

"ACAS

Current Situation. Both airborne and ground-based safety nets are last resort systems to prevent aircraft accidents. In normal operation the safety nets are triggered in cascade, i.e. the airborne safety nets will be launched only if the ground system (controller and ground-based safety nets) fails.

There are extensive ACAS provisions and guidance material included within ICAO documentation and that of EUROCONTROL, the Joint Aviation Authorities and individual State's Civil Aviation Authorities. It is essential that these are reviewed, reinforced where necessary, and applied correctly by all those involved in ACAS operations.

Airborne Collision Avoidance Systems (ACAS) are mandated for many aircraft, but application of procedures, internationally, has been shown to be sometimes inconsistent. This needs to be addressed, urgently.

Action Required. AGAS considers that the following actions are required:

States Civil Aviation Authorities should ensure:

- national legislation and Aeronautical Information Publications (AIP) include provisions requiring the carriage and operation of ACAS II in accordance with the ACAS policy agreed by the ECAC States;*
- national legislation and AIPs define pilot and controller responsibilities during ACAS II operational events within their national airspace, in accordance with the ICAO provisions;*
- that aircraft operators' ACAS training for flight crew is in accordance with the ICAO ACAS Performance Based Training Objectives;*
- that aircraft operators' flight operations manuals include appropriate ACAS procedures;*
- that Air Navigation Service Providers' ACAS training for controllers is in accordance with EUROCONTROL ACAS guidance;*
- that Air Navigation Service Providers' ATC operations manuals include appropriate ACAS procedures."*