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AIRAC AIP SUP 35/25

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TRIAL IMPLEMENTATION OF 30 NM PERFORMANCE-BASED SEPARATION (PBCS) MINIMA WITHIN KUALA LUMPUR FIR BAY OF BENGAL AREA

1 INTRODUCTION

1.1 The purpose of this AIRAC AIP Supplement is to notify the aircraft operator of the trial implementation of 30 NM Performance-Based Separation (PBCS) minima in the Bay of Bengal oceanic airspace of Kuala Lumpur Flight Information Region (FIR) 24 hours daily within Kuala Lumpur Flight Information Region (FIR), effective from 0000UTC on 7th August 2025 for a duration of one (1) year (until 2359UTC on 6th August 2026).

1.2 Performance-based separation minima predicated on Performance-based Communication and Surveillance (PBCS) and Performance-based Navigation (PBN), in accordance with ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) are planned for implementation in the oceanic airspace of Kuala Lumpur FIR.

1.3 The updated phased detailed PBCS action plans in Malaysia are listed as follows:

a) Phase 1

- Successful default implementation of 50 NM longitudinal distance-based separation between pairs of RNP 10/ RNP 4 approved aircraft, effective 1st July 2024.

b) Phase 2

- Trial implementation of 30 NM longitudinal performance-based separation minima between any pair or combination of RNP 4 or RNP 2 approved aircraft, on opportunity basis and in accordance with ‘best equipped, best serve’ principle, tentatively from 7th August 2025.
- Tentative implementation of ADS-C/CPDLC and PBCS mandate on ATS Route N571, targeted for 7th August 2026.

c) Phase 3

- Tentative permanent implementation of 30 NM longitudinal performance-based separation minima between aircraft that are approved for RNP 4 or RNP 2, RCP 240, RSP 180, and ADS-C/CPDLC, by 7th August 2026.

2 IMPLEMENTATION

2.1 The first trial of 30 NM longitudinal performance-based separation will be implemented in the oceanic airspace of Kuala Lumpur Flight Information Region (KL FIR) on ATS Route N571 for FL280 up to FL410.

ATS Route	Segment
N571	Between GUNIP and IGOGU

Table 1: KL FIR Oceanic Airspace

2.2 Throughout this trial period, 30 NM PBCS longitudinal separation will be provided to eligible aircraft with no closing speed for FL280 up to FL410.

2.3 RNP 4/ RNP 2 aircraft equipped with ADS-C/CPDLC and PBCS capabilities (RCP 240 and RSP 180) will be prioritised for requested levels based on the principle 'best equipped, best serve'.

2.4 Operator/Aircraft Eligibility

2.4.1 For detailed information on aircraft eligibility for the provision of performance- based minima, Malaysian registered operators shall refer to the Civil Aviation Directives (CAD 6) and Civil Aviation Guidance Material (CAGM) 6008 (VI) for the purpose of approval and validation. Foreign registered operators shall meet requirements of their State Authority.

2.5 Flight Planning Provisions

2.5.1 Operators shall file the correct ICAO Flight Plan annotations in Items 10 and 18 to indicate that required equipment and authorizations are available for the flight

ICAO FPL Item 10	Descriptor	Remarks
RNP specification	R	
RCP 240	P2	
CPDLC ATN VDL Mode 2 (ATN B1)	J1	Any annotation(s)
CPDLC FANS 1/A HFDL	J2	
CPDLC FANS 1/A VDL Mode 0/A	J3	
CPDLC FANS 1/A VDL Mode 2	J4	
CPDLC FANS 1/A SATCOM (INMARSAT)	J5	
CPDLC FANS 1/A SATCOM (MTSAT)	J6	
CPDLC FANS 1/A SATCOM (Iridium)	J7	
ADS-C with FANS 1/A capabilities	D1	

Table 2: Indication in Flight Plan under Field Item 10

ICAO FPL Item 18	Descriptor
RNP 4	PBN/L1
RNP 2	NAV/RNP 2
RSP 180	SUR/RSP180

Table 3: Indication in Flight Plan under Field Item 18

2.6 Equipment Degradation

2.6.1 Whenever, as a result of failure or degradation of navigation, communications and aircraft performance is degraded below the level required for performance-based separation in which it is operating, the flight crew shall advise the controller without delay. Where the failure or degradation affects the separation minimum currently being employed, the controller shall take action to establish another appropriate type of separation or separation minimum.

3 APPLICABLE PROCEDURES

3.1 Longitudinal Separation

3.1.1 30 NM longitudinal performance-based separation shall be applied between pair(s) of aircraft

equipped with ADS-C and CPDLC, RNP 4 or RNP 2, RSP 180 and RCP 240, with no closing speed.

3.1.2 To achieve the above separation, the KL ACC will apply:

a) Five (5) minutes ground separation between aircraft departing from the same aerodrome; and/or
b) Five (5) minutes separation at the transfer of control point (TCP) between KL ACC and Chennai OCC.

3.1.3 If an aircraft does not meet the requirements listed in Paragraph 2.4, then the KL ACC will apply alternate longitudinal separation such as 50NM longitudinal distance-based separation minima (for aircraft equipped with RNP 10 / RNP 4 and ADS-C/CPDLC with no closing speed or 10-minute longitudinal separation Mach Number Technique (MNT) procedures:

Closing Speed	
Route	**Separation at Exit Point (Minute)**
N571	10 + multiplier of 2

Table 4: MNT Procedures

3.1.4 Separation Breakdown

3.1.4.1 Large Scale Weather Deviation (LSWD)

a) Upon notification and/or NOTAM issuance of LSWD by Chennai OCC or KL ACC, KL ACC will increase the ground separation to 10 minutes no closing speed (with MNT, if appropriate) for affected aircraft.
b) For aircraft that are already airborne, KL ACC may transfer those aircraft to Chennai OCC with alternate applicable separation subject to coordination with Chennai OCC.

4 CONTACTS

4.1 The following personnel may be contacted for information or to provide feedback on PBCS operations:

CAAM PBCS Task Force
pbcs.taskforce@caam.gov.my

5 VALIDITY

5.1 This AIRAC AIP Supplement will remain in force until further notice. Any updates, changes, and cancellations to this AIRAC AIP Supplement will be notified through NOTAM.

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