

Submission: 027

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My concern with an ADS-B mandate is how this would be implemented for sports aviation aircraft (ie hang gliders and paragliders), which are lightweight, unregistered, inexpensive aircraft and devices cannot easily be installed to the aircraft (if at all). .

Would there be restrictions on the types of device that can be carried, or would small, portable devices such as the SkyEcho fulfil the mandate?

Would a device be registerable to the pilot rather than the aircraft?

Would there be any form of rebate available to support the purchase of the device in the changeover period?

Would carrying an ADS-B mean that hang gliders and paragliders are relieved of the requirement to carry & use VHF?

Would carriage of ADS-B be mandated for all flight, at all flight levels and in all airspace, or only for flight over 5000ft? Eg many hang glider and paraglider pilots do most of their flying at coastal sites, where height gain is limited by terrain. A pilot flying the seabreeze on a 200-500ft ridge has very minimal risk of encountering GA aircraft.

I do recognise the benefit of increased visibility in the air, particularly as drone aircraft become more common, and I feel that for an aircraft like a hang glider or paraglider, carrying a small ADS-B unit offers better visibility with less risk of distraction/mistakes than using VHF in flight.