



CMIC/49/16/02
29.09.2016

ITEM 6.3

ACTION PAPER # 1

REVISED ACAS POLICY FOR MILITARY AIRCRAFT

- Submitted by the Agency -

EXECUTIVE SUMMARY

On the 3rd May 2004 at the Civil-Military Interface Standing Committee (CMIC), the Military Authorities of the ECAC Member States have agreed on a voluntary installation programme of ACAS II (TCAS II version 7.0) on military transport-type aircraft by 1 January 2005.

On 25 March 2010 the European Aviation Safety Agency (EASA) launched a regulatory initiative for the introduction of ACAS II software version 7.1. On 20 December 2011, the European Commission published Regulation 1332/2011 of 16/12/2011 mandating the carriage of ACAS II version 7.1 within European Union airspace. As a new version 7.1 of the TCAS II logic was standardised and regulated by EASA, there was a need to update the Policy for Military Aircraft so that safety considerations are addressed.

This issue was discussed at CMIC/48 on 21st April 2016 (CMIC/48 Action Paper #1 dated 25/03/2016). As a follow on, a Draft Revised ACAS Policy for Military Aircraft was prepared by the Agency and discussed at Civil-Military CNS Focus Group (CNS FG) #24 on 28 September 2016. The proposed Policy has a voluntary nature and it simply amends the version of the TCAS logic to be considered (from 7.0 to 7.1 or above).

CNS FG nominees have been invited to submit any final comments by 06/10/2016 (COB). Due to CMIC delays for the submission of action papers, such draft Policy is submitted in parallel to CMIC for endorsement, on the condition that any amendments proposed by CNS FG will be considered in the final version.

RECOMMENDATIONS

The Members of the CMIC are invited to endorse the Revised ACAS Policy for Military Aircraft dated 28 September 2016 (attached).

Attached: [Draft] Revised ACAS Policy for Military Aircraft dated 28 September 2016

REVISED ACAS POLICY FOR MILITARY AIRCRAFT

Dated 28thst September 2016

Background

On the 03rd May 2004 at the Civil-Military Interface Standing Committee (CMIC), the Military Authorities of the ECAC Member States have agreed on a voluntary installation programme of ACAS II (TCAS II version 7.0) on military transport-type aircraft by 1 January 2005.

On 25 March 2010 the European Aviation Safety Agency (EASA) launched a regulatory initiative for the introduction of ACAS II software version 7.1. On 20 December 2011, the European Commission published Regulation 1332/2011 of 16/12/2011 mandating the carriage of ACAS II version 7.1 within European Union airspace. As a new version 7.1 of the TCAS II logic was standardised and regulated by EASA, there was a need to update the Policy for Military Aircraft.

This subject was discussed at CMIC/48 on 21st April 2016 (CMIC/48 Action Paper #1 dated 25/03/2016) and at the Civil-Military CNS Focus Group (CNS FG) #24 on 28 September 2016.

Policy Statement

Background

On 21 April 2016 the CIMIC Member States have commonly agreed to review the 2004 ACAS Policy for Military Aircraft to align with provisions for civil aircraft in Commission Regulation (EU) No 1332/2011 of 16 December 2011 subsequently amended by Regulation 583/2016 laying down common airspace usage requirements and operating procedures for airborne collision avoidance.

Military Transport Type Aircraft

Military Authorities of the CMIC Member States adopt TCAS II version 7.1 as the minimum for voluntary forward fit implementation for new military transport type aircraft (MTTA) entering into service or undergoing major mid-life modernisation.

It must be applicable to fixed-wing turbine engined aircraft having a maximum certificated take-off mass exceeding 15,000 kgs, or a maximum approved passenger seating configuration of more than 30, were required to be equipped with ACAS.

Situation in German airspace

German AIC IFR 13 dated 20 MAR 2003 states: "With effect from 1 January 2005, all fixed-wing turbine-engined aircraft, including military transport aircraft, having a maximum take-off mass exceeding 5700kg, or a maximum approved passenger seating configuration of more than 19 will be required to be equipped with, and operate ACAS II".