



Safety recommendation no. 498

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Safety deficit	<p>On 6th June 2013, a collision occurred between a glider and a motorised aircraft in the Auenstein area. The glider was fitted with a Flarm collision warning system and the motorised aircraft was fitted with a Mode S transponder.</p> <p>The safety deficit generally concerns all aircraft categories and was determined based on several investigations from the last few years. These show that airproxes and collisions between aircraft occurred time and again. The meaning and limits of the 'see and avoid' principle were generally unknown to the transport users. The use of 'see and avoid' without technical support could not prevent airproxes and, in particular cases, collisions. The majority of aircraft were not fitted with collision warning systems. In addition, the collision warning systems installed were not mutually compatible. In the present case, the glider fitted with a Flarm could not receive the signal from the motorised aircraft's Mode S transponder.</p>
Safety recommendation	<p>In collaboration with the stakeholders, the Federal Office of Civil Aviation (FOCA) should increase all crew members' awareness concerning the risk of collisions and intensify the training and professional development of crew members in the use of the 'see and avoid' principle and of collision warning systems.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Implemented - In a letter dated 9th May 2016, FOCA advised that it fundamentally agrees with the safety recommendation and makes the following statement: the topic of 'see and avoid' was already being extensively taught as part of basic training and advanced training courses. From the perspective of FOCA, additional measures are not necessary. However, FOCA deems it feasible to raise awareness among pilots of motorised aircraft that they should avoid popular glider areas or to carry out extensive airspace surveillance when flying through these areas. In addition, contact was established with the Aero-Club to include these issues at the next safety-related events of 2016. FOCA will also publish material on this topic in specialist journals.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>