

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
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GENERAL

REPORTS FROM PILOTS

REPORTING OF ACAS EVENTS

1. *With the introduction of ACAS (airborne collision avoidance systems) the need for the reporting of significant ACAS events by flight crew has arisen.*
2. *Significant ACAS events are those that meet any of the following guidelines:*
 - (a) *There is a loss of standard ATC separation resulting from compliance with an ACAS-generated RA (resolution advisory);*
 - (b) *ACAS is suspected of not performing as designed;*
 - (c) *ACAS issues a descent RA when own aircraft is below 1 000 feet AGL;*
 - (d) *There is an altitude excursion of more than 1 000 feet from an assigned level altitude;*
 - (e) *ACAS issues a turn-around RA; or*
 - (f) *ACAS issues a co-ordinated crossing RA.*
3. *ACAS events include:*
 - (a) *Issuance of any ACAS RA or TA (traffic advisory) as specified by flight crew, regardless of whether it is valid, unwarranted, or a nuisance;*
 - (b) *Other ACAS related in-flight traffic conflicts or potential conflicts as determined by a flight crew;*
 - (c) *An air proximity (AIRPROX) situation involving an ACAS-equipped aircraft;*
 - (d) *ACAS failures related to a traffic conflict, potential traffic conflict situation, or ACAS general system performance;*
 - (e) *ATC system error involving an ACAS-equipped aircraft; or*
 - (f) *Other ACAS occurrences or situations related to potential ACAS or ATC system safety performance.*
4. *Pilot reports:*
 - (a) *ACAS-specific reports.*

Pilots should make the following reports for ACAS TA's and RA's as necessary:
 - (i) *Upon query from ATC, or after deviation from an ATC clearance, make radio communications as appropriate to report a response to an ACAS advisory. Refer to AIC 41.6, dated 15/09/03 for recommended phraseology.*

- (ii) *Reports, as specified by the operator, concerning ACAS anomalies, procedural difficulties, or system failures typically are made by pilots through one or more of the following methods:*
 - (aa) *Pilot/observer questionnaire;*
 - (bb) *Logbook entry;*
 - (cc) *Other record used by the operator, such as a captain's report. An example of a typical reporting form for ACAS event information has been attached.*

- (b) *Other reports incidental to ACAS*
 - (i) *AIRPROX reports. Flight crews should continue to submit AIRPROX reports in accordance with existing policies and procedures. Crews should be aware that there is no requirement to submit an AIRPROX report solely due to an ACAS event and that an ACAS report does not constitute an AIRPROX report.*

 - (ii) *Compliance with ATC Clearances and Instructions reports. Unless required due to other circumstances, reports regarding emergency deviation from an ATC clearance are not necessary solely as a result of an ACAS manoeuvre.*

 - (iii) *Aviation Safety Reporting System (ASRS) reports. ASRS reports may be filed at the discretion of the flight crew.*

COMMISSIONER FOR CIVIL AVIATION

ACAS EVENT REPORTING

Pilot/Observer Questionnaire

The information contained herein will be used only to assess the operation of ACAS and will not be released to the public in a manner that allows the identification of the reporter or the operator(s) involved. The information WILL NOT be used to initiate or pursue enforcement action against the reporter or the air crew(s) involved. Please fill out the form in full and check all that apply.

Date: ___/___/___ Time: _____ UTC Operator: _____ Flight #: _____

A/C Type: _____ Reg: _____ Origin: _____ Destination: _____

Own Altitude: _____ FT Own position: _____ / _____ / _____
VOR Radial DME

Phase of flight: Departure (T/o to 10 000 FT) Climb (10 000 FT to TOC)
 Descent (TOC to 10 000 FT) Approach (below 10 000 FT)

ACAS II display range setting: 5 NM 10 NM 20 NM 30NM ___ NM

Intruder aircraft (Information to the extent known)

ID _____ ACAS II equipped Yes/No

Relative altitude at TA: _____ FT Clock position: _____ Est. range at TA ___ NM

Were multiple TA's issued on the same aircraft? Yes/No If Yes, how many? _____

Relative altitude at RA: _____ FT Clock position: _____ Est. range at RA ___ NM

Were multiple RA's issued on the same aircraft? Yes/No If Yes, how many? _____

Estimated closest proximity: Range: _____ NM Altitude: _____ FT

Initial RA issued:

- Descend, Descend Climb, Climb Monitor Vertical Speed
- Adjust Vertical Speed, Adjust Climb, Crossing Climb
- Descent, Crossing Descent Maintain Vertical Speed, Maintain
- Maintain Vertical Speed, Crossing Maintain

Did the initial RA change any of the following?

- Adjust Vertical Speed, Adjust Increase Climb Increase Descent
- Climb, climb now Descend, descend now

Type of RA display in your aircraft? IVS Pitch Cues Vertical Speed Tape

For the encounter, please indicate the sequence of events (e.g. ATC Advisory 1, Visual contact 2, TA 3, RA 4):

ATC Advisory _____ TA: _____ RA: _____ Visual Contact: _____

Was the RA:

- followed? Yes/No necessary for the situation? Yes/No
- in conflict with ATC instructions? Yes/No
- result in a clearance deviation? Yes/No If yes, what was the deviation? _____ FT

REMARKS: (Please provide comments/concerns on this encounter)

Reporter's Name: _____ Function during encounter: _____