

Submission 55

To the Committee
JCPAA
Canberra

As an active PPL holder I will only direct my submission to (a) and (e) of the terms of reference.

(a)

DoTaRS as a regulator of aviation security has unfairly dealt with over 50% of the aviation community. This community of which I am a member is largely without a representative voice in proportion to its size. As PPL holder I am well aware of any and all risks involved with my operation as a licenced pilot. I would like to draw your attention to the dual requirement of both CASA and DoTaRS for exactly the same background check regime resulting in the issue of two separate documents that result in the same acknowledgement of successfully completing said background check. DoTaRS themselves admit that the ASIC does not award access to a security area without further authorization. Before this becomes too unwieldily, I would suggest that a directive be made to DoTaRS that an authorized PHOTO pilot licence formatted in a size acceptable, be made acceptable by DoTaRS be issued by CASA and valid for two years. Background checks to be undertaken AUTOMATICALLY on receipt of a medical renewal. Put simply, as a pilot I have a legal authority for access to any apron where an aircraft resides that I have been authorized by my ownership or by owner/operator of said aircraft. If passengers of said aircraft must gain access then they are the sole responsibility of the pilot in command ME! The costs of said check have yet to be announced, rumours of \$200.00 per check becomes an economic burden if it must be duplicated.

(e) I would like to draw your attention to what DoTaRS has proscribed as a security area. The prescription that the entire movement area of an airfield that receives any RPT service by classified as such is just....too prescriptive. As a member of the general aviation community, I still have a right to access to facilities at these airfields when and as required by the operation of the aircraft of which I am the pilot in command. One questions the intent of a 2.4m high fence and regularly spaced signs. As a safety measure it is a total waste of scarce regional resources. The only service being to keep domestic stock off the movement area, it certainly will not keep our more determined wildlife out. Painting a line around the apron adjacent to the terminal would be as sufficient to keep "Honest" people away from RPT services whilst they are parked. People of questionable intent will find a way no matter what security measures are in place. A sterile environment as provided by the AFP security in Sydney Kingsford Smith International Airport is totally impractical and an exorbitant waste in such a place as Kangaroo island or Gove. Match the resources to the threat.