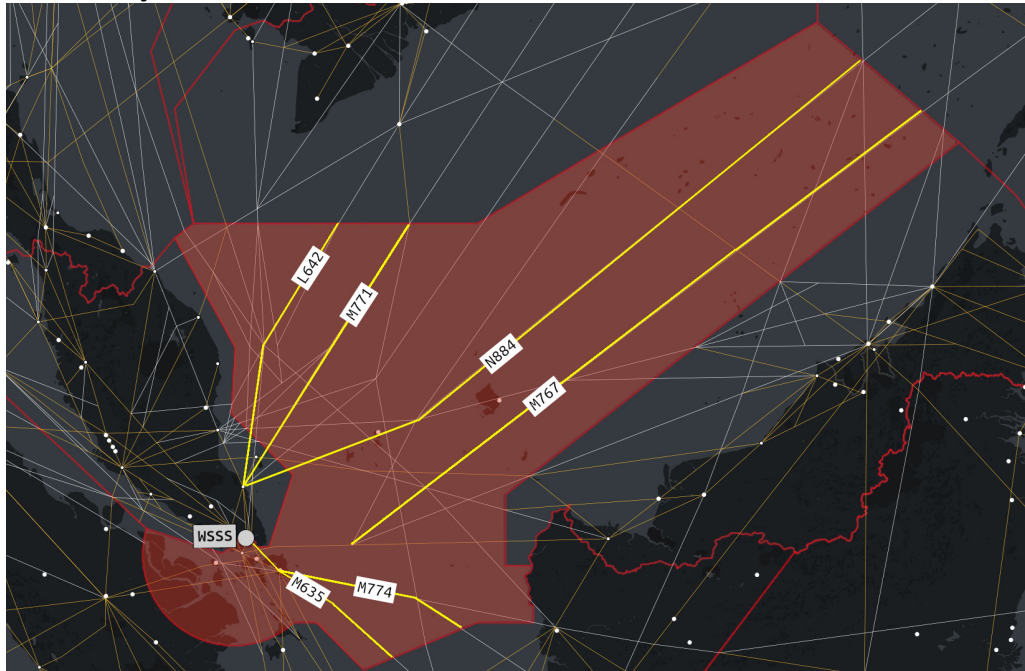


PBCS is coming to Singapore

David Mumford

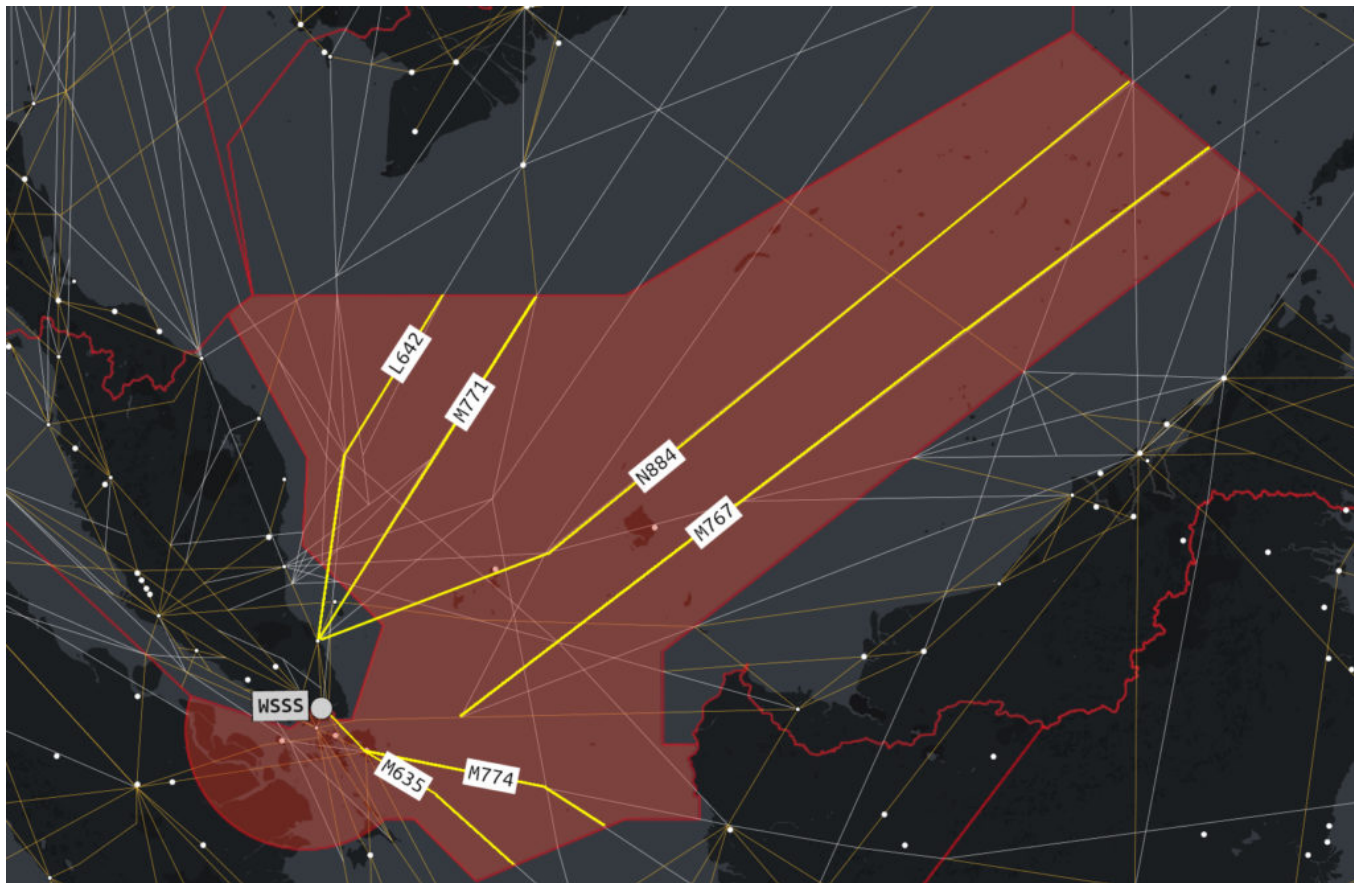
8 February, 2018



It's not only the North Atlantic that will be seeing PBCS being implemented on March 29th – on that same date, the weird acronym is coming to Singapore too!

However, the requirements for Singapore airspace are slightly different to that for crossing the NAT.

The short of it - compliant aircraft will be allowed a reduced separation of 50NM (or 10 minutes in trail) on certain airways: L642, M635, M767, M771, M774 and N884. For everyone else, it'll be 80NM (or 20 minutes in trail). For Singapore, 'compliant aircraft' basically means anything with RNP10, CPDLC and ADS-C capable of the RCP240 / RSP180 performance requirement.



You'll still need to obtain some kind of operator approval from your State of Registry. As we mentioned in our article on **PBCS on the NAT** - the best way to do that will probably be to submit an AFM Statement of Compliance for PBCS, showing exactly what data link communication systems your aircraft has, along with the selected performance.

For Singapore, if you want to operate on those airways at the reduced separation, here's what you'll need to remember to include in your ATC FPL:

In 10a:

J1	CPDLC ATN VDL Mode 2
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode A
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
P1	CPDLC RCP 400
P2	CPDLC RCP 240
P3	SATVOICE RCP 400
P4-P9	Reserved for RCP

In 10b:

D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

In Item 18:

Make sure you include **SUR/RSP180** to show you're capable of the RSP180 performance requirement.

For more info, check out the full AIC published by Singapore [here](#).