## OBJET : INFORMATION RELATIVE À L'INTERPRÉTATION DE CERTAINS RA DE LA VERSION 7.0 DE L'ACAS II

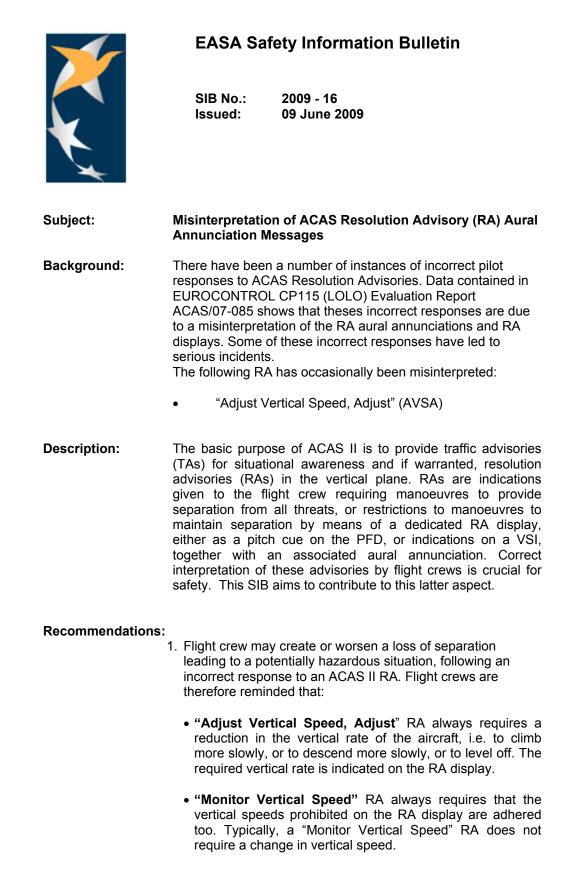
L'objet de la présente circulaire est de rappeler aux équipages l'existence du bulletin d'information de sécurité émis par l'Agence Européenne pour la Sécurité Aérienne (AESA) le 09 juin 2009 sous le numéro 2009-16.

Ce bulletin relatif à la version 7.0 de l'ACAS II a pour but de contribuer à l'interprétation correcte par les équipages de certains avis de résolution de conflit (RA) et des annonces orales associées.

Le bulletin en anglais ci-annexé est également disponible sur le site de l'AESA. http://ad.easa.europa.eu/ad/2009-16 PAGE INTENTIONNELLEMENT BLANCHE

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• "Maintain Vertical Speed, Maintain" RA always requires
the climb or descent to be maintained in accordance with
the indications on the RA display

Note: If a "Maintain Vertical Speed, Maintain" RA is generated when in the process of changing the vertical speed, it is possible that the current vertical speed will not satisfy the RA. Therefore, to ensure that the vertical speed required by the RA is achieved, it is essential to follow the indications on the RA display.

• "Maintain Vertical Speed, Crossing, Maintain" RA should be flown in the same way as "Maintain Vertical Speed, Maintain" RA. The inclusion of the word "crossing" in the aural annunciation only tells the flight crew that the aircraft passing through the altitude of the intruder aircraft is imminent. No changes of vertical speed are required.

Flight Crew should therefore always check the RA display and follow the RA visual indications.

2. Operators should consider upgrading to TCAS II version 7.1 when available.

Note: Software version 7.1 has been developed to reduce the likelihood of an incorrect response to an AVSA aural warning by the introduction of a "Level Off, Level Off" (LOLOL) aural warning.

## Applicability:

- All turbine powered aeroplanes having a maximum certificated take-off mass in excess of 5 700 kg or a maximum approved passenger seating configuration of more than 19 when used in commercial operations.
- All turbine powered aeroplanes having a maximum certificated take-off mass in excess of 15 000 kg or a maximum approved passenger seating configuration of more than 30 when not used in commercial operations.
- All other aeroplanes equipped with ACAS II (TCAS II Version 7.0).
- Contact: For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: <u>ADs@easa.europa.eu</u>.

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