

Submission: 105

Anonymous

I have already commented but wanted to add a second idea. Regarding hang gliding and paragliding - a very good compromise would be to replace the carriage of VHF radios with the carriage of ADS-B out capable devices. The whole idea of VHF is to tell everyone where you are and monitor to know where others are. ADS-B does exactly that, except the radio is hard to reach and operate in flight for paragliders and especially hang gliders.

In competitions especially, you don't actually want 80 pilots making VHF radio calls updating their positions to local traffic. It would be a nightmare. ADS-B fixes that. The local traffic with the capability to display the ADS-B information and re-direct themselves under their own power would benefit hugely from everyone carrying ADS-B. You would win huge favour with the the pilots under SAFA to mandate ADS-B, with permission to fly into a CTAF without a VHF radio. The distinguishing factor would be powered vs unpowered aircraft.

It's also far safer as competition organisers can now track all pilots in the sky in real time.