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From: [Shane Tobin](#)

Sent: Sun, 10 Nov 2019 20:43:13

To: Noise Regulation

Subject: Submission RE Issues Paper Sept 2019

Sensitivity: Normal

Good evening,

I am writing regarding the aforementioned Issues Paper regarding Aircraft Noise Regulations and in particular regarding point 3.7 of the paper.

I am a current commercial airline pilot and I also fly and own warbird aircraft and Limited category aircraft. I am also a CASA accredited check pilot, and a current instructor, aerobatic pilot and formation pilot.

I would like to make the following comments regarding the proposals as listed in part 3.7 of the Issues Paper:

1) I would like to express my support for changes as per 3.7 (b). Going to 3 years is a step in the right direction and indeed, I believe there should be an exemption for the aircraft so long as there is no change to engine specification, propellor specifications or other changes as long as the aircraft remains under the same ownership. In other words- reduce the red tape when there is clearly no changes in the noise of the aircraft.

2) I also express my support for alignment of exemptions to that of those issued by AWAL, of which I am a member (part c). AWAL has the knowledge, expertise and indeed are the Subject Matter Experts in Australia of warbirds and historic aircraft, so, again an alignment would reduce the red tape, and streamline the processes for owners and operators.

3) I do NOT support the cancellation of grandfathered certification where there has been no changes to the aircraft (as mentioned above). There is no reason to change the certification requirements for these aircraft that have been operating for years.

4) I do NOT support part (a). Differing limits on whether the same aircraft operates as a display or on a Saturday afternoon as a private flight is nonsensical. If the aircraft meets the required standard for a noise exemption, then it meets it- period. I challenge any case studies whereby a noise exemption has been abused.

Thank you for seeking submissions and I trust you will take my correspondence into account when making your decision. Owning and operating a private aircraft, particularly a warbird, is already a very costly exercise, and it should be made clear that increasing the burdens of cost and paperwork on owners may cause, and in some cases will cause, a reduced number of these special, historic and important aircraft to cease flying in Australia.

Kindest regards,

Shane Tobin