

Submission: 127

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I am of the view that the installation of ADS-B for aircraft is not warranted. For large & very fast commercial aircraft that may be so but in the area of my interest and that I fly is the low-level antique type aircraft. A number of these aircraft do not have both space on their instrument panel nor a power system to drive an ADS-B system.

I am also looking at the cost of installation of the mooted equipment. There seems to be the feeling that all aircraft owners have deep and pockets and endless bank rolls.

I have to also question the benefit of the equipment. The intent is that all aircraft will become aware of other traffic nearby and a possible danger to the subject aircraft.

In a world that is becoming more reliant on a glass screen I see a danger in that the pilot may well have his or her head down looking at the glass panel instead of outside. Studying the glass panel is happening more in the circuit pattern instead of flying the aircraft with eyes outside coupled with an occasional glance at the altimeter and study of the track in the circuit pattern.

Air Services may well want all aircraft to have ADS-B equipment installed for traffic avoidance, yet ASA takes no interest in separating the inbound traffic from the outbound traffic over the inbound markers of GMH and Parkmore Shopping Center on the East side of Moorabbin. A simple fix would sort this out, but it seems that ASA would take years to get a plan into being. So much for traffic avoidance.

In summary I am of the view that the people who have been pushing ASA into asking for all aircraft to have ADS-B installed have no real idea of what flying an aircraft, in particular an antique aircraft, is all about.

There seems to be suits in a Canberra hi-rise office just dictating a decision by people who have no real-world idea of what flying an aircraft is all about.