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From: [Peter Snelling](#)

Sent: Fri, 15 Nov 2019 13:59:32

To: Noise Regulation

Subject: [SPAM] NOISE REGULATIONS 2018 - SPECIALISED AIRCRAFT

Sensitivity: Normal

Attachments:

[FINAL NOISE SUBMISSION NOV 2019.pdf](#)

Dear Aircraft Operations

We refer to the Review of the Air Navigation (Aircraft Noise) Regulations 2018 – Specialised Aircraft – Issues Paper dated September 2019 and would like to make the enclosed submission on behalf of the Historical Aircraft Restoration Society Inc. (HARS).

Thank you for the opportunity to comment.

Peter Snelling

HARS Quality Control



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15th November 2019

Aircraft Operations
Aviation Environment Branch
Department of Infrastructure, Transport, Cities & Regional Development
GPO Box 594
CANBERRA ACT 2601

Dear Sir/Madam

REVIEW OF THE AIR NAVIGATION (AIRCRAFT NOISE) REGULATIONS 2018 – SPECIALISED AIRCRAFT

We refer to the Issues Paper under the above heading dated September 2019 and make the following submission.

The Historical Aircraft Restoration Society Inc (HARS) is arguably Australia's largest restorer, maintainer and operator of historic and ex-military static and operational aircraft.

While HARS has aircraft in its historic fleet capable of supersonic flight, they are now only in our static display collection. Nor does HARS operate Adventure Flights.

Accordingly, HARS will limit its comments to Chapter 3 of the Issues Paper – 3 Historic Aircraft – non Adventure Flights.

By way of an introduction and background to HARS:

- HARS is a not-for-profit organisation staffed by volunteers and does NOT participate in Adventure Flights.
- HARS aircraft participate in air shows and special events such as fly pasts at commemorative events.
- The vast majority of HARS aircraft have an operational category of PRIVATE, the airworthiness category of LIMITED-EXHIBITION and are Class B aircraft.
- Noise exemption approvals under the Regulations have previously been granted to HARS historic and ex-military aircraft for which noise standards do not apply.
- HARS historic and ex-military aircraft hold a mixture of grandfathered and single year noise exemptions permits issued in accordance with regulation 9A(2)(b) or the later 14(3)(b).
- HARS currently has some 12 operational aircraft, with a further 9 under restoration and another 17 on static display.
- Once HARS processes historic and ex-military aircraft into the LIMITED Category they stay there – nothing changes from year to year.
- All the above historical and ex-military aircraft are propeller driven with the exception of the soon to be airworthy Vampire and our 2 x Neptune aircraft which are fitted with supplementary jet engines for use on take-off only.
- While all HARS aircraft are available on display at the HARS Museum (Shellharbour Airport), actual operational usage is very limited eg, for calendar 2018 the whole HARS operational fleet flew a total of 52 hours!

At “3.7 Proposed noise regulation of historic aircraft” the Issue Paper states.....

“Against the regulatory background described in this paper and having regard to the future operations of historic aircraft in Australia the Department is proposing” and lists 4 options which HARS would like to address individually.

a. Considering whether different conditions or limits should be placed on private historical aircraft flights as opposed to those where the aircraft is being used as part of an air show or special event

The types of operations mentioned are different in relation to noise values and any conditions or limits imposed should be treated as such.

Private historic aircraft flights by their very nature are random, periodic single noise events as are aircraft operating to/from an air show or special event, eg Anzac Day fly pasts, and can take place anywhere in Australia. A light handed regulatory approach would seem appropriate – possibly 14(3)(b) on a permanent basis.

Whereas air shows and Adventure Flights tend to concentrate multi-aircraft noise events in a single, specific location and while of limited duration are probably more intense. Air shows and Adventure Flights would seem to warrant a higher level of regulatory control of conditions and limits.

b. Enabling historic aircraft exemptions to be granted for extended periods (eg, three years) rather than yearly or for “one off” events

The Issues Paper is timely in that the present system is labour intensive for both operator and regulator with the possibility that annual renewals are overlooked and, in the case of a noise exemption issued under 14(3)(b), achieves little.

As far as HARS is concerned, once historic or ex-military aircraft are certified in the Limited Category, their operational use is very ‘limited’ and in respect of the aircraft and their performance, nothing changes from year to year.

While HARS has several larger aircraft in its historic fleet, actual operational usage is very limited eg, for calendar 2018 the whole HARS operational fleet flew a total of 52 hours.

Once a noise exemption has been issued for an historic or ex-military aircraft, HARS see little value in reissuing it each year or even on a 3 yearly basis – a permanent exemption with appropriate conditions or limits would seem more appropriate.

c. Aligning the Department’s issue of approved exemptions with AWAL’s issuing of certificates of airworthiness

As far as HARS is aware, AWAL’s issuing of certificates of airworthiness is virtually a ‘one time’ affair and if a permanent noise exemption was issued with initial of the certificate of airworthiness, this would satisfy new owners. However, such a system may not address existing certificate of airworthiness holders who may not need to renew their airworthiness certificates for many years, or at all.

d. Consider whether historic aircraft should continue to be grandfathered (ie. For those aircraft operators with approvals prior to the aircraft noise regulations coming into effect) or reassessed for future operations

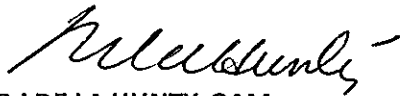
Where historical and ex-military aircraft that do not have a noise certificate or do not (or cannot) comply with noise standards, a permanent noise exemption should be grandfathered. This would be a practical approach for both regulator and client and would align with one of the stated objectives of reducing the

administrative burden associated with the regulatory process.

In summary, HARS considers that a system that enables historic and ex-military aircraft that do not have or cannot comply with noise standards, to be granted exemptions on a permanent basis (subject to conditions) is the most appropriate way forward.

Thank you for the opportunity to comment.

Yours sincerely



R J DE LA HUNTY, OAM
President & Chief Pilot

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