

**3.2: ALBANY AIRPORT SECURITY AND INFRASTRUCTURE UPGRADE**

**Proponent** : City of Albany  
**Owner** : City of Albany  
**Business Entity Name** : Albany Regional Airport  
**Attachments** :  
**Responsible Officer** : Community Services Leader (L Hill)

**IN BRIEF**

- Significant infrastructure upgrades of Albany Regional Airport are required to commence passenger and cabin baggage security screening from 1 July 2012.

**ITEM 3.2: RESPONSIBLE OFFICER RECOMMENDATION  
VOTING REQUIREMENT: SIMPLE MAJORITY**

**THAT Council note that a commitment of up to \$1.75 million will be required in the 2011/12 Budget to ensure the City of Albany meets its legislative transport security requirements and the Albany Airport remains functional past 1 July 2012.**

CEO:

RESPONSIBLE OFFICER:

**BACKGROUND**

1. The Aviation Transport Security Regulations 2005 (as amended) require that passenger and cabin baggage screening must apply to passengers departing on aircraft over 20,000kg maximum takeoff weight (MTOW) effective 1 July 2012.
2. Skywest will fly aircraft rated greater than 20,000kg MTOW into Albany post 1 July 2012.
3. Infrastructure upgrades are also required to accommodate anticipated future growth in passenger numbers over the longer term.

**DISCUSSION**

4. The airport plays a critical role in the economic development functions of the City and provides significant financial returns to the Council. Risk mitigation and the development of strategies that can facilitate and accommodate increased activity, in both a regular public transport and general aviation context are required.
5. There are a number of steps required to upgrade infrastructure and security at the Albany Regional Airport:
  - i) Masterplanning and detailed design of Airport site to:
    - a. accommodate legislated security upgrades
    - b. identify long term changes required to develop growth capacity
    - c. ensure short term infrastructure requirements for installation of security equipment is not “sacrificial”
    - d. develop cost estimates to inform grant applications.
  - ii) Installation of ancillary electrics and IT requirements for that security equipment.
  - iii) Installation of security screening equipment to comply with legislation.
  - iv) Granting of a Screening Authority Licence.
6. An updated Albany Regional Airport masterplan.....
7. Granting of the application for a Screening Authority Licence to the City of Albany gives the City the legal responsibility of ensuring that screening occurs in accordance with legislation, including the methods, techniques and equipment to be used for screening. The application for the license will be resource intensive to develop, will require a revision of the Airport's Transport Security Plan and application made in time for the license to be granted by 1 July 2012.
8. Installation of security equipment and associated infrastructure has a project timeline for completion of 1 July 2012 (an alternate timeline may be granted by the Department of Infrastructure and Transport in exceptional circumstances).

**GOVERNMENT CONSULTATION**

9. Liaison with State and Commonwealth Departments of Infrastructure and Transport is required and has been initiated to determine process and infrastructure requirements for the security upgrades.

### STATUTORY IMPLICATIONS

10. The operation of the Albany Airport falls under the Aviation Transport Security Act 2004 and the regulatory framework of the Aviation Transport Security Regulations 2005 (as amended in July 2010).
11. In accordance with Section 35 of the *Aviation Transport Security Act 2004*, the regulations, for the purposes of safeguarding against unlawful interference with aviation, prescribe requirements in relation to the airside area of a security controlled airport. These requirements will need to be taken into consideration in the new Airport Masterplan.

### PUBLIC AND OTHER CONSULTATION

12. Consultation with stakeholders including Government Departments and stakeholders and airport staff will be required. Consultation is also an element required in completing the application the Screening Authority License.

### FINANCIAL IMPLICATIONS

13. A funding application for the cost of the Masterplan, architectural design and infrastructure for the security upgrade will be lodged with the Regional Airports Development Scheme (State) for the amount of \$1.25 million. The City of Albany will be required to match these funds (ie \$1.25 million).
14. Further funding of up to \$650,000 may be available from Regional Development Australia Fund (Commonwealth) for the provision of the screening equipment infrastructure upgrade.
15. The total funding required is anticipated to be \$3.65 million, based on similar regional airports, with the City estimated to provide \$1.75 million (\$1.25 million matched funds for the State grant and an estimated additional \$500,000).
16. Funding availability for security is triggered by the MTOW of aircraft landing at the Airport post 1 July 2012 i.e. funding is only available if the MTOW of aircraft landing post 1 July 2012 exceeds 20,000kg.
17. The operating costs of the security equipment will need to be recoverable from the carrier in the future.

### STRATEGIC IMPLICATIONS

18. This item directly relates to the following elements from the Albany Insight ~ Beyond 2020 Corporate Plan...
  2. Economic Development.
    - 2.3 *Our Airport is a regional, national and international tourism gateway.*

### POLICY IMPLICATIONS

19. Albany Regional Airport Master and Business Plan 2007 requires significant amendment. This document outlined the strategic direction and operational functions of the Albany airport for a five-year period commencing in July 2007. These documents are now outdated.

#### ALTERNATE OPTIONS & LEGAL IMPLICATIONS

20. If the City does not comply with the legislative requirements, commercial flights with MTOW of greater than 20,000kg into and out of Albany will be unable to land.

#### SUMMARY CONCLUSION

21. The airport plays a critical role in the economic development functions of the City and provides significant financial returns to the Council. Risk mitigation and the development of strategies that can facilitate and accommodate increased activity, in both a regular public transport and general aviation context are required.

<b>Consulted References</b>	<i>Aviation Transport Security Regulations 2005</i>
<b>File Number (Name of Ward)</b>	CP.SEC.6
<b>Previous Reference</b>	Nil