



Safety recommendation no. 500

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Safety deficit	Transmission power and reception sensitivity of Flarm collision warning systems fitted to aircraft cannot be tested on the ground. The reception range of a Flarm system can be easily be checked on the manufacturer's website, because of the data that was recorded in the respective Flarm system. This data can, however, only be registered in flight if the proximity to other aircraft is sufficient.
Safety recommendation	The Federal Office of Civil Aviation (FOCA) should initiate the development of a technical procedure that allows the functionality of Flarm collision alert systems to be assessed on the ground.
Addressees	BAZL Bundesamt für Zivilluftfahrt; BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Not implemented. Implementation of this safety recommendation is currently being progressed by FOCA. For this reason, no final details can be communicated here. A functional test of Flarm receivers on the ground is considered to be useful by FOCA, and is also planned for certified systems, so that the interaction of various components can be reliably checked in advance of the flight.</p> <p>Even if the mode of operation renders this difficult, according to information provided by Flarm Technology, the manufacturer, it should be technically possible to develop a test device that would cost around CHF 2,000. High development costs had been the main reason why no such device had been developed until now.</p> <p>FOCA has been in contact with the manufacturer, has discussed the possibility of financing through basic research funding and is expecting the manufacturer to make an application in 2016 for the construction of a prototype.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>