ICAO Action

The Amendment 12 to the *Procedures for Air Navigation Services — Aircraft Operations*, Volume I — *Flight Procedures* (Doc 8168) (PANS-OPS) clarified and strengthened the Airborne Collision Avoidance System (ACAS) operating procedures. In particular, it specifies, inter alia, that in the event of a Resolution Advisory (RA), pilots shall:

a) respond immediately by following the RA as indicated, unless doing so would jeopardize the safety of the aeroplane;
b) follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuver; and
c) not manoeuver in the opposite sense to an RA.

Furthermore, Attachment A to Part VIII of the PANS-OPS provides comprehensive pilot training guidelines. Thus, ICAO has published in the PANS-OPS clear and unambiguous procedures concerning the operation of ACAS and associated pilot training requirements. These procedures and training guidelines are recommended for global application.

Amendment 28 to Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes* amended the provisions concerning the contents of an operations manual. The new provisions require an operations manual to define the policy, instructions, procedures and training requirements for the avoidance of collisions and the use of ACAS. An amendment proposal for Annex 6, Part II - *International General Aviation - Aeroplanes* concerning the carriage of ACAS in such aircraft and the associated requirements for pilot training has been circulated to States for comment by State letter AN 11/6.1-04/31 dated 30 April 2004.

In the fourth quarter of 2004, the ICAO Air Navigation Commission will consider the need to amend Annex 2 — *Rules of the Air,* taking into account the current PANS-OPS procedures.

The ICAO Universal Safety Oversight Audit Programme (USOAP) will ensure that the protocol questions to be asked of States in the upcoming comprehensive systems approach audit cycle address the effective compliance with the Standards and Recommended Practices (SARPs) relating to ACAS. This will identify State deviations or differences from ACAS-related SARPs or training objectives. However, implementation of ICAO SARPs, PANS and guidance material is the responsibility of States and industry.