



Safety recommendation no. 9

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Safety deficit	<p>Both of the aircraft involved in the serious incident were fitted with Flarm technology collision warning systems. The touring motor glider's Flarm device was configured as type 1, which is the device's factory configuration and resulted in a 'glider' voice notification in the helicopter's Flarm device.</p> <p>However, the touring motor glider was almost exclusively, and also in this case, operated as a motorised aircraft, which means a configuration as type 8, 'powered aircraft', would have been more appropriate and probably would have made the visual search for aircraft easier, too. The appropriate configuration of the Flarm systems is important because the configuration influences the algorithms that are used and an inappropriate configuration can therefore result in warning characteristics that are somewhat less than perfect. In addition, the configuration determines the type of aircraft which is reported to the other transport users and thereby possibly influences the way in which they watch out for unidentified traffic. In a previous investigation of an airprox between two helicopters, the inappropriate configuration of a Flarm device already had a certain influence on the serious incident.</p>
Safety recommendation	<p>Designers of Flarm systems should evaluate the possible types of configuration and adapt them if necessary. In the case of devices with voice notification, the corresponding voice output should be checked and adapted if necessary.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>