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I would like to add comments for consideration by your review of Aviation Security in Australia. I have been a private pilot for 35 years and am the owner of 2 light aircraft based at Bankstown airport used for club and training purposes. I wish to highlight at the outset that I am in favour of pragmatic measures to ensure that threats from aviation assets and aviation participants to other aviation participants and the general public are minimised.

That being said, it is opportune for this review to recognise that the nature and potential impact of any threat from GA operations is far lower than threats to and from regional RPT which itself is in a lower threat league than major airline operations at capital city airports. Horses for courses please.

As a case in point, I would draw to the attention of the committee that an average fully laden 4 seat light aircraft weighs less than 1.5 tonnes, and is only capable of lifting about 400kg of people, baggage and fuel combined. This is about the same as 4 people in a Holden Barina. The average 5 tonne truck carries a far greater risk to public safety through terrorist act than any light aircraft ever could. Let's be serious! I do agree with securing aircraft from theft, and to the extent that crook-lock devices, throttle locks etc are a deterrent, then the new regulations will have made a good step forward.

On the subject of security identification, I would urge the committee to recommend that CASA-issued photo-id pilot licences subject to the aviation security check be recognised as sufficient credentials for a pilot to operate from or visit any regional or GAAP airport in Australia. A CASA licence to operate the aeroplane and a DOTARS ASIC to walk on the tarmac seems to me to be outrageously idiotic.

Even if the CASA licence were to be restricted to 2 year validity to align with ASICs that would be a step in the right direction. I thought ASICs were originally a requirement for airport workers, not for pilots. Let's keep it simple to understand and to comply.

As a first action, perhaps CASA could embark on a "renew your licence now" campaign and issue security checked photo licences for private pilots with 2 year validity. This would immediately remove the massive confusion surrounding the ASIC debacle for GA pilots, and give the matter its rightful level of credibility. A nominal charge could reasonably be borne by the licence holder for this service (just like a drivers licence or boat licence), but not excessively so. CASA will need to be able to fulfil its obligations to licence holders with a sound level of customer service, and a charging regime may well be the price we pilots have to pay to receive it and to meet the security assurances that our licence privileges require.

Please apply common sense and pragmatism to this matter. The flying fraternity will support measures seen to be its broader interest.

Thank – you

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