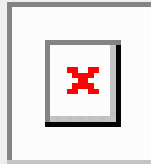


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AIC for Malawi

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AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS) II IMPLEMENTATION WITHIN THE AFI REGION

1 NOTICE

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Transition Period and Exemption Process for Aircraft Unable to Comply with ACAS II Carriage and Operation Requirements on 01 January, 2000.

1.1 INTRODUCTION

This AIC provides information on the ACAS II implementation and the ACAS II transition period provisions, which are applicable in the African and Indian Ocean (AFI) Region

1.2 ACAS II IMPLEMENTATION SCHEDULE

- I. The AFI Regional Supplementary Procedure (DOC 7030) contain the provision for the mandatory carriage and operation of ACAS II for flights in the AFI Region as follows:
 - a. **PHASE 1**
All civil fixed –wing turbine-engined aircraft having a maximum take-off mass exceeding 15 000 kg or a maximum approved passenger seating configuration of more than 30 are, with effect from 01 January, 200, required to be equipped with ACAS II; and
 - b. **PHASE 2**
All civil fixed-wing turbine-engine aircraft having a maximum take-off mass exceeding 5700 kg or a maximum approved passenger sitting configuration of more than 19, will be required to be equipped with ACAS II with effect from 01 January, 2005.

Note: Threat alert and Collision Avoidance System (TCAS) II version 7 (RTCA DO – 185A) together with a Mode S transporter compliant with ICAO Annex 10, Mode S Standard and Recommended Practices (SARPs), Amendment 73 are required to meet the mandate of ACAS II and to comply with full ICAO ACAS II SARPs functionality. The current TCAS II Version 6.04A installations will require to be upgraded to TCAS II Version 7.

1.3 ACAS II IMPLEMENTATION TRANSITION PERIOD

- i. ACAS II implementation transition period has been defined to extend to 01 January 2003 except as noted under 4.4 below, in order to address practical implementation issues involving the supply, installation and certification of ACAS II equipment.
- ii. Aircraft subject to the ACAS II Phase 1 carriage requirements may be granted exemptions from compliance during the transition period under conditions specified in paragraph 4 of this AIC.
- iii. Operators who have not yet fitted TCAS II Version 6.04A or Version 7 to their aircraft are required to apply for an exemption. These aircraft will be required to be fitted with TCAS II Version 7 equipment by an agreed date within the transition period.

- iv. For the purpose of meeting the ACAS II requirement, the Mode S transponder, which is part of the ACAS II installation, need not comply with ICAO Mode S/ACAS II SARPs until 01 January 2003, provided that a Mode S transponder, compatible with ACAS II is installed.

1.4 EXEMPTION CONSIDERATIONS

- i. The cost of the ACAS II installation is not an acceptance criterion for ACAS II exemption.
- ii. Operators might encounter ACAS II installation or upgrade delays beyond their control. These problems might include:
 - * Late parts delivery (software, hardware, cables, antennae, etc);
 - * Late approvals of the service bulletins for TCAS II, Version 7;
 - * Unexpected technical or airframe installation problems;
 - * Delays to the certification process

These reasons might be ground for an application for exemption.

- iii. Operators of aircraft that will be withdrawn from operation before the end of the transition period will not be required to equip these aircraft with ACAS II. However, an exemption from the ACAS II requirement must be obtained.
Note: Aircraft may be dispatched in accordance with the ACAS II minimum equipment list (MEL) provisions. Short-term alleviation for unserviceable TCAS II equipment shown in the aircraft MEL does not require an application for an exemption to the AFI airspace requirement.
- iv. Aircraft for which full ACAS II installation is not feasible will be granted exemption that the latest TCAS version available for the aircraft type concerned is fitted.

1.5 ACAS II TRANSITION PERIOD EXEMPTION APPLICATIONS PROCEDURES

- i. All aircraft operators in Malawi who require an exemption should route the applications through the Malawi Department of Civil Aviation to ICAO Regional Director, Eastern and Southern Africa Office, Nairobi, Kenya, which will coordinate with all other authorities concerned.
- ii. A specimen ACAS Transition Period Exemption application form is attached at Appendix 1.

1.6 ACAS II IMPLEMENTATION INFORMATION

Further information or guidance on the ACAS II implementation strategy, the ACAS II transition period, or exemption criteria may be obtained from the Director of Civil Aviation, Capital City, Lilongwe.

This circular is issued for guidance, information and necessary action.

L.Z. Phesele

DIRECTOR OF CIVIL AVIATION

Appendix 1 to AIC NO AIC A4/2002

ACAS II TRANSITION PERIOD EXEMPTION APPLICATION FORM

1. Operator and Aircraft Information

Aircraft Operator

Contact Person

Tel.....

E-mail.....

Address.....

Tel.....Fax.....E-mail.....

2. TCAS and Mode S equipment

Current Fitment	TCAS Company	TCAS – S
TCAS Manufacturer	Mode/No:	
Planned Fitment TCAS	TCAS Company	TCAS – S
Manufacturer	Mode/No:	
Mode S Manufacturer	Mode S Model & Level	Mode

3. Reason for Exemption request

***Operators should append appropriate supporting document Tick box**

-
1. Late parts delivery for either new TCAS II, Version 7 installation, or upgrade form TCAS II, Version 7
 2. Late approvals of the Service Bulletin for TCAS II, Version 7
 3. Identification of unexpected technical or airframe installation
 4. Avoidable delays to certification process
 5. Aircraft which will be withdrawn from operation before the end of the service life
 6. Other
 7. Comments : (continue overleaf)
 4. Expected ACAS II date in Service

TCAS II Version 7 certification date
Name:..... Signature:.....

Projected in-service date:.....

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