



POWERFLARM CORE

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PowerFLARM CORE: The Next Generation FLARM for Gliders Has Arrived!

Fast 32-bit CPU, more than 50 times more powerful: Can process more targets per second, can react faster.

Twice the transmit power: Make yourself be seen by others even earlier! Makes sure other aircraft receive your signals as early as possible, even when their antenna installation is poor.

Twice the sensitivity: See those other gliders even earlier! Improved radio circuits ensure that even weak signals are being received, significantly reducing any blind spots due to fuselage shielding. You will see other aircraft at almost double the range.

Higher immunity to non FLARM signals: New cell phone technologies (4G and LTE) operate in frequency bands which may degrade 1st. generation FLARM operation. PowerFLARM contains additional circuits which filter out unwanted signals and thereby increase the range at which FLARM signals can be received.

USB port: Use your USB pen drives for firmware upgrade and flight record download. You can even install an USB extension cable in your cockpit to comfortably access PowerFLARM.

Two fully independent serial ports: Connect two displays or PDAs easily and with full speed.

Power supply for PDA / phone: Run and charge your PDA or phone¹ straight from PowerFLARM; it can supply 5V and up to 500mA

It's expandable: Additional features can be added through simple software license keys (Available Q2/2013)

One more thing... Enhanced GPS sensitivity and position accuracy / Extended power supply voltage range; up to 28V / More powerful and robust supply for remote displays

Made in Switzerland: All PowerFLARM products are designed and made in Switzerland to highest quality standards. Most of the original FLARM devices shipped in 2004 are still in operation today!

¹ Some phones require an adapter



Options

EASA Minor change approval for fixed installation: The European Aviation Safety Agency (EASA) has cleared the way for permanent installation of PowerFLARM through Minor Change Approval (MCA).

The required onetime fee for the MCA goes to the Austrian company Trieb GmbH, who has pushed the EASA approval through and is further monitoring the airworthiness of the system.

EASA's list of approved aircraft comprises of over 100 aircraft types up to 2 tons MTOW.

Please also see AOPA's press release at:

<https://aopa.de/aktuell/powerflarm-jetzt-auch-zum-festeinbau.html>

Audio Output: (available Q2/2013). Connect to your audio panel and never miss an alarm.

IGC approved Flight Recording: Kiss your old flight recorder goodbye.

Engine Noise Level Sensor (ENL): For power gliders

Second FLARM radio: Increased range and reduce blind spots by adding a second antenna. Especially useful for aircraft where the fuselage blocks radio waves (metal, carbon).

Transponder Mode C/S receiver / PCAS: Seamless integration of a transponder targets (PCAS). Informs the pilot of any nearby transponder-equipped aircraft and indicate the altitude difference as well as a distance estimate.

ADS-B receiver: ADS-B is the technology of the future and allows accurate warning of nearby aircraft. Most passenger jets and even GA aircraft are already equipped today.



System limitations: All FLARM and PowerFLARM devices must be periodically updated. The device will stop to operate if the update is not applied! Mandatory updates are always free.

PowerFLARM purchased in Europe or Africa can only be used in these regions due to technical and regulatory restrictions

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