



# Royal Swedish Aero Club Views & requirements General Aviation and EGOA

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Trend  
Technology  
Possibility  
Risk  
Way Forward



# Trend

- "Flying GPS" to the destination point
- High standards of safety
- GA new capabilities (Displays, OBC, etc)
- Increasing cost is "all around"



# Technology

- GPS is entering standard functionality
- Color displays and glasscockpit are taking over
- On board comp. and functionalities are increasing
- However, Human Factors are lagging



# Possibilities

- Air to Air position & alert info at low cost
- Ground based info and message at low cost
- Fleet location information
- EGOA-system for GA in harmony with heavy A/C Mode-S via datafusion



# Risk

- Industrial and political overriding criteras
- Uncertain formal and operational process for international implementation
- Positive but scattered result awareness
- Required equipment and cost increase



# Way Forward

- Continue result oriented test & evaluation with pilot and ATC programs
- Preliminary low cost integration std for displays and glass cockpit
- Joint international EGOA network
- Forceful test with "added advantages" for participants



# KSAK Summary

- Mode-S should not be a requirement for flying in Swedish airspace
- Enhance EGOA test&eva towards national and international std acceptance
- Implement std for integration in air and ground systems (H/W and S/W)
- Penetrate increased safty *and* reduced cost for operations in remote areas, AFIS etc
- Develop added value capabilities, message etc



# Finally !

And the name.....

***”ADS-B / VDL Mode 4”***

Recommendation:

***EGOA***

***(or MEGA)***

(Multimission Enhanced GPS Air control)





End

**Thank You**

*Questions*