The Secretariat

I wish to submit the following with regard to the issue of ASIC verses Photo ID Pilots Licence & Airport Security.

I have applied for my new photo ID licence which I am led to believe requires the same level of police and security checking as an ASIC. It is indeed ridiculous to be required to have two cards with the same level of security checking, particularly as they each have a differing period of currency.

I submit to the Committee that pilots issued with photo ID licences be either:
a/ issued with an ASIC card automatically at no charge and have the same currency period or, better
b/ the photo licence be accepted as the same level of security pass as the ASIC, which makes a lot of sense. The reason I believe this to be a sensible idea is that, true or not, pilots are being led to believe that ASIC's are only going to be accepted by the issuing authority. What happens to the pilot visiting an airport that doesn't accept the ASIC? The current photo ID licence overcomes this issue - the holder has the security clearance of an ASIC.

On the second issue, I fly to several remote airports that have only two RPT services per week. If a terrorist organisation were to use these remote areas as a launch for an airborne terrorist attack, they are far enough from large areas of civilisation for action to be taken before this was a threat. At these airports, the DoTaRS requirement for increased security of high fences is a waste of public money and a definite safety issue. How you ask? Kangaroos. They will find a way into the airport, but find it difficult to get out. As anyone who lives in areas with large kangaroo populations will know, they are very unpredictable animals when frightened!

If on the other hand these security fences and new rules for aircraft security are required to prevent theft of aircraft as has been stated by DoTaRS staff, I find this the most ridiculous excuse and an affront to ones intelligence.

A certain level of COMMON SENSE is required by Government in these circumstances at remote airports.

As for other, close to large population centre, airports these security fences and designated security areas MAY be required. If so, the owners of these airports, usually the local Council, should be given a clear set of rules which are the same for all airports. Owners at the moment are able to set secure areas, which require ASIC clearance, as they see fit. This is not good enough for the General Aviation pilot who

visits many different airports - no uniformity.

In summary, I put to the Committee for it's consideration the following:
1/ Pilot photo ID licence be accepted in place of the ASIC, and
2/ airport security areas be uniformly set, and security fencing be reconsidered for remote RPT served airports.

I thank you for your time and consideration of this submission.

Yours sincerely

Adrian Hill