

Submission 31 – Informed Comment

Australia's pathway towards RID should be postponed until USA's FAA RID has been implemented for at least 1-2 years, learning by their experiences and pitfalls.

The cost with the implementation of RID should be totally incurred by the commercial/enterprise drone operators and thus should be targeted to this space, eg. Only on commercial drones and/or 2.5kgs aircraft or heavier.

Costs and weight currently make it inequitable or not possible for smaller remote aircraft (<1.5kg) to successfully have RID, plus including the current poor state of communications available in most rural areas.

The costs and procedures incurred by the hobbyist would be such that would lead to the devastation of the hobby, resulting in less interest in the aviation, STEM and higher education sectors. Australia is at the forefront of these industries and sectors, where the young model enthusiast has played a large role later in their adult employed life.

As stated in annex's 1- 3, there are very concerning challenges and negative outcomes if the implementation of RID in Australia is pushed through using the current method and technology.

I have been flying remote aircraft for 40 years, drones for 10 years - originally on a farm in Western Australia - which still to this day does not have reliable 4G or fixed wireless NBN internet reception.

I currently have CASA 107, and in line to be a RPAS pilot for emergency services in the next few months.

Scratch building both model airplanes and drones (back in the day before DJI) gives me a perspective within both the hobbyist and the commercial drone space.

I would happily walk away from my job in the emergency services space if it meant supporting the hobbyist - as I spent many a hour at clubs, as well as at my own property - which led to me to the job/s and experiences throughout my adult life.

We need to foster this hobby and not inhibit it by introducing a poorly implemented RID policy.

Regards;