

ADS-B Industry Day

The General Aviation

Perspective

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AOPA IS...



Over 408,000 members



What Is General Aviation?



*All flying except military
& scheduled air carriers*



AOPA supports FAA Cost Reduction Efforts

- **Flight Service Station outsourcing**
- **Eliminate redundant approaches**
- **Implement WAAS instead of VOR refresh -- GPS/WAAS approaches**
- **Reduce dependence on NDB as SATNAV proliferates**
- **Important that ADS-B achieves improvements and savings!**



AOPA has worked on ADS-B for more than a decade

- **Capstone – Alaska**
- **SF 21 Ohio River Valley**
- **RTCA – incubated idea and idea of demonstrations**



AOPA has worked with FAA on ADS-B over a decade!

- **AOPA aircraft since 2000**
 - **Demonstrations to international authorities, congress, universities**
- **Pilot education – AOPA Pilot editorial, Expo, Pilot Town Meetings, etc.**



Benefits for ADS-B

- **Increases safety – info into GA cockpit**
 - Situational awareness
 - Weather avoidance
 - Traffic avoidance
 - TFR/SUA
- **Augments Security?**
- **Reduces FAA cost**



Requirements for the typical AOPA aircraft owner

- **ADS-B avionics needs to be affordable -- too expensive today**
- **Installation must not encumber equipage**
- **Eliminate Mode C transponder**
- **Commitment by FAA to ADS-B and avionics standards**



Requirements for the typical AOPA aircraft owner

ADS-B = FIS for GA

- **Not Mode-S in disguise!**
- **Equipage incentive is traffic and flight information services (FIS)**
- **All FIS content is free**



FAA/Industry ADS-B Strategy

- ***GA Data link must be UAT!***
- **8-10 years before a mandate:**
 - **Nationwide infrastructure in-place**
 - **FIS data (weather/TFR/etc)**
- **The FAA must meet all infrastructure milestone schedules**
- **ADS-B will result in significant cost savings by ultimately replacing**
 - **Radar**
 - **TCAS**

