

[REDACTED]

From: [REDACTED]
Sent: Monday, 10 February 2025 4:54 PM
To: Committee, PJCIS (REPS)
Cc: [REDACTED]
Subject: Re: [SEC=OFFICIAL] RE: Parliamentary Joint Committee on Intelligence and Security - Transport security amendment

[REDACTED]

[REDACTED]

SUBMISSION

Dear Committee Secretary,

I do not wish my submission to be fully de-identified because it should carry with it my credentials which have the weight of my long experience regarding my particular evidentiary points:-

In regard to the Aviation Security Identity Card (ASIC) and the requirement for General Aviation (GA) pilots to maintain this expensive imposition.

I would ask the Committee to enquire from Home Affairs; since inception of the ASIC has it delivered any safety benefits by virtue of preventing any unlawful acts around any of the many airports where it is required? And is it thought that it would be difficult for a criminal with no ASIC to obtain access to most airports?

The validity of this card is only two years, and for each renewal the pilot has to provide birth certificate and all details to prove one's identity and visit a designated Post Office, or authorised place for photo and personal identification. The ASIC cost is about \$300, plus time and travel for each renewal, a particularly onerous task for the many GA pilots who live in the bush.

The ASIC, brought about by 9/11 to counter what is I think proven to be a non-existent problem, is thought to be, by virtually the whole of the GA community, an overreach and a painful waste of time and money.

In reality the ASIC requirement is:-

1/. Against the safety of operations around airports because it deters pilots without the ASIC from visiting those 'security controlled airports.' There are hundreds of these airports which serve small towns like Winton QLD.

There are plenty of pilots whose ASIC has run out or don't have a current ASIC for whatever reason, including a reluctance to spend money for no practical purpose.

2/. Against safety because more GA pilots being on those airports will have experienced eyes to assess untoward behaviour in the extremely unlikely, and remote possibility, of such activity.

3/. Against safety and the well being of our GA industry because those without the ASIC may put off taking their aircraft to airports for maintenance due to their lack of an ASIC. Most maintenance bases are at 'security controlled' airports. This also means loss of business to those towns.

I ask the Committee to revisit the Government's own 2014 Forsyth Report and recommendation to delete the ASIC for GA pilots, and please also refer to the Wheeler report as it bears on this question.

4/. At capital city airports the extremely few itinerant visiting GA aircraft (very high landing fees) the crew are always escorted to and from the terminal, and pilots always carry other ID, therefore lack of the ASIC here will not create a security problem.

Wheeler noted that the ASIC security investigation is only current at the time of issue, there being little or no interdepartmental follow up of incidents that might inspire security concerns about ASIC holders. Wheeler also noted that it's a crime if an ASIC holder does not advise the authorities if one has committed, or been prosecuted for a crime and doesn't report same promptly. An ASIC holder bent on nefarious purpose is hardly likely to obey this stricture in my opinion.

As to the practicality and real life experience of flying around Australia, a very experienced commercial charter pilot and pilot instructor (now retired, was Chief Pilot and Chief Flying Instructor at a busy city airport) confided to me that the original ASIC card was obtained and served this person for the next some eighteen years. This demonstrates, and from personal experience, that the actual level of practical field surveillance of the ASIC in detail is extremely low.

Please inform me of the outcome of the Committee's deliberations, I'm hopeful of a commonsense outcome because GA is an important industry that has been hampered by regulation churning and other unnecessary and expensive requirements from CASA resulting in loss of flying schools and maintenance jobs and businesses.

Thanking you for your invitation to make a submission. I am available at short notice by phone if Senators wish me to elaborate.

Kind regards, Sandy Reith

Former Chief Pilot and Chief Flying Instructor, Phillip Island Air Services conducting Australia wide charter flights, instruction to Commercial Pilot standard, and scheduled passenger services.

Alexander C (Sandy) Reith

SUBMISSION END.

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