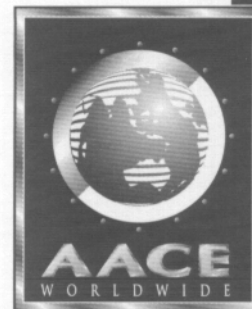
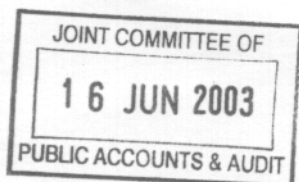


16 JUN 2003

Submission No. 1



10 June 2003



Mr Bob Charles, MP  
Chairman  
Joint Committee of Public Accounts and Audit  
Department of the House of Representatives  
Parliament House  
Canberra  
ACT 2600

Dear Mr Charles

### Review of Aviation Security in Australia

In response to your Review of Aviation Security in Australia, AACE Worldwide would like to bring to your attention the following issues.

#### *Layer Approach.*

AACE Worldwide commends the current layer approach to aviation security in which potential security breaches are detected and dealt with at the earliest point in the system. It is our opinion that this layer approach has not been extended to the final point, which is the protection of the flightcrew through the provision of a secure flightdeck door as mandated for all transport category aircraft flying in US airspace. We believe that this oversight has resulted from the current arrangements where the DoTaRS is responsible for aviation security and CASA is responsible for aviation safety. The provision of a secure flightdeck door impacts on the safety of the aircraft through the interaction of the door's security features with the need to maintain a safe flying configuration under all circumstances. As the recent incident on QANTAS flight QF1737 demonstrated there is a need to provide this additional layer of security. To the best of our knowledge this issue has not been resolved, although the Assistant Secretary, Aviation Security Policy, DoTaRS, indicated on the 10 October 2002 (see attached letter) that it would be finalised ... *within the next few months*. Your committee's assistance in finalising this issue would be appreciated.

#### *Technology.*

To improve the handling of potential hijack situations on aircraft the provision of additional technology in the form of video surveillance and wireless threat notification devices should be considered. The provision of both these technologies, together with a secure flightdeck security door, would have greatly enhanced the handling of the recent QANTAS incident. The Captain of QF1737 has been reported as saying he was unaware of what was going on for 40 seconds. The triggering of a wireless threat notification device by any of the cabin crew would have alerted the flightcrew of the problem, eliminating the need for a cabin crew member to reach an intercom point. This technology would be invaluable in situation where there were multiple hijackers. Once alerted, the flightcrew can assess the situation using the video surveillance system and take appropriate action.

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*Declaration of Interest.*

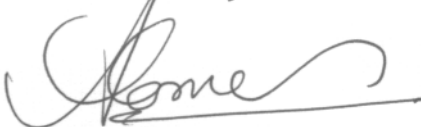
Although I may be accused of having a vested interest, as my company is attempting to become a supplier of a cockpit security system, I am of the opinion that Australia should follow the policy lead of the US and ICAO and immediately mandate the strengthening of cockpit doors, together with the provision of video surveillance and wireless threat notification, to prevent a repeat of the events of September 11 with an Australian registered aircraft.

The enactment of this enhanced flightdeck security regulation for Australian aircraft would allow them to fly in all other administration areas without any restrictions.

If required Mr Peter Reid, Engineering Manager, or I would be willing to appear before your committee.

If you have any questions or require any additional information please contact Peter Reid or myself on 03 5336 2788

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gomez', with a long horizontal flourish extending to the right.

Anthony Gomez  
Managing Director

CC: Ms Catherine King, MP  
Member for Ballarat



DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES

*Our Reference: P2002/527*  
*Contact: Lloyd Binks*  
*Tel: 02 62746201*  
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Mr Anthony Gomez  
Managing Director  
AACE Worldwide  
PO Box 2  
WENDOUREE VIC 3355

Dear Mr Gomez

Thank you for your letter to the Minister for Transport and Regional Services, the Hon John Anderson MP, of 18 September 2002 concerning cockpit security regulations. The Minister has asked me to reply on his behalf.

The International Civil Aviation Organisation (ICAO) has recently changed its standards to require changes to cockpit security. As you rightly point out in your letter, there will be an ICAO standard in place for certain aircraft by 1 November 2002.

This Department is in discussion with the major aircraft operators on the issue of the Australian regulatory response to the new standards in Annex 6. The final form of the Regulation has not yet been determined, however I am prepared to say that there may be a requirement in Australia for hardening of the cockpit doors for some domestic operations. I would expect our regulatory position on this issue to be finalised within the next few months.

I would be happy to meet with you to discuss your company's product.

Yours sincerely

Andy Turner  
Assistant Secretary  
Aviation Security Policy  
10 October 2002.