

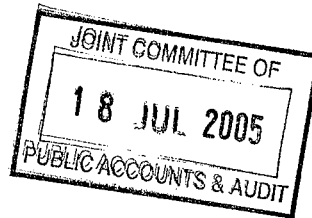


**Southern Grampians**  
SHIRE COUNCIL

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Submission No: ...48...

13<sup>th</sup> July 2005

The Secretary,  
Joint Committee of Public Accounts and Audit,  
Parliament House,  
CANBERRA ACT 2600

Dear Sir,

**Re: Review of Aviation Security in Australia**

I refer to the invitation to provide written public submissions to the committee's inquiry into the review of Aviation Security in Australia and make the following submission.

The Southern Grampians Shire Council is the owner and operator of the Hamilton Aerodrome, a small regional aerodrome providing a recently established RPT Service and which is subject to the Aviation Transport Security Act.

The introduction of the new security regime as outlined in the Act has been responded to by Council, and in doing so Council has incurred significant costs.

Whilst it is anticipated that the initial provision of physical security measures identified in the Transport Security Plan for the aerodrome will be met by the Commonwealth, a range of other costs have been and will continue to be met by Council for such things as:-

- development of the Transport Security Program (TSP) for the Aerodrome
- development of the ASIC program
- the establishment of a committee to oversee the TSP.
- the cost to audit the TSP.
- increased monitoring and reporting required by the TSP
- increased signage (partially funded by DOTARS)
- maintenance and renewal of the physical measures (referred to above)
- increased availability of a security contact officer (where the aerodrome personnel was not previously available 24/7)

Whilst workshops and limited training was provided by DOTARS, prior to the introduction of the Act, further training, development and support for security contact officers is needed.

Council has observed a number of changes to the templates and guidelines prepared by DOTARS and used during the development of the TSP and ASIC programs. Furthermore Council is concerned that many provisions appear to apply to small regional airports in much the same way as they do for major airports which are better resourced to deal with the issue.

From a risk management perspective, Council manages many risks across a range of activities, which are greater risks than those identified in the Transport Security Program for the Hamilton Aerodrome, however it appears that the efforts (and cost) given to reduce those risks at the aerodrome is disproportionately high in comparison.

Thank you for the opportunity to make a submission to your committee inquiry and should you require any further information about the above please contact the undersigned on 03 55 730 456.

Yours faithfully,



Jim Nolan,  
Director Physical Services

