

ROBERT & ANNE BELLERT



To Whom It May Concern,

My submission to this review is with regards to the Aviation Security Identification Card (ASIC)

I obtained my pilot license in 1982 I have also held a commercial license and a agricultural rating, I am writing to tell you of just one of the problems I have had with the ASIC card and also some suggestions of what should or could be done to overcome the fruitlessness of this totally inadequate system for private pilots accessing their own aircraft at security controlled airports.

In July last year myself and two other friend with our wives flew from our own airstrips in our own aircraft to King Ash Bay in the Northern Territory for a fishing trip on a house boat,

On the way up we landed at Longreach for fuel and a comfort stop only to find the Terminal locked and had to exit the airside to use the Qantas Museum toilets, To gain access back to our aircraft the gate lock was not working so entry was quiet simple as it should be for pilots and owners, We then flew up to Cloncurry for fuel and a overnight stay the next morning upon arriving at the airport I rang the number on the gate to get a code to open the gate to gain access to our own aircraft and was told by the person on the phone to come around and go through the terminal, We carried our luggage around the corner and upon entry to the small building we were confronted with 5 security officers I walked up to the first officer and produced my ASIC card and asked was this all he needed to see to allow us access to our aircraft and he told us that the card was of no value here and we would have to have our luggage scanned and we would have to pass through the metal detector and also be tested for residue ,We then told him because we were going on a fishing trip that we had fishing knives hooks gaffs etc in our luggage his response was because we were private it did not matter (they would not confiscate our gear) after doing all of this they just opened the gate and let us walk out to our planes ,As we were walking out we asked amongst ourselves what was the sense of all this and why do we pay \$100 a year for a card that is of no value.

A week later we returned to Cloncurry for fuel and a comfort stop and found the terminal locked with no access to toilets we were forced to go behind the hangars for our comfort stop (just imagine asking your wife to go behind a shed for her comfort stop when there were modern amenities in the terminal but she could not get access to them in the pretense of this security from private pilots and their small planes).

If this card is to stop pilots and small aircraft from doing damage to people or property how do you anticipate stopping a pilot from taking off from a private or non secured airfield and proceeding to do damage to people or property, This card has been implemented purely to be seen to be doing something since the horrible event on September 11Th, So the government can say to the voters look we are protecting you from terrorism. When in fact there is a very

minimal chance of a private pilot in a small plane going to do any damage to anyone, I would suspect a person in a truck full of explosives would be far more of a risk to the public yet they are not forced to pay for a card and be subject to a ASIO and Federal Police checks every 2 years .

I have spent a lot of money obtaining and keeping my license current also a lot of money purchasing and maintaining my aircraft over the 30 odd years would you suggest that this is what a terrorist would do.

To my knowledge there has never been a private pilot or a small aircraft used in a terrorist act in this country or any other country.

I have correspondence from a private pilot in USA and one in Canada and they do not have or pay for any security type card to get access to their planes at airports, Most do not even have fences around them, I have also been to USA and walked onto many airports without being questioned or asking for any identification.

What to do;

- 1 Abolish the ASIC card completely because it is a undue cost to a select group of people in the community who choose to be pilots, As a pilot wanting to access my plane what risk would I be to the fare paying public as demonstrated above at Cloncurry.
- 2 If this cannot be done a chip should be put into a photo ID card with our entire license details on it and it should unlock access gates at airports, And be renewable every ten years like our passports which give us access to many countries around the world.

I thank you in anticipation that some common sense will prevail and that you as a panel will be able to see that this card only creates an added cost and frustration to a group of people who just want to use aviation for work and pleasure.

Robert Bellert