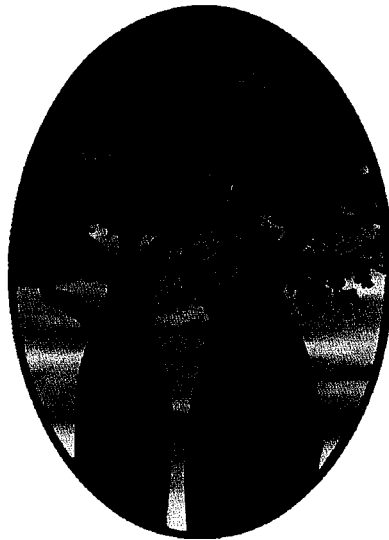# Shire of Derby / West Kimberley

Submission by the Shire of Derby/West Kimberley to the Parliament of Australia, Joint Committee of Public Accounts and Audit.

Aviation Security in Australia

Thursday 9 ᵗʰ March 2006
Council Chambers
Derby

Preamble

The Shire of Derby/West Kimberley covering approximately 102,000 square kilometres in the West Kimberley region of Western Australia operates two security controlled airports.

These airports are the:
- Fitzroy Crossing town airport located adjacent to the township of Fitzroy Crossing which is approximately 250 km east south east of Derby.
- Derby township airport located approximately 7 km south east of the Derby townsite.

Both Shire of Derby/West Kimberley airports have Regular Passenger Transport (RPT) operations, being:
- Fitzroy Crossing, a twin propeller, 9 seater RPT service originating in Broome and servicing the towns of Fitzroy Crossing and Halls Creek in the Central Kimberley.
- Derby, a twin propeller, 7 seater RPT service originating in Broome and servicing the town of Derby.

Shire of Derby/West Kimberley Airport Security

As an operator of a Security controlled Airport and as per Section 28 of the Aviation Transport Security Act 2004 (ATSA) , the Shire of Derby/West Kimberley has undertaken a Transport Security Program (TSP) for both airports which complies with Part 2 , Division 4 of the ATSA and all the requirements imposed under the following:
- Aviation Transport Security Act 2004
- Aviation Transport Security Regulations 2005
- International Civil Aviation Organisation (ICAO) Annex 7
- Australian and New Zealand Risk Management Standard 43/60:2004.

The general objectives of the Shire of Derby/West Kimberley Derby and Fitzroy Crossing Airports Aviation Transport Security plans are to safeguard against:
- Unlawful interference with aviation
- Unlawful access to airside zones
- To increase public awareness of aviation security arrangements.
- To increase public confidence in aviation security arrangements.

Previously both of the Shire of Derby/West Kimberley airports that receive RPT services were unsecured with regards to access to the airside apron and taxiway areas, had limited apron lighting, had limited parking, general public area lighting and had no mechanism for general surveillance.

Risk Assessment and Basic Security Measures

In mid 2004 the Shire of Derby/West Kimberley RPT airports undertook risk assessments inclusive of the following;

- Strategic context
- Local organisational context
- Risk Management context
- Existing security controls.
- Asset Appreciation and Criticality Analysis
- Sources of harm
- Likelihood estimate
- Consequence of events
- Risk rating
- Cost benefit analysis
- Risk rating post treatment
- Treatment gap analysis
- Risk treatment implementation schedule
- Basic security measures
- Implementation of basic security measures.

The basic security measure requirements were then costed and funding assistance was applied for by the Shire of Derby/West Kimberley through the Regional Airports Funding Program for the implementation of such measures.

The funding assistance approval was received by the Shire of Derby/West Kimberley via the administrator of the program, the Australian Airports Association on behalf of DOTARS.

Basic security measures for Derby Airport consisted of

- Approx. 953m of 1.8m high chainmesh security fencing
- Installation of additional street lighting in the general vehicle parking and access road areas and also on apron areas.
- Installation of a secure padlock system with the installation of a keypad locking system
- Installation of a surveillance system, being the Sentry Scope CCTV camera and DVR system
- Installation of additional signage

The total sum allocated for this project was $159,580.20 GST inclusive.
As of March 2006 all funds have been claimed for excepting the funds allocated for additional signage which is currently in the process of finalisation.

Basic security measures for Fitzroy Crossing Airport consisted of

- Approx. 2600 m of 1.8m high chainmesh security fencing
- Installation of additional street lighting in the general vehicle parking area.
- Installation of a secure padlock system with the installation of a keypad locking system
- Installation of a surveillance system, being the Sentry Scope CCTV camera and DVR system
- Installation of additional signage

The total sum allocated for this project was $315,483.25 GST inclusive.

As of March 2006, assistance funds have been claimed for by the Shire of Derby/West Kimberley are inclusive of the CCTV camera and the locking systems, The fencing portion of this project has been completed with Council submitting the invoice for funding shortly, the lighting portion of this project is still being undertaken.

The Shire of Derby/West Kimberley response to the terms of reference of the Public Accounts and Audit Committee

The Shire of Derby/West Kimberley provides the following comments to the Committee in regards to the following terms of reference.

1. Regulation of aviation security by the Commonwealth Department of Transport and Regional Services: and the Departments response to aviation security incidents since June 2004.
   1.1. DOTARS during 2004 and up until the Shire's Transport Security plans were approved provided the Shire of Derby/West Kimberley with timely and up to date advice on all issues relating to a new entrant and the production of a TSP.
   1.2. The payment system through the Australian Airports Association has worked well, with few hold up or problems encountered, the system applied for all new entrants has been exhaustive and fair across the board.

2. Compliance with Commonwealth security requirements by Airport operators major and regional airports
   2.1. The Shire of Derby/West Kimberley is mindful of the security requirements and responsibilities as entrusted to this Shire in the prescribed legislation. All current requirements (as a new entrant) pertaining to the Aviation Transport Security Program and the Shires TSP's are being adhered to.

2.2. Councils officers at the Derby and Fitzroy Crossing airports have undergone the prescribed "hand wand detecting" training requirements.

2.3. The supply of ASIC's and wearing of such is still proving to be a problem for this remote Shire. Advice received by Council as at end of Feb 2006 indicates that 14 of the required 20 ASIC's will be forwarded to Council shortly after having been cleared by Federal Police requirements.

3. Compliance with Commonwealth security requirements by airlines.

3.1. The small aerial operators located at Derby and Fitzroy Crossing have embraced the requirements enthusiastically and with professionalism, larger organisation like the Royal Flying Doctor Service , major air charter operators and major fuel distributors have a full understanding of the requirements.

3.2. Security screening, baggage checks etc are currently not applicable to these airports

4. The impact of overseas security requirements on Australian Aviation security.

4.1. N/A applicable at either of these Shire airports, no international operations are undertaken.

5. Cost imposts of security upgrades, particularly for regional airports.

5.1. The cost of the Basic security upgrades required at the Shires airports totalled approximately $474,763 Incl.GST.

5.2. Without the funding assistance as provided for by DOTARS, The Shire of Derby/West Kimberley, is currently not in / nor is likely ever, to be in a position to fund these requirements exclusively from Council expenditure, the cost of the required security upgrading represents approximately 17% of Councils rateable yearly income.

5.3. Whilst Council currently has an RPT service that consists of small twin engine propeller planes, the endevours of the Shire to obtain a direct jet air service between Perth and Derby are currently being fulfilled with Council authorising the calling of tenders for the issuance of an Aircraft licence by the relevant State Minister for the Perth – Derby Route. This service will be utilised by the mining industry for fly in fly out personnel transport, for Government transport and for general passenger transport. The Derby airport having compliance with airside security requirements has allowed this endevour to proceed with the resultant economic benefits to this immediate region of Derby.

6. Privacy implications of greater security measures.

6.1. This issue has not arisen at either of the Shires airports, no screening of persons or baggage currently is undertaken so the invasion of privacy or suck like has not been encountered.

7. Opportunities to enhance security measures presented by current and emerging technologies, including measures to combat security fraud.
   7.1. Being a remote Shire and therefore having by virtue remote airports, the use of advanced or emerging technologies is a requirement that needs to be embraced and implemented by airports similar to our Shires. The advantage that may be gained by the operators of Airports in all aspects of upgraded airport security utilising upgraded or enhanced technologies is practically a necessity.

8. Procedures for, and security of, baggage handling operations at international, domestic and regional airports by both airlines and airports.
   8.1. Currently not applicable at both Shire airports.
   8.2. As per section 5.3 may be able to comment in the future.

Closing comment:
Following on from the introduction of the Aviation Transport Security Act in 2004, the Shire of Derby/West Kimberley advises the following

- The Department of Transport and Regional Services officers provided full help to the Shire in undertaking the compilation of our Transport Security Plans.
- The methodology in the application for funding assistance for "new entrants" as secure airports proved not to be cumbersome, or time consuming.
- The funding body, Australian Airports Association, has acted in a professional manner in all requirements and have been prompt in finalising payments
- These basic airport security upgrades could not have been afforded by Council without the assistance of the Australian Government.
- Required basic upgraded security measures although minimal has seen the ability of the Shire to engage in dialogue to ensure that the possibility of enhanced air services to the states capital are fulfilled.

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