

Submission 02 – Ann Lau

Re. drones like Google wings delivery (small) to larger including air taxi in the near future.

I am very concern.

Given these plans are rolling out already and proving a major issue for public agencies (ie Airservices is not effective in handling complaints and focuses now on supporting the industry)

My suspicion is the new thriftiness city centred jet passages will force raising ambient noise thresholds as it grows to make all self-regulated craft possible.

Reports show all these craft in neighbourhoods not next to airports and freeways exceed current noise expectations. However there is privacy and other to consider no matter the current federal acknowledgement that frequency not present dBA decibel assessment be used. Begs the question Re. helicopters (should F1, Flemington Raceday etc be a reminder).

The greatest concerns:

1. be aware only single case-by-case craft are considered in any complaint presently; the aggregate craft impacts are not accounted for; adding 24hr continuous networks that operators desire to current craft issues and must be comprehensively dealt with for effects set to reconfigure good quality ambient conditions/ living space.
2. we should have an independent authority independent of Airservices and the ANO that can drive outcomes, given industry focus and a history of actively suppressing community complaints (for the majority of craft we presently have had, none will be reviewed) despite well documented knowledge of overflight impacts.
3. we must have a public review of current and projected plans to understand the implications of graduated aerial easement forming.
4. To date, any fly neighbourly agreements if any are legally unenforceable, and demand a fit-for-purpose standards and proper planning consultations.
5. on community human and environmental impact review, the EPA requires a directive from CASA (aviation safety authority) for any review and presently the only possible pathway is EPA SEPP premises-based (landing site, NOT overflight). However, be aware two frameworks are at play - FIRST: A-weight decibels- world Health Org WHO calls for reducing noise threshold from our present 55dBA to 40dBA (acknowledged under SEPP) and for most people 40 and less is the normal habitat; for industry vs 60-80dBA (think freeway) unshielded aircraft impact. SECOND: Frequency assessment represents the real world and accounts for the high pitch and low window-rattling noise - all disturbances the A-weight decibel system cancels out.
6. Privacy and proximity are yet to be factored in.
7. Canberra drone pilots so far are showing that communities are expected to deal with the operator directly ie: you solve issues with Google or Uber -not a matter for the government, and only large complaint numbers will realise review. THIS IS NOT ACCEPTABLE, TRY COMMUNICATING WITH A GOBAL CORPORATION ON COMPLAINT - GET REAL! GOVERNMENT! This is not a viable framework and should be noted as such and demand proper planning, assessment and consultations!