ACAS Equipage

- New AIC 19/02 (3 October 2002)
- Airborne Collision Avoidance System (ACAS) and Traffic Collision Avoidance System (TCAS). Both acronyms refer to essentially the same type of equipment
  - ACAS is the ICAO acronym
  - TCAS Version 6.04A is designed for a non-RVSM environment
  - ACAS II (TCAS II Version 7) has improved compatibility with RVSM operations

ACAS Equipage

- The Mandatory Carriage of ACAS II for aircraft above 15000 kgs and more than 30 passengers was implemented in European airspace on 1 January 2000 with a transition period ending March 2001
- ICAO Asia/Pacific RVSM Implementation Task Force and Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) recommend that aircraft equipped with ACAS and operated in RVSM airspace be equipped with ACAS II

ACAS Equipage

- New HKCAD AIC 19/02, 3 October 2002 (replaces AIC 07/02)
- Four main points mandated for HKG Airspace
- ACAS/TCAS (any software version) must be carried in HKG airspace (aircraft >15,000 kg, or more than 30 passengers)

ACAS Equipage

- With effect from 1 January 2003, TCAS II meeting ACAS II standards required (aircraft >15,000 kg, or more than 30 passengers)
- With effect from 1 January 2005, TCAS II meeting ACAS II standards required (aircraft >5,700 kg or more than 19 passengers)
- With effect from 31 October 2002, all aeroplanes, operating within HKG RVSM airspace shall be equipped with TCAS II meeting ICAO ACAS II standards (AIC paragraph 1.2)

ACAS Equipage

- Requirement to notify HKCAD if unable to comply with paragraph 1.2
- Aircraft Minimum Equipment List applies to ACAS/TCAS unserviceabilities
- Transponders
- It will be appreciated that both the monitoring requirements referred to previously and ACAS/TCAS requirements are safety issues