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## IN THIS ISSUE

### 1 ACAS – ACTION TO BE TAKEN FOLLOWING A RESOLUTION ADVISORY (RA) WARNING

#### 1.1 Introduction

1.1.1 Following the recent mid-air collision over the Swiss/German border, it is appropriate to remind operators of the recommended actions to be taken on receiving an ACAS Resolution Advisory (RA).

1.1.2 All advisory materials indicate the same actions as follows:

“Manoeuvres should **never** be made in a direction opposite to that given in an RA: this is because the sense may have been determined following an exchange of data with the established threat.

For this reason

- a. RAs may be disregarded **only** when pilots **visually identify** the potentially conflicting traffic and decide that no deviation from the current flight path is needed.
- b. If pilots receive simultaneously an instruction to manoeuvre from ATC and an RA, and they conflict, the advice given by ACAS should be followed.

If a decision is made not to follow an RA, no changes to the existing vertical speed must be made in a direction opposite to the sense of the displayed RA. Pilots should be aware that if the intruder is also ACAS equipped, the decision not to follow an RA may result in a decrease in separation at Closest Point of Approach (CPA) because of the intruder's RA response. A decision not to follow an RA also renders the other aircraft's ACAS less effective than if your own aircraft was not ACAS equipped.”

1.1.3 The above instructions are compatible with the guidance given in CAP 579, JAA Temporary Guidance Leaflet (JAR-OPS) No 11 and attachment E to ICAO State letter AN 7/1.3.72-97/77.

1.1.4 It should be noted that in all of the above instructions the word 'should' is used rather than 'shall'. The reason for this is to allow for Commander's discretion to cater for those very limited cases where use of such discretion avoids an incident where the following of ACAS advice may make matters worse.

#### 1.2 Recommendation

1.2.1 Operators should ensure that all relevant parts of the above information are included in their Operations Manual and are covered during recurrent training.

Captain D J Chapman  
Head Flight Operations Department  
12 August 2002

*Recipients of new FODCOMs are asked to ensure that these are copied to their 'in house' or contracted maintenance organisation, to relevant outside contractors, and to all members of their staff who could have an interest in the information or who need to take appropriate action in response to this Communication.*