

Submission: 087

Anonymous

I do support the mandate as GA may become more dangerous with partial ADS-B uptake as those that have ADS-B in may incorrectly assume that all local aircraft are listed and not look out for more that aren't using a ADS-B. That is, those with ADS-B in are probably in a more dangerous position than those with no ADS-B in. However, all my flying is done in hang gliders (for now) and we have different challenges with equipment.

We don't have large batteries on board, nor space to put extra screens in flight for any ADS-B information. The absolute best we could do is ADS-B out in a slim package with a rechargeable battery that fits in our harness or aerodynamically (with a housing) bolts to our keel (the sky echo, basically). In competition, there is also an advantage to knowing where other pilots are in flight and how they are performing so ADS-B information can be used unfairly. Same goes for sailplanes and paragliders. ADS-B in is not an option.

In PG/HG, the biggest issues seem to be other aircraft not knowing where we are. We are very aware of where each other are when flying cross country and we move so slow in comparison to other aircraft. It should be that other aircraft are able to know about our location and take action to avoid us as they have the power to do so. Given the unpowered nature of our flight we are limited in our ability to even action any incoming information on aircraft position.

The final solution for paragliders and hang gliders should be a requirement of ADS-B out only in flights that would require a variometer (not needed if flying low on the coast, etc). Sailplanes are using flarm already and would benefit from ADS-B out, and in only if it did the same as what flarm does. Basically, replace the flarm functionality with ADS-B in/out so there's no extra space taken and now other aircraft benefit from knowing where they are. Again, the skyecho is the all in one package here.

Sailplane clubs, HG, and PG pilots are very frugal in comparison to anyone who has the ability to own their own aircraft. Solutions need to be cheap too. If you push the cost onto sailplane clubs, they will be footing a bill of tens of thousands of dollars. I would be open to a full subsidy for all sailplane club owned aircraft (they're struggling enough as it is) and a majority (if not full) subsidy towards HG/PG pilots for the uptake in equipment assuming you can get volume discounts).

Expect negativity from HG/PG. We fly below the clouds, not above them, we avoid major airports and cant use the ADS-B in information. Every proposal costs us more and provides us nothing. We do not benefit from the transponders. The reality is that if don't make the transponders cheap or give them away, the pilots wont carry them and you have no way of knowing that they arent. We fly from hills and paddocks in the middle of no where, at irregular times so enforcement will be very difficult.

Sorry, I missed the keyword 'short'