

Dear Mr Carter

## Review of Aviation Security in Australia

In response to your question, Chris Barlow has asked me to reply on his behalf. We do not consider that the non inclusion of the need for Airport Security Committees (ASCs) in the Aviation Transport Security Bill is a reflection of the downgrading of the importance of these committees.

The new legislation is intended to focus on risk based security outcomes rather than taking a prescriptive approach. The legislation also recognises the individual risk profiles of each airport intending for those particular risks to be identified and dealt with appropriately in the Airport Transport Security Programs. These airport based programs will be expected to identify in detail how each airport will address the particular security issues identified in their risk assessments, while at the same time describing how they will meet the minimum standards prescribed by DOTARS. Each Airport Security Program must be approved and signed off by DOTARS.

Melbourne Airport will certainly be including the requirement for an Airport Security Committee within its Airport Security Program.

It is however noted that in the recent 'Enhanced Aviation Security Package' announced by the Deputy Prime Minister, John Anderson, that reference is made to the establishment of an Australian Government Security Agency Committee at each airport. While Melbourne Airport recognises the objective of better coordination of the work of Australian Government agencies at airports it is important that the overall integrity and accountability of the Airport Operator chaired Security Committee is maintained. It would be inappropriate for unilateral security policy decisions to be made by another Committee without the appropriate linkages to the principal Airport Security Committee. This concern was raised at the most recent Industry Consultative Group chaired by DOTARS.

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