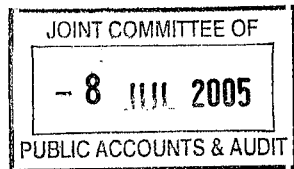


7 July, 2005



Submission No: .....38.....

THE UNIVERSITY OF  
NEW SOUTH WALES



To Committee Secretary  
Joint Committee of Public Accounts and Audit

JASON H MIDDLETON  
PROFESSOR AND HEAD  
Department of Aviation

Dear Sir/Madam,

Re: Inquiry into developments in Aviation Security.

I refer explicitly to compliance issues for regional and major airports, as required for General Aviation (GA) and flight training operators.

The University of New South Wales has over 60 students currently undertaking training to Commercial Pilot License standard. Entry of training aircraft to airspace, including landing and takeoff at regional and major airports such as Coffs Harbour and Canberra is required, and occasionally the aircraft will need fuel, or to overnight if weather conditions are unsuitable for continuation of flight. These pilots under training therefore need ASIC cards, as well as Pilot Licenses ( which also need security clearances).

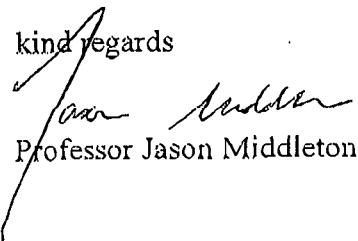
The current system requires ASIC cards to be issued by regional and major airports. This is both ineffective and potentially provides security risks. It is ineffective in that airports have no obligation to provide our pilots (or any other general aviation pilots) with ASIC cards. There is therefore the possibility that our pilots cannot complete training. This outcome is absurd. It also provides additional security risks because there are numerous agencies supplying ASIC cards. There is also the potential that adverse weather will (for operational safety) require a light aircraft to land in a major airport such as Sydney or Melbourne, with the pilot possibly possessing no ASIC card, as his/her flight plan never actually intended landing at that major airport. This is a real possibility then that the pilot cannot exit the aircraft and move around on the airside apron. This is also absurd, impractical and will create an outcome whereby security is breached in principle, if not in practice.

The present system is therefore unworkable and creates security risks. Two possible solutions come to mind:

1. That Photo-based pilot licenses (CASA Form 639: Flight Crew Photo Identification/ Student Pilot Licence Application) be issued by CASA with ASIC designators, allowing pilots to have one photo ID which covers the individual for both flight AND airside apron access privileges.
2. If it is required that separate cards are needed for administrative reasons, then an application for a photo pilot license to CASA should automatically result in the issue of separate license and ASIC cards. This will require coordination between Commonwealth agencies. All pilots should be able to at least access the airside GA apron area even at a major airport if operationally necessary.

I would be happy to elaborate on these issues which are faced by all flight training schools and many general aviation operators and pilots. Without some changes we have an unworkable and security-compromised system

kind regards

  
Professor Jason Middleton

UNSW SYDNEY NSW 2052  
A U S I R A L I A  
Telephone: +61 (2) 9385 6747  
Facsimile: +61 (2) 9385 6637  
Email: j.middleton@unsw.edu.au  
ABN 57 195 561 179