

# Electronic Conspicuity

- Aim - Collision avoidance
  - See ‘BE SEEN’ Avoid



# Radars & Transponders

These radars are very expensive to install and maintain.

Reply: 1090MHz



Interrogate:  
1030MHz

Secondary  
radar

Primary  
radar

Secondary radar receives pulse transmitted by the target in response to interrogation pulse.



# TCAS I

Aircraft mounted aerials detect Transponder signals nearby

– Traffic system processes & displays target



# ADSB

- Automatic
- Dependant
- Surveillance
- Broadcast

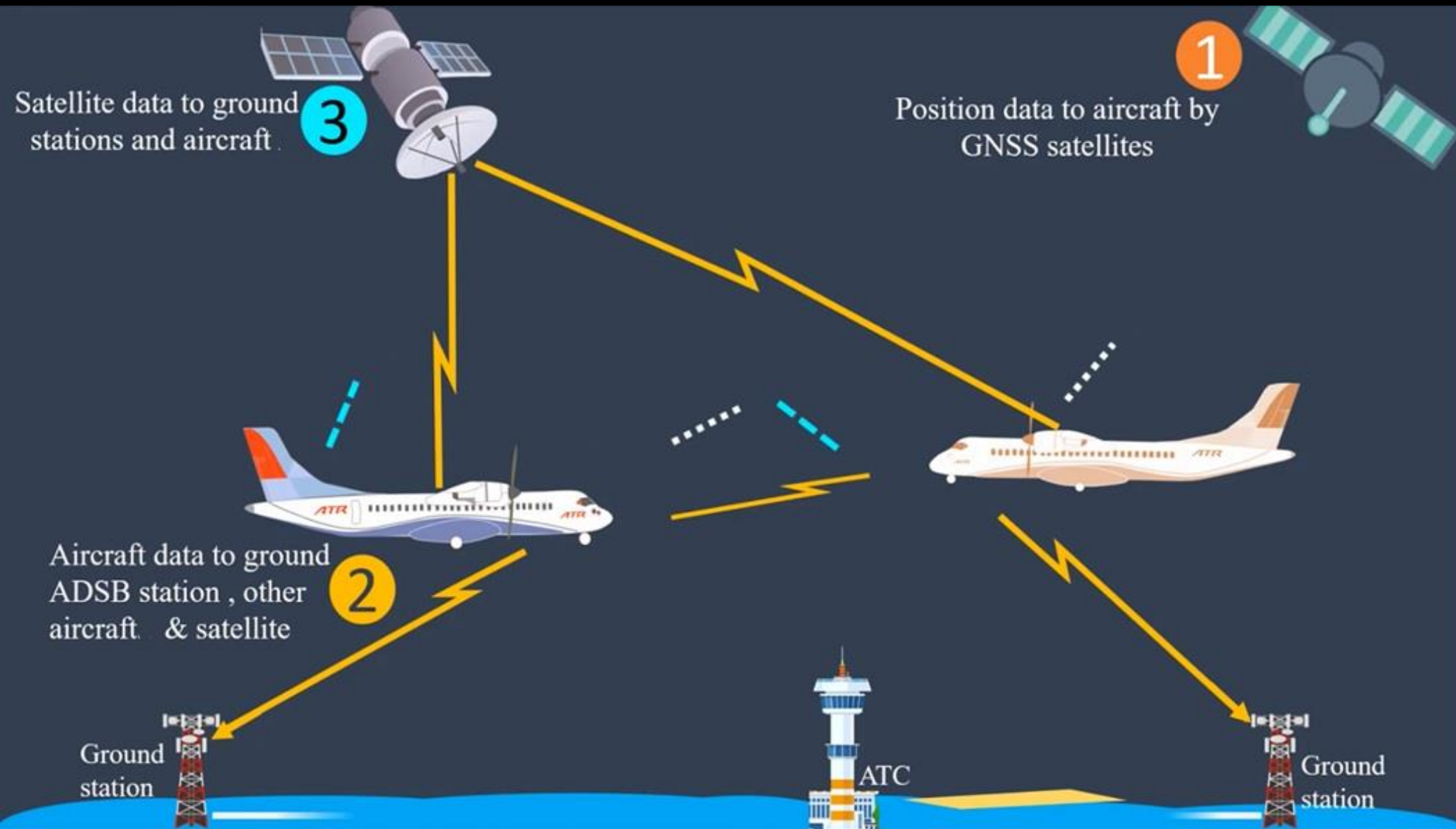
# ADSB - Location

Where am I ?  
- GPS Positioning

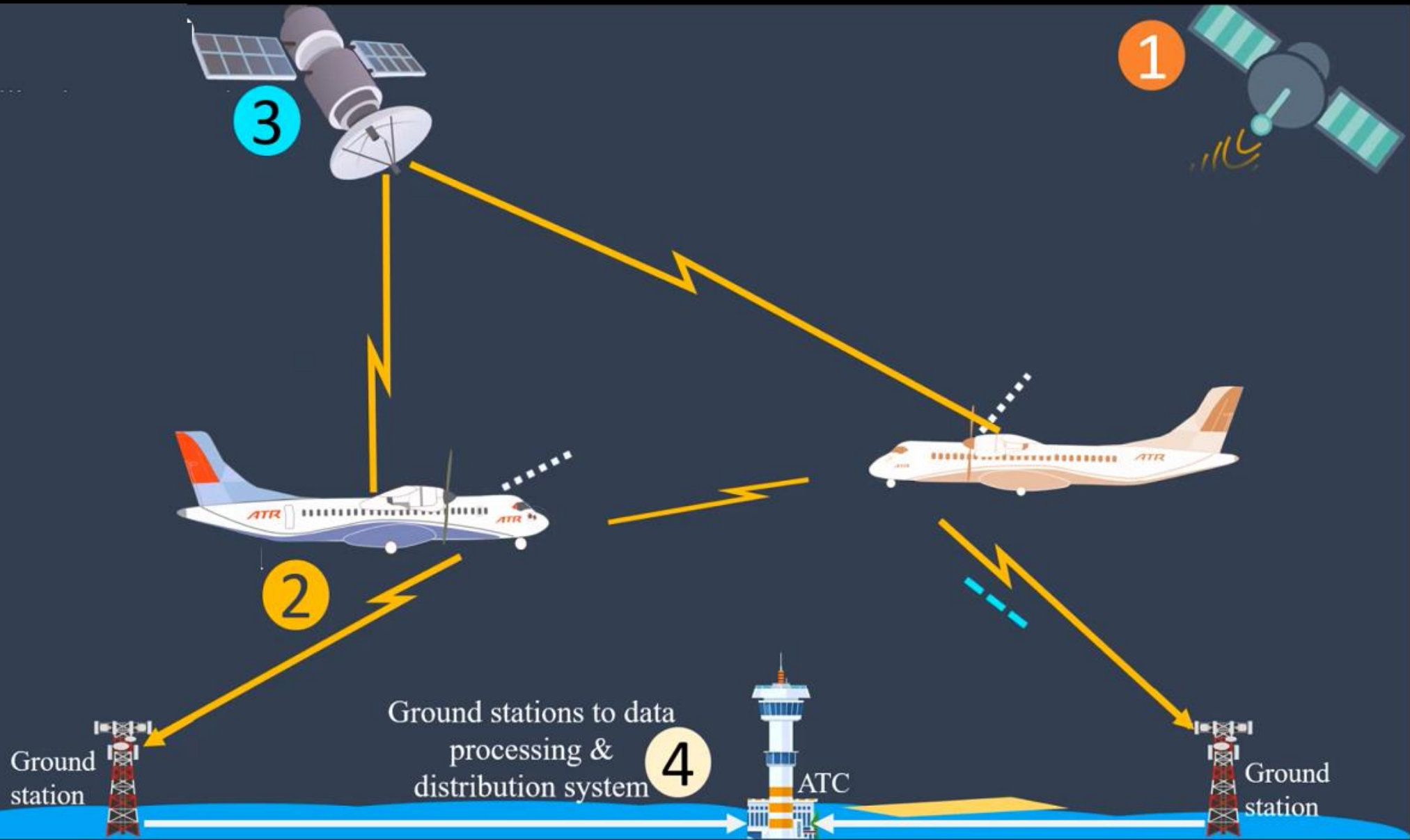
1  
Position data to aircraft by  
GNSS



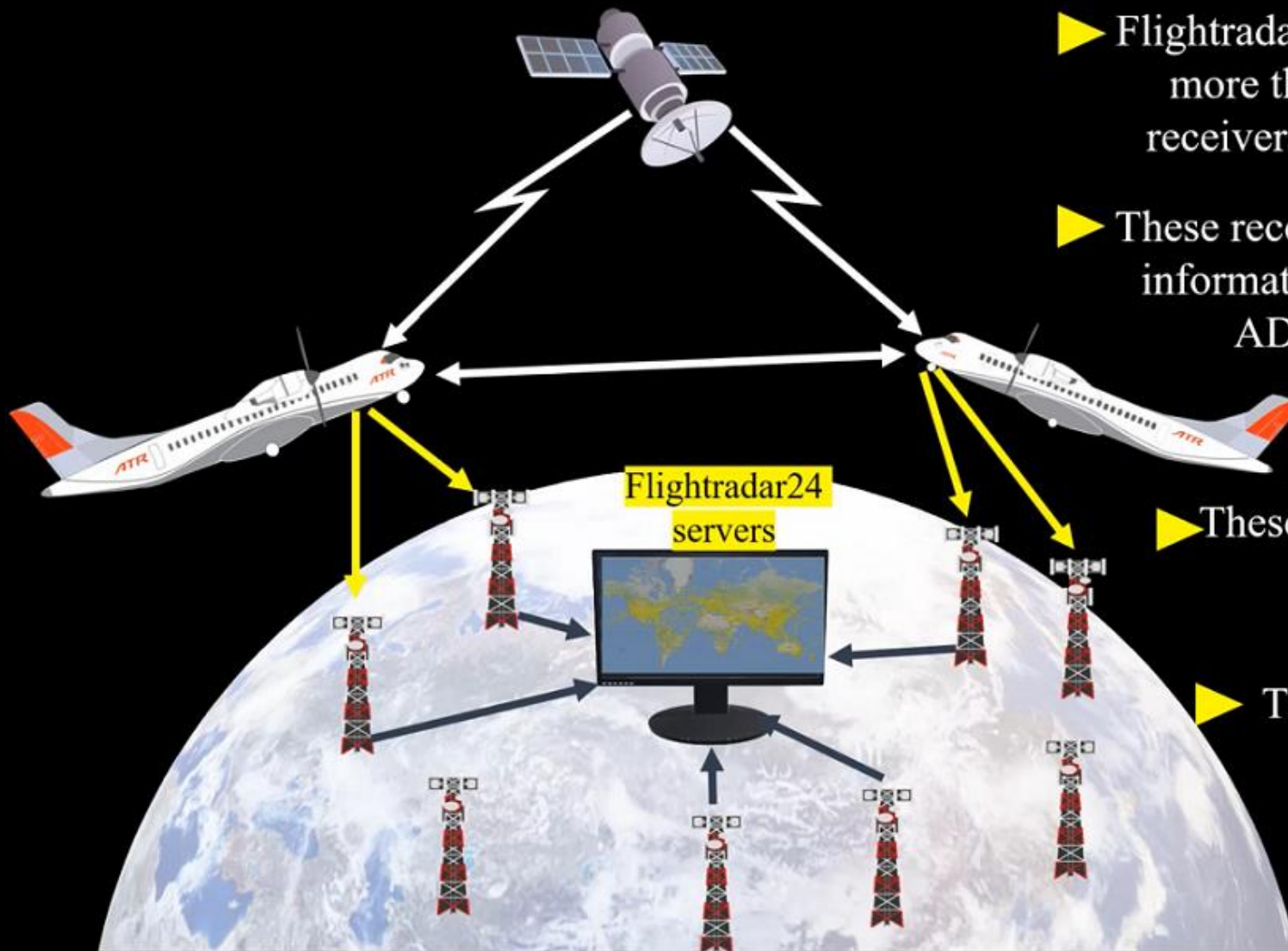
# DATA - Transmission by Aircraft



# DATA Processed – ATC (no Radar)



# DATA Processed – (eg FR24)



▶ Flightradar24 has a network of more than 20,000 ADSB receivers around the world.

▶ These receivers receive the flight information from aircraft with ADSB transponder.

▶ These information is sent to their servers.

▶ That's why we can see the flight information.



# DATA transmitted – FR24



Apps

Add coverage

Data / History



Subscription plans

Social

Press

About

Commercial service

**EIGRN**

Atlantic Flight Training Academy



flightradar24  
LIVE AIR TRAFFIC



FIR/UIR



Data source - ADS-B



ICAO 24-BIT ADDRESS

4CAC7E

SQUAWK



LATITUDE

52.3156

LONGITUDE

-8.109



3D view



Route



Follow



Share



More



Search



Upgrade

Re

# Requirements

- Transmit
- Receive
- Display

# EFB SE2 Transmits & Receives

## UAVIONIX SKYECHO2 WITH MOUNT, CABLE & CASE



Brand: [uAvionix](#)

Views: 23954

Product Code: SKYECHO2-UNIT-MOUNT-CASE

SKU: SKYECHO2-UNIT-MOUNT-CASE

£549.00

Ex Tax: £457.50

-

1

+

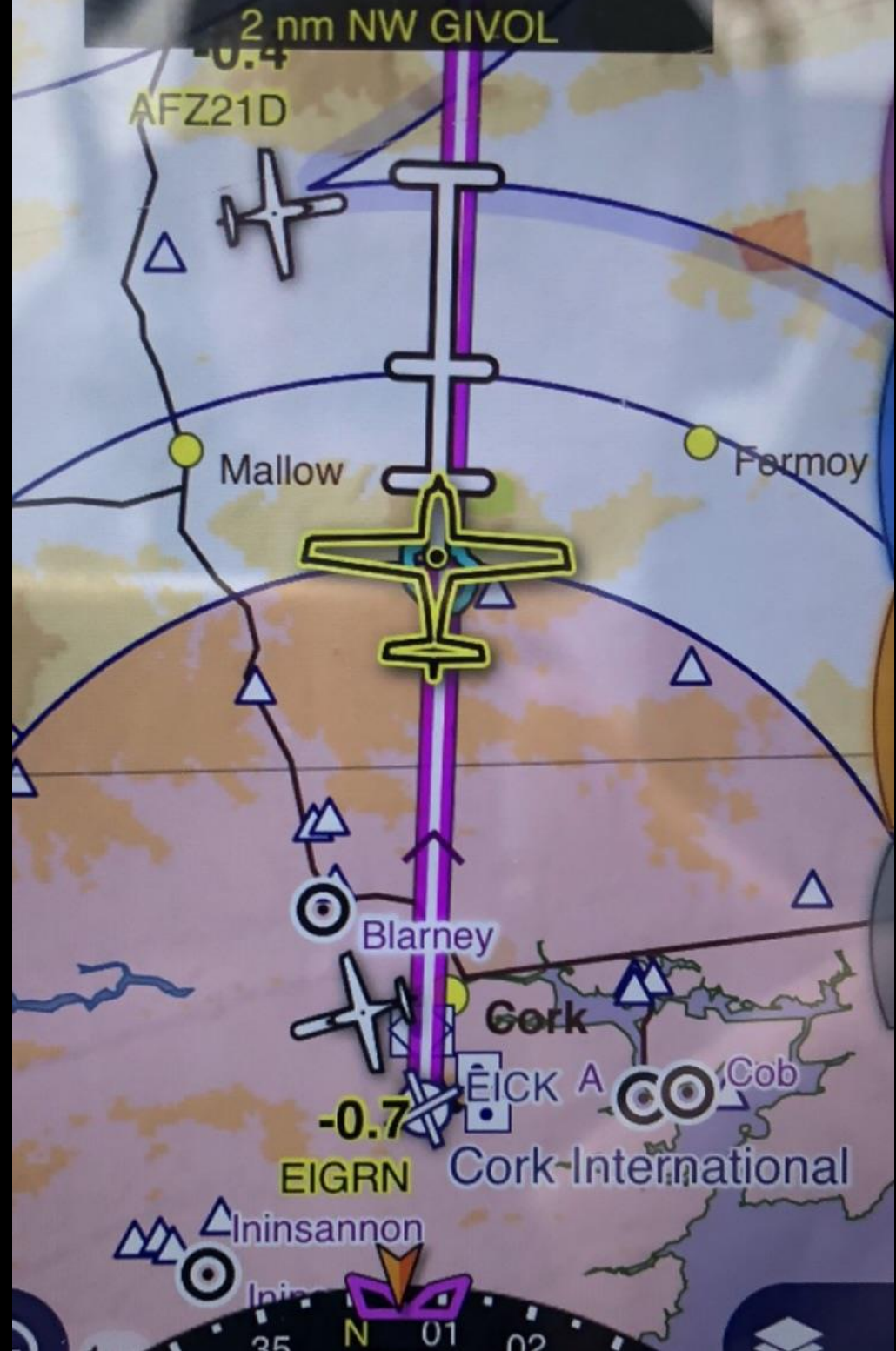
 ADD TO CART

[Add to Wish List](#)

[Compare this Product](#)



# Traffic Displayed on Ipad/tablet etc



# GASCI Website MAC Avoid Page

## General Aviation Safety Council of Ireland

[Home](#)

[Latest Accident Review](#)

[NEW!](#)

[Avoiding Mid Air Collisions](#)

[UPRT Stall Spin awareness](#)

[more...](#)



We all have close shaves, most do not get reported, some are closer than others. In VFR-type flying there are some measures you can take to reduce the risk of a mid-air collision.