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18 April 2019

CASA EX43/19 — Airborne Collision Avoidance Systems (Collins Avionics Pro Line Fusion) Instrument 2019

1 Name
This instrument is CASA EX43/19 — Airborne Collision Avoidance Systems (Collins Avionics Pro Line Fusion) Instrument 2019.

2 Definitions

Note A number of expressions used in this instrument are defined in the Act or the Regulations, including the following:

(a) CAR;
(b) CASA;
(c) public transport service;
(d) TSO.

In this instrument:

ACAS has the meaning given in regulation 262AA of CAR.
QLD RFDS means the Royal Flying Doctor Service of Australia (Queensland Section) Limited (ABN 80 009 663 478; ARN 1004330).
resolution advisory has the meaning given in regulation 262AA of CAR.
SE RFDS means the Royal Flying Doctor Service of Australia (South Eastern Section) New South Wales Operations (ABN 88 095 873 840; ARN 119145).
TA Only mode, for a TCAS that has been designed to operate with resolution advisory functionality, means the mode of operating the TCAS that enables it to have only traffic advisory functionality, by selecting “TA Only” on the TCAS disabling the resolution advisory functionality.

TCAS has the meaning given in regulation 262AA of CAR.
traffic advisory has the meaning given in regulation 262AA of CAR.
3 Application

This instrument applies in relation to the Rockwell Collins Pro Line Fusion® EDS avionics system fitted to a Beechcraft B350 aeroplane mentioned in an item of the following table:

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<th>Beechcraft B350 aeroplane</th>
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4 Exemptions — ACAS requirements

(1) For the purposes of regulation 11.160 of CASR, a pilot in command of an aeroplane mentioned in section 3 that is used to conduct a public transport service is exempt from compliance with regulations 262AE and 262AH of CAR.

(2) The exemptions are subject to the conditions in section 6.

5 Directions — operators

(1) For the purposes of regulation 11.245 of CASR, this section sets out directions that apply if SE RFDS, or QLD RFDS (the operator) operates an aeroplane mentioned in section 3 to conduct a public transport service.

(2) The operator must ensure that a pilot in command of the aeroplane, before operating the aeroplane for a flight:

(a) undertakes training on the procedures for operating the TCAS on the aeroplane in TA Only mode; and

(b) demonstrates knowledge of the operational limitations of operating the aeroplane without the availability of resolution advisories.

(3) The operator must have procedures in place to ensure that the pilot in command of the aeroplane for a flight:

(a) before beginning the flight, selects TA Only mode on the TCAS; and

(b) operates the TCAS in TA Only mode during the flight.

(4) The operator must install a placard at each TCAS display on the aeroplane that informs the pilot in command that the TCAS provides traffic advisory only.

(5) The operator must ensure that the aircraft logbook for a flight of the aeroplane records traffic advisory only capability for the flight.

(6) The operator must notify CASA as soon as practicable after the operator becomes aware that the software problem, mentioned in the manufacturer’s service bulletin *OPSB 0193-19 FDSA-6500 TCAS Fly-to Cue (1st Edition, published on 3 April 2019)*, affecting the TCAS for the operator’s fleet of aeroplanes mentioned in section 3, has been rectified.

Note Rectifying the software problem would enable the TCAS to become an approved TCAS with resolution advisory functionality. See regulation 262AA for the definition of *approved TCAS*.
6 Conditions — pilot in command

(1) For the purposes of regulation 11.205 of CASR, this section sets out the conditions on the exemptions mentioned in section 4.

(2) A pilot in command of an aeroplane mentioned in section 3 that is used to conduct a public transport service must ensure during a flight of the aeroplane that the TCAS fitted to the aeroplane is activated in TA Only mode.

(3) The pilot in command must ensure, during the flight, that the Mode S transponder fitted to the aeroplane remains operative and enabled.

(4) If, during the flight, the TCAS in TA Only mode becomes unserviceable, the pilot in command must tell air traffic control of the unserviceability:
   (a) if the aeroplane is in controlled airspace — as soon as practicable after the TCAS becomes unserviceable; or
   (b) if the aeroplane is not in controlled airspace — before entering controlled airspace.

(5) If, before beginning the flight, the TCAS in TA Only mode is unserviceable, the pilot in command must, before beginning the flight, tell air traffic control:
   (a) that the TCAS is unserviceable; and
   (b) the purpose for which, or the circumstances in which, the flight is being conducted.

7 Repeal
This instrument is repealed at the end of 31 January 2020.