**INSTRUCTIONS**

1. The applicant will tick (√) the appropriate Yes/No boxes, and insert applicable references from the AFM or Ops Manual with sample pages attached as appendix.

2. The applicant must obtain and submit manufacturer’s written confirmation with regard to continuing maintenance.

3. Operating policy and procedures, training syllabus and lesson plan must be submitted for approval before commencement of flight crew / dispatcher training.

**PARTICULARS**

**Operator: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ AOC No: \_\_\_\_\_\_\_ Rep’s Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Position: \_\_\_\_\_\_\_\_\_\_\_\_\_\_**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Aircraft manufacturer,model and series | Serial number | Registration  | Make & model of FANS 1/A equipment | Area of operation requested | Applicable RCP/RSP (e.g. RCP240, RCP400, RSP180, RSP400) |
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|  | **CAAS AC 98-12-1**  | **Operator Compliance Reference** | **CAAS USE** |
| --- | --- | --- | --- |
| **1** | **AIRCRAFT ELIGIBILITY** The AOC holder is to demonstrate that the aircraft system is capable of meeting the applicable RCP and RSP specifications prescribed for the intended operations. The aircraft system is to meet the continuity, availability, integrity and alerting requirements as described in ICAO Document 9869.The AOC holder may provide the following documents as a demonstration of compliance with the RCP and RSP specifications:1. Type Certificate (TC);
2. Supplemental Type Certificate (STC);
3. Aircraft Flight Manual (AFM), AFM supplement; or
4. A Statement of Compliance (SoC) from the TC holder, STC holder or the entity that owns the design approval for their data link installation.

*Note 1: For a FANS 1/A CPDLC and ADS-C aircraft system, RTCA DO-306/EUROCAE ED-122 is equivalent to RCP 240, RCP 400, RSP 180 and RSP 400 specifications. For an ATN B1 or FANS 1/A CPDLC aircraft system, RTCA DO-290/ED-120 provides performance criteria for the European Region.**Note 2: FAA AC20-140A or later satisfies the requirement for RCP240, RCP400, RSP 180 and RSP 400*.If the AOC holder is unable to provide any of the documents listed in (a) to (d), the AOC holder may provide a detailed submission validating that the aircraft’s current system meets the applicable RCP and RSP specifications. The AOC holder is to gather the aircraft or equipment manufacturer’s support to acquire suitable documentation. |  |  |
| **2** | **CONTINUING AIRWORTHINESS**The AOC holder is to ensure that any items related to PBCS capability are specified in the Minimum Equipment List (MEL).*Note: The MEL should highlight the impact of losing an associated system/sub-system on data link operational capability.*  |  |  |
| The AOC holder is to establish appropriate maintenance procedures to ensure continued airworthiness |  |  |
| The AOC holder is to ensure that the aircraft system is properly maintained, including configuring user-modifiable software, such as those used to manage communication media and routing policies, to meet the appropriate RCP/RSP specifications. |  |  |
| **3** | **OPERATIONS** The AOC holder is to establish and document the following:* Normal and abnormal procedures, including contingency procedures E.g. procedures and limitations to use of specific data link systems, actions to be taken in data link operation, actions to be taken for the loss of data link capability, etc.
 |  |  |
| * Flight crew qualification and proficiency requirements
 |  |  |
| * A performance monitoring process. E.g. process to participate in local or regional PBCS monitoring programmes
 |  |  |
| * A process to address substandard separation minima performance. E.g. procedures to investigate the cause of non-compliance with applicable RCP/RSP specifications, reported by the appropriate monitoring agencies and to take an action to resolve the reported non-compliance
 |  |  |
| * A problem reporting process, including procedures to disclose operational data (data/system logs), including data from its CSPs/SSPs, in a timely manner, to the appropriate monitoring agencies, when requested for the purposes of investigating a reported problem.
 |  |  |
| * Data link communication problem reporting procedures to the FANS-Central Reporting Agency (CRA) to ensure effective identification, tracking, and follow-up of data link-related events and permits record-keeping of various problems and solutions.
 |  |  |
| * A contract/service agreement with Communication Service Provider (CSP) that includes:
* Failure Notifications (to operator and ANSPs)
	+ Recording data link messages
	+ CSP integrity
	+ Compliance with CSP allocations for RCP/RSP
	+ Adequate subnetwork coverage for the route flown

OR,A record of the registration to PBCS Charter, if any. |  |  |
| **4** | **TRAINING** The AOC holder is to ensure that flight crew and other personnel (flight dispatchers and maintenance engineers) are proficient with the PBCS operations. The areas to be covered by training are provided in CAAS AC 98-12-1. This includes:* Pilot training programme addressing the operational practices and procedures related to data link communication and PBCS operations (e.g., initial, upgrade, or recurrent training for pilots)
 |  |  |
| * Training programme for dispatch and engineering personnel addressing the data link communication and PBCS operations
 |  |  |
| **5** | **FLIGHT PLANNING**Documentation ensuring that proper information indicating PBCS approved capabilities will be included in the ICAO flight plan |  |  |

**Warning: Notice is given that the operator shall accept full responsibility for all information given in this application form. Any attempt to provide false information will result in rejection of the application and, if already granted, the withdrawal of the Operational Approval. In addition, the operator may render himself liable to prosecution under section 29C(1)(b) of the Air Navigation Act.**

**I declare to the best of my knowledge and belief that the statements made and the information supplied in this form are complete and correct. I understand that any false representations made by me for the purpose of procuring the Singapore aviation safety instrument is an offence under section 29C(1)(b) of the Air Navigation Act and I may be subject to the penalties stipulated thereunder and any Singapore aviation safety instrument granted pursuant to the application will be revoked.**

**I have read the above Warning and declare that the information given is true and accurate.**

**Signature / Name of person representing the operator: ­­­­­­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Signature / Name of FS Officer accepting this form: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**REFERENCES**

(a) ICAO PBCS Manual (Doc 9869)

(b) ICAO PANS-ATM (Doc 4444)

(c) ICAO PBCS Operational Authorization Guide, January 2018 (version 1.0)

(d) AIP Supplement 007/2018

(e) RTCA DO-306/EUROCAE ED-122

(f) FAA AC 20-140C

(g) FAA AC 90-117

**PBCS APPLICATION CHECKLIST**

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| --- |
| **DOCUMENTS TO BE SUBMITTED WITH LETTER OF APPLICATION** |
| **Description of Documents** | **Completion by Applicant** | **CAAS USE** |
| 1. Evidence that the aircraft system is capable of meeting the applicable RCP and RSP specifications. (e.g. sections of the AFM or AFM supplement that documents airworthiness approval) | □ Yes □ No |  |
| 2. Maintenance programme including training of personnel | □ Yes □ No |  |
| 3. Operation manuals and checklists that include PBCS operating policy and procedures | □ Yes □ No |  |
| 4. Flight and dispatch crew training to include pilot knowledge of data link PBCS concepts and system procedures | □ Yes □ No |  |
| 5. Minimum Equipment List (MEL) that includes items pertinent to PBCS | □ Yes □ No |  |
| 6. Contract/service agreement with Communication Service Provider, or PBCS Global Charter membership, if any | □ Yes □ No |  |
| 7. Any other documents as necessary | □ Yes □ No |  |