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TANZANIA CIVIL AVIATION AUTHORITY
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AERONAUTICAL INFORMATION CIRCULAR

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The following circular is promulgated for information, guidance and necessary action.

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Director General

AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS) PROVISIONS AND OPERATIONAL PROCEDURES

1. ACAS provides a proven, independent safety net to prevent mid-air collisions. Operational monitoring programmes have highlighted, in numerous actual events, the significant ACAS II contribution to improved flight safety. However, its ability to fulfill that role is dependent on the correct performance of the necessary operational procedures by flight crews and air traffic control.
2. ACAS plays an important role to assist the pilot-in-command in choosing the best course of action to avoid a collision. The International Standards and Recommended Practices and the National Regulations do not relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories (RA) provided by ACAS equipment, as will best avert a collision.
3. When a pilot reports a manoeuvre induced by an ACAS RA, the Air Traffic Controller shall not attempt to modify the aircraft flight path until the pilot reports returning to the terms of the current air traffic control instructions or clearance but shall provide traffic information as appropriate.
4. Pilots are guided that if they simultaneously receive instructions to manoeuvre from air traffic control (ATC) and a resolution advisory (RA), which is in conflict, the pilot should follow the resolution advisory. The reason for this guidance is that ATC may not be aware of an RA, and may issue instructions that are contrary to the RA. Furthermore, manoeuvres opposite to the sense of an RA may result in a reduction in vertical separation with the threat aircraft and therefore must be avoided. The later is particularly true in the case of an ACAS-ACAS coordinated encounter.

5. For ACAS to function as intended, it is essential that flight crews follow the procedures contained in their aircraft operating manuals concerning responses to RAs.
6. Operators are required to implement the following provisions for ACAS equipped aircraft in their fleet:
 - (a) incorporate appropriate procedures in the operations manuals regarding flight crew responses to ACAS RAs;
 - (b) implement initial and recurrent flight crew training in these procedures;
 - (c) require flight crews to demonstrate proficiency in responding to ACAS RAs, during proficiency checks.
7. Guidance on initial/recurrent flight crew-training curriculum on ACAS is contained in Chapter 4 of Document TCAA (33) 103 Manual of Guidance for the preparation of a Training Manual, Paragraph 21.

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