

Submission 149 – Fiona Lake

Until every single airborne aircraft carrying people is sending out location signals (except for the ADF), RID for drones should not even be mentioned anywhere.

The fact that it is, is testament to the insidious power of venture capitalists & overseas-based multinationals pushing their pure profit-making ventures of uncrewed passenger aircraft & drone deliveries. Both pie in the sky stuff that is years away from economic, environmental & social reality. (A dose of realism is needed in your working groups – not just a south east Australian based nest of mutual back-scratchers hell bent on talking up their money making schemes. Looks like there's not a single person on these current groups who would have any kind of different view.)

Right now old Bill can putt around in the bush in his Cessna without ADSB installed let alone turned on. Is CASA seriously suggesting that a kid with a small drone should have RID operating on it, while adults can fly around in aircraft worth thousands of dollars, without?

As for even mentioning the network model – did someone write that with a straight face? Please direct whoever had that bright idea to Telstra's mobile coverage map, and be sure to mention that the green dots need to be reduced by approx. 50%, to give the true indication of reliable mobile phone signal across the Australian continent.

If RID were to be introduced the only operators who would use it as instructed are the people who are operating commercially and feel forced to for insurance reasons, and employees who are directed to by employers due to corporate or govt dept policy. The rest of the populace would just ignore it.

If the govt were serious, point-of-sale registration is the only way to have any kind of control and record of ownership. Without that, both recreational (majority) registration & RID are doomed to fail. The vast majority of drone owners simply will not comply as they will not see the need or want to spend the money and waste the time.

Those who buy drones with bad intentions will simply direct import, use non-DJI brands or build their own so registration & RID won't sort them out.

As it is, Aeroscope detects multiple unauthorised flights near airports and there's zero consequences for the drone operators. Social media is full of drone videos clearly breaking serious rules and there's zero consequences for the drone operators.

Introducing another layer of bureaucracy will simply increase the disrespect drone owners already have for drone laws and those tasked with writing them.

RID of some kind for the small number of uncrewed BVLOS aircraft – that's a no brainer.

Ditto aircraft that are a damaging weight. EG drones weighing above 7kg.

While we're on the topic of improving drone laws, ditch the rural landowner sub 25kg exemption & introduce a super efficient & relevant 2 day tier of training/licencing for regional operators (IE who never want or need to fly in controlled airspace).

Stop treating rural & remote Australia as if nobody at all lives there – no more overseas companies trialling their experimental craft here, unless they want to pay to do it at Woomera – which is of course purpose built. Re-write the rules - for sub 2kg they should be summarisable in total, in clear English, on 1 A4 sheet of paper. Follow EASA's lead and stop treating rec & commercial operators differently - business owners are not cash cows to be milked; small business is the backbone of Australia's economy & CASA must be mindful of the impact of rules etc on the uptake of drones by children.

Start issuing serious fines to repeat breakers of serious rule breakers.

BVLOS flights are rife in regional Australia. And there's plenty of unauthorised flights around Sydney harbour on a daily basis!