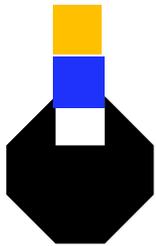


Assessment of pilot response to TCAS RA guidance material



For TCAS II system to work as designed and to resolve a risk of mid-air collision, immediate and correct flight crew response to TCAS resolution advisories (RA) is essential.



TCAS to deliver its safety objective

TCAS has been deployed to act as a last resort safety net to mitigate the risk of mid-air collisions by providing flight crews with collision avoidance advice.

Operators are recommended to ensure that

- Their aircraft are equipped with TCAS as mandated and that the equipment is properly maintained;
- Their pilots who operate TCAS-equipped aircraft have received the relevant training;
- Their pilots understand the potential risks of an improper response to an RA;
- When safe, practical, and in accordance with an operator's approved operating procedures, pilots should limit vertical rates to 1500 fpm or less when within 1000 ft of assigned altitudes, unless otherwise instructed by ATC;
- Procedures are in place for pilots to report a TCAS event and/or problems with TCAS performance;
- Procedures are in place to analyze any reported events and problems and then provide feedback;
- FOQA/FDM program is regularly used for monitoring and follow up of TCAS RA events.



TCAS II Resolution Advisory

Flight crew:

- Shall respond immediately and manoeuvre as indicated, unless doing so would jeopardize the safety of the aircraft;
- Shall disengage the autopilot and follow the RA smoothly and promptly;
- Shall follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre;
- Shall notify immediately the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance;
- Should execute a go-around whenever the RA requires a climb while the aircraft is in landing configuration;
- Shall return to the last assigned flight level as soon as the Clear of Conflict messages is;
- Shall notify ATC when returning to the current clearance;
- Must adhere to company SOPs, which may differ from the above.



Guidance material

[Performance assessment of pilot compliance to TCAS using FDM](https://www.iata.org/whatwedo/safety/Pages/midair-collision.aspx)

This guide, produced jointly by IATA and EUROCONTROL, is based on the ICAO provisions and other applicable regulations. It recommends that operators establish procedures detailing how their flight crew should operate TCAS and respond to RAs.

To access the guidance material, please visit:
<https://www.iata.org/whatwedo/safety/Pages/midair-collision.aspx>