

---

**Changes to legislation:** This version of this Regulation was derived from EUR-Lex on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on [legislation.gov.uk](https://legislation.gov.uk). (See end of Document for details)

---

[<sup>F1</sup>ANNEX**Airborne collision avoidance systems (ACAS) II**  
(Part-ACAS)**Textual Amendments**

- F1** Substituted by [Commission Regulation \(EU\) 2016/583 of 15 April 2016 amending Regulation \(EU\) No 1332/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance \(Text with EEA relevance\).](#)

**AUR.ACAS.1005 Performance requirement**

- (1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II:
  - (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg;
  - (b) aeroplanes authorised to carry more than 19 passengers.
- (2) Aircraft not referred to in point 1 which are equipped on a voluntary basis with ACAS II shall have collision avoidance logic version 7.1.
- (3) Point 1 shall not apply to unmanned aircraft systems.

**AUR.ACAS.1010 ACAS II training**

Operators shall establish ACAS II operational procedures and training programmes so that the flight crew is appropriately trained in the avoidance of collisions and becomes competent in the use of ACAS II equipment.]

**Changes to legislation:**

This version of this Regulation was derived from [EUR-Lex](#) on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on [legislation.gov.uk](#).