

Submission: 007

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If implemented, this would significantly increase the cost of GA, including those flying as a hobby as well as a pilot training. Noting that mid-air collisions are very rare, this does not appear to be a feasible control. It would equally not make sense to only mandate ADS-B for a subset of aircraft (i.e. CASA vs. RAA) as it would defeat the purpose. If a cost-benefit assessment was done on the implementation of this control that determined the cost justified the safety benefit, I would be in favour, but I do not believe this would be the case.