

Archived: Thursday, 21 November 2019 8:39:56 AM

From: Neil Gross

Sent: Tue, 19 Nov 2019 09:22:26

To: Noise Regulation

Subject: Noise Regulation Review for Remotely Piloted Aircraft (RPA) and Specialised Aircraft

Sensitivity: Normal

\cbpat2\0

\cbpat2I have reviewed the documents and make the following comments. I am a NSW based acoustical consultant with experience in aircraft and helicopter noise.

\cbpat2

\cbpat2At this stage my comments are only preliminary and an initial response to the issues being raised. It will be interesting to see what happens from this point.

\cbpat2

\cbpat2I believe that noise from drones needs to be regulated at a local level (rather than just a commonwealth level) such that existing enforcement processes can be followed. However AirServices should regulate the certification of drones with the need for all drones used for commercial purposes to meet certain noise limits depending on where or when they are used.

\cbpat2

\cbpat2For recreational use from home there should be an approach similar to the use of power tools or lawnmowers which mainly restrict hours. 7am to sunset weekdays and later on Sundays and public holidays, or inaudibility inside neighbours after 10.00pm For use in recreational areas I imagine that similar to ball games or dogs on leashes that some parks can allow drone use and others may ban it.

\cbpat2

\cbpat2For home business use then there would need to be a limit of 1 drone registered for use, that would need to meet a certain noise limit and restrictions to daytime hours only until 6pm and number of movements per day to a low number (less than 10).

\cbpat2

\cbpat2For commercial use, then only certified drones/uam can be used and the suitability of a site would need to be assessed by a qualified acoustical consultant in a similar manner to a helicopter. However, further to the assessment of helicopters we recommend that the arrival and departure movements are included in the assessment. Suitable limits would need to be established over day evening and night periods and the need to assess sleep disturbance at night time. These may define flight paths (take off and landing procedures) in close proximity to the site being assessed.

\cbpat2

\cbpat2At some time in the future, when there is sufficient uptake we would imagine there will be a network of major flightpaths. Ultimately a document similar to the Road Noise Policy would need to exist to manage noise where it occurs in concentrated areas or the impacts of new developments causing additional flights along these designated paths.

\cbpat2

\cbpat2Regards

Neil Gross | Director | **Wilkinson Murray Pty Limited**

\cbpat2Level 4, 272 Pacific Highway, Crows Nest, NSW 2065

[Redacted]

[Redacted] | www.wilkinsonmurray.com.au



\cbpat2Wilkinson Murray allows me to work flexibly so I may send emails outside of normal business hours. I only expect you to respond within your normal business hours.

\cbpat2