Submission: 133

Greg Blades

I do not wish the mandatory installation and use of ADSB for all VFR operations.

I have been flying for 51 years and have just over 27000 hours largely conducted in Australian FIR's to both VFR and IFR rules both commercially and privately..

I currently own and operate a warbird under Australian Warbirds

I hold a Class5 medical certificate.

The only flying now that I engage in is in Day VMC with one passenger (sometimes) in simple local and cross country flights.

I do no formations flying, air show performances and engage in no aerobatics.

My flying is all conducted in Class G airspace with very few of my flights ever operating in ClassD airspace and zero in other forms of controlled airspace.

In the last 12 months I have flown my aircraft approximately 5 hours.

The flying I carry out is severely limited by largely by the cost. That is hangerage, airport access, Insurance, Maintenance and the cost of the rare spares my old aircraft needs frequently due to its age.

In the 51 years of flying commercially and privately I have never seen fixed wing GA in such a position as it is now .

It has been driven by high cost and onerous rules to the point that private VH registered aircraft have been driven from the skies and sit rarely flying.

The Commonwealth Government must take a large part of the responsibility for this.

Selling off ar giving away many airfields, airports to either local government or private individuals is ridiculous.

Federal cost recovery brought in during my life of flying and the cost of excises on fuel have added to the above to bring this sad situation about .

Simply put, GA fixed wing private, aerial work, charter and regional airlines are in a terrible position.

Mandating compulsory ADSB is just one more straw to break the camels already overstrained back.

To impose further costs onto our poor failing aviation sector is uncaring ,grossly irresponsible and very reprehensible .

Consider deeply your rash and unnecessary proposal.