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REPUBLIC OF COSTA RICA
GENERAL DIRECTION OF CIVIL AVIATION
Air Navigation Department
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SAN JOSE – COSTA RICA



AIC
Series A
12
18 MAY 17

ATS
USE OF ACAS (TCAS) IN COSTA RICA AIRSPACE

The General Direction of Civil Aviation through the State Safety Program and the Air Navigation Services Unit communicates to aircraft operators, pilots and general public, the following procedures applicable to the use of ACAS (TCAS), in Costa Rica airspace:

1. The procedures to be applied to provide air traffic services to aircraft equipped with ACAS equipment shall be the same as those applicable to aircraft which are not equipped with ACAS equipment. In particular, rules to prevent collisions, to establish adequate separation and information that may be provided in relation to transit in conflict, as well as to possible evasion measures, shall conform to normal ATS procedures without regard to capacity of the aircraft that depends on the ACAS equipment.
2. When the pilot notifies a maneuver due to an ACAS (TCAS) RA warning, the controller shall not attempt to modify the flight path of the aircraft until it receives the indication of the pilot that the aircraft is being held again at the terms of current air traffic control instruction or authorization, but will provide traffic information as appropriate.
3. When the pilot notifies an ACAS (RA) resolution notice, the controller will not attempt to modify the flight path of the aircraft until the pilot reports "conflict ended".
4. In view of the fact that the action to be taken by the pilot in an escape maneuver due to an ACAS / TCAS (RA) resolution, depending on the circumstances of the flight, the change and / or alterations in the flight path must be limited to the minimum necessary to comply with the notices indicated by the resolution.
5. When the above situation occurs, where the next lower and / or higher levels are occupied, if circumstances permit, the controller may suggest to the pilot a change in the flight path of the aircraft.
6. When an aircraft departs from the authorization, in order to comply with a resolution notice, the controller ceases to assume responsibility for providing the separation between such aircraft and any other aircraft affected, as a direct consequence of the maneuver induced by the aircraft resolution. The controller will again assume responsibility for providing separation for all affected aircraft when:
 - a. The controller acknowledges receipt of a flight crew report that the aircraft has resumed what is indicated in the current authorization; or
 - b. The controller acknowledges receipt of a flight crew report that the aircraft has resumed as indicated in the current authorization and issues an alternative authorization, of which the flight crew acknowledges receipt.



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7. Actions resulting from maneuvers due to an ACAS (RA) resolution notice that modify the vertical flight path of an aircraft shall be the responsibility of the pilot-in-command of the aircraft, discharging liability to the ATC if, due to such maneuvers another transit conflict begins. (Chapter 15.7.3 Procedures applicable to aircraft with ACAS on-board collision avoidance systems, Doc. 4444).

8. Pilots should use appropriate procedures that allow an airplane that ascends or descends to an assigned altitude or flight level, especially when using the autopilot, to do so at a speed of less than 8 m/s (or 1500 FT/Min) in the last 300 m (or 1000 FT) of the ascent or descent at the assigned altitude or flight level, when the pilot becomes aware of another aircraft at or near an altitude or level of flight approaching that altitude or level, unless other ATC instructions are received. Some aircraft are equipped with automatic flight systems capable of detecting the presence of such aircraft and adjusting their vertical speed accordingly. These procedures are intended to prevent unnecessary ACAS II resolution warnings on aircraft flying at or near or near such altitudes or levels. Details of the HVR meetings and guidance material on the development of relevant procedures are contained in adjunct B to this part. (Doc 8168), Volume I, Part III, Section 3, Chapter 3)

9. The phraseology used by the controllers and pilots according to the table in Doc.4444 in chapter 12, 12.3.1.2.

CONDITION	PHRASEOLOGY
... after the flight crew start to deviate from the authorization or ATC instruction to comply with a notice resolution (RA) ACAS (exchange between the pilot and the controller)	UNABLE; TCAS RA; ROGER;
... after completing an ACAS RA and resuming ATC authorization or instruction (exchange between pilot and controller)	CLEAR OF CONFLICT, RETURNING TO (assigned clearance); ROGER (or alternative instructions);
... after completing an ACAS and the assigned ATC authorization or instruction (exchange between pilot and controller)	CLEAR OF CONFLICT (assigned clearance) RESUMED; ROGER (or alternative instructions);
After receiving an authorization or instruction contrary to an ACAS, the flight crew member shall comply with RA and notify the ATC directly (exchange between the pilot and the controller)	UNABLE, TCAS RA; ROGER

IT REPLACES A18/14 WITH MODIFICATIONS