

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

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I have received one days advice of the Review of the Air Navigation (Aircraft Noise) Regulations 2018 - Remotely Piloted Aircraft and had not heard anything about it apart from a trial in Canberra last year that many residents objected to. The trial in Logan (Qld) by a small food delivery company only became apparent after searching for more information online. The TV coverage on 7 News Brisbane appeared to be a paid commercial for that delivery company and it claimed there was free delivery. I was appalled by the amount of noise these drones make and that was after modifications.

Terms of reference 2 (a)

- (1) There are various models which vary in size, weight and design. I object to the use of drones for food and parcel delivery in residential areas.
- (2) Drones should only be used for defence or emergency use.
- (3) They should not be permitted in residential areas. Use in industrial rural and remote areas should be controlled by noise regulations.
- (4) Total number of movements per should be restricted and no flights at night except for emergencies.
- (5) This could be reviewed pending other technological developments
- (6) The noise characteristic (using current models) is very intrusive.

(b) I strongly object to the general use of drones being given an exemption of the Aviation Safety Regulations 1998 administered by CASA. Furthermore this exemption should also not be given to flight training done in a predominantly residential area such as Parafield Airport in South Australia. They should not be given protection from civil liability for trespass and noise nuisance nor should light training aircraft. This is a serious flaw in current practice and is unconscionable behaviour especially our taxes are used to expand their business. Even the local Council is misusing rates funds to promote Parafield Airport,

Community acceptability. You would have to provide more widespread consultation to gauge acceptance by the community. I believe trials have not been widely accepted.

Community opinion would be negative if they realised that the companies pushing this agenda pay minimal company tax in Australia ie Amazon, Google and Uber.

(d) There have been a lot of complaints about the use of flight training over residential areas in many parts of Australia. The level of drone noise suggested is approximately the same as some quieter aircraft at 1000 feet yet Uber Elevate are targeting 67dB at 250 feet which I believe would be unacceptable.

3. Currently, despite many complaints, submissions and other action there is no Government agency who will take responsibility for the noise of light aircraft once they have left the Airport. We have training aircraft buzzing around almost non stop from before 7am until 11pm plus other aircraft permitted after these hours. They have a curfew at Adelaide airport but they say it does not apply at Parafield Airport despite both Airports being controlled by the same management. Flight training should not receive noise exemptions and nor should drones.

3 (ii) ANEF data should not be used for light aircraft and drones. It is not a suitable noise metric. The N65, N70 charts do not convey the horrific reality of living near a busy training airport.

I disagree with passing any new noise regulations on to States/Territories or even Councils. The current EPA noise guidelines should apply to both light aircraft and drones but be managed by a new and hopefully more effective Federal system. The current method of denial and saying you can't do anything about noise is not sufficient. Historic or warbird type of Aircraft should not be allowed to operate in residential areas. Any permits given must be for a specific duration eg an airshow and not for two or three years.

Privacy. What safeguards are there from drone intrusion into privacy in our backyards and gardens? We already have numerous low flying aircraft from Parafield Airport who take footage of our homes and post them online. How can we deal with drones dropping off packages and fast food orders to incorrect addresses and safety issues?

The timing of this review is unfortunate and the submission time should be extended due to bushfires raging through many areas of Australia and a broader audience should be sought. Many parts of Australia are suffering from rapid increases in flight training predominantly from Asia and we have tried to have this problem addressed previously.

Regards

S Jensen