

IBAC Technical Report Summary

Subject: ACAS II Carriage requirements

Meeting: ICAO Air Navigation Commission (ANC)

IBAC File: Safety Management

Reported by: Peter R. Ingleton

Summary: On 4 March 2004 proposals (see page2) developed by the ICAO Secretariat to amend Annex 6 Part II (International General Aviation-Aeroplanes) to require ACAS II equipage were subject to preliminary review by the ANC. AN-WP/7901* refers. IBAC participated, with Observer status, in the ANC deliberations and submitted/presented DP No. 1*. IBAC supported the proposed paragraph 6.15.1, expressed significant concern regarding the rationale for the proposed Recommended Practice (RP) 6.15.2 and raised serious questions regarding the resort to Regional Supplementary Procedures for mandating carriage of ACAS II and imposing retrofit in the absence of related Annex 6 Part II provisions. The ANC merely noted the IBAC views in relation to the two latter issues. States and International Organizations (including IBAC) will now be consulted by State Letter on these amendment proposals and on a proposal of the ANC to add a further Recommended Practice applicable to aircraft of MCTOM >15 000 kg that would cover the period from the applicability date of proposed paragraph 6.15.1 to 1 January 2007.

Note: These proposals are such as to not require retrofit.

* posted at www.ibac.org

Implication for Business Aviation:

Except to the extent that equipage with ACAS II has been or will imminently be accomplished (including by retrofit) to meet existing mandates for operations in several Regions, notably NAT & EUR, these proposals and, especially the RP pertaining to aircraft with MCTOM in the range 5 700 kg to 15,000 kg will have a very significant cost impact on new aircraft. It will, of course, be for each individual State regulatory authority to determine whether or not and in what time frame it embodies the ICAO RP into its regulations. (Compliance with an ICAO RP is not binding).

Decisions Required:

IBAC POC to promptly review proposed amendments, assess extent of impact and develop IBAC response to forthcoming State Letter and enlist support of industry and States for the IBAC position.

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Proposed Amendments

ANNEX 6 PART II

INTERNATIONAL GENERAL AVIATION - AEROPLANES

6.15 Aeroplanes required to be equipped with an Airborne Collision Avoidance System

6.15.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 Kg or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with an airborne collision avoidance system (ACAS II).

6.15.1 bis **Recommendation.**- All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 Kg or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after [tbd applicability date of paragraph 6.15.1], should be equipped with an airborne collision avoidance system (ACAS II).

6.15.2 **Recommendation.**- *All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 15 000kg, or authorized to carry more than 19 passengers, for which the airworthiness certificate is first issued after 1 January 2008, should be equipped with an airborne collision avoidance system (ACAS II).*
