

Good news from Australia - the TSP just got easier

Mark Zee
14 August, 2019



If you're amongst the many international aircraft operators stung by the lengthy and document-heavy process to obtain an Australian Transport Security Program approval, good news has reached OPSGROUP HQ - there is a new **TSP-Lite** version that you can apply for.

The Dept. of Home Affairs has created what they call a "*Secretary-Issued TSP* ... a new simplified way for operators who meet certain criteria to apply for a TSP". They tell us "This application is much shorter than the standard TSP application".

Do you qualify for the new TSP-Lite?

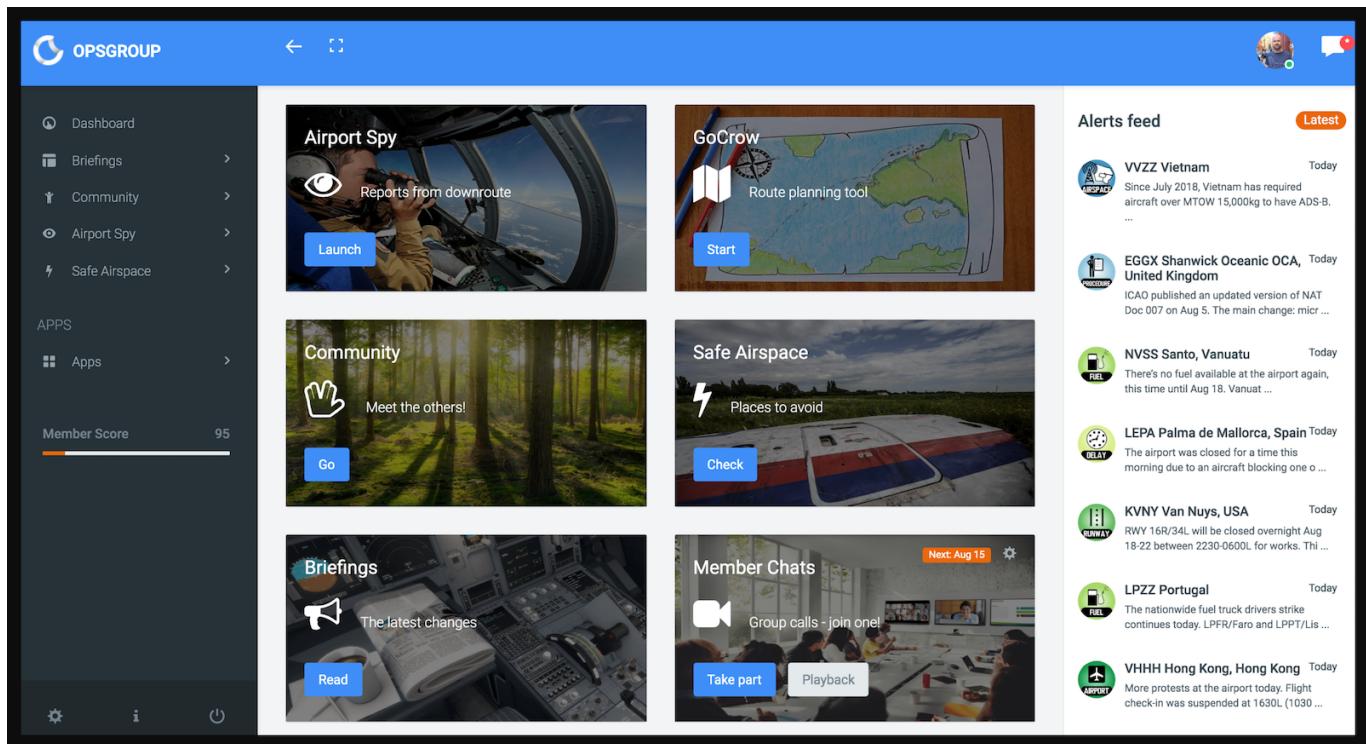
Yes, if you can answer YES to all of these questions (the first two are the big ones):

1. Your flights are private or charter operations and **not operated on a fixed schedule or route**; and
2. You **do not have temporary or permanent operational facilities** in Australia; and
3. You do not allow passengers or aircraft operator staff to enter the landside security zone (sterile area) of a security controlled airport; and
4. You do not allow passengers or aircraft operator staff to mix with other passengers of prescribed air services in airside areas; and
5. You do not transport persons in custody.

The Dept also told us that "Under our legislation there is still the same maximum decision making time for a Secretary-Issued TSP, however in practice, the intent is that we will be able to review and approve these applications much faster."

Crack open a slab of VB! This is great news. Now, this has just started up, so it remains to be seen how it works in practice.

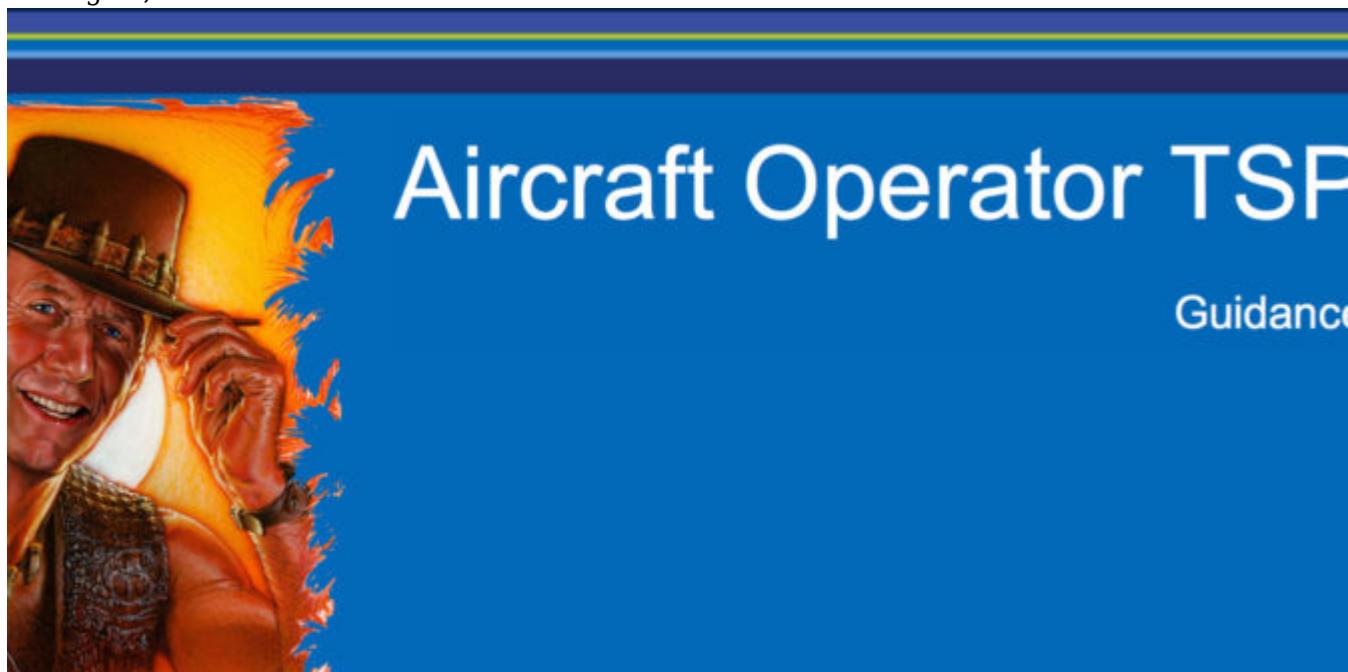
For more on how to apply for a normal TSP, the new TSP-lite, and to trade intel with other operators, jump into the TSP Victim Support Group in the Members Dashboard, login below.



The screenshot shows the OPSGROUP Members Dashboard. On the left, a sidebar includes a navigation menu with 'Dashboard', 'Briefings', 'Community', 'Airport Spy', 'Safe Airspace', and 'APPS' (with 'Apps' selected). Below this is a 'Member Score' bar at 95. At the bottom of the sidebar are icons for settings, info, and power. The main content area features several modules: 'Airport Spy' (Reports from downroute, Launch button), 'GoCrow' (Route planning tool, Start button), 'Community' (Meet the others!, Go button), 'Safe Airspace' (Places to avoid, Check button), 'Briefings' (The latest changes, Read button), and 'Member Chats' (Group calls - join one!, Take part, Playback buttons). To the right is an 'Alerts feed' section with a 'Latest' button. It lists several alerts: 'VVZZ Vietnam' (Since July 2018, Vietnam has required aircraft over MTOW 15,000kg to have ADS-B. ...), 'EGGX Shanwick Oceanic OCA' (United Kingdom, ICAO published an updated version of NAT Doc 007 on Aug 5. The main change: micr ...), 'NVSS Santo, Vanuatu' (There's no fuel available at the airport again, this time until Aug 18. Vanuatu. ...), 'LEPA Palma de Mallorca, Spain' (The airport was closed for a time this morning due to an aircraft blocking one o ...), 'KVNY Van Nuys, USA' (RWY 16R/34L will be closed overnight Aug 18-22 between 2230-0600L for works. Thi ...), 'LPZZ Portugal' (The nationwide fuel truck drivers strike continues today. LPFR/Faro and LPPT/Lis ...), and 'VHHH Hong Kong, Hong Kong' (More protests at the airport today. Flight check-in was suspended at 1630L (1030 ...). Each alert includes a small icon representing the location or type.

Australia confirms TSP is a nightmare

David Mumford
14 August, 2019



Update June 17, 2019: We have launched a **TSP Victim Support Group** for OPSGROUP members, so we can share experiences, and help each other to get the approval. We feel the pain!

Oops, Freudian slip: What we meant was, **Australia confirms TSP is required**. But trust us, it's a nightmare.

A TSP is a Transport Security Program, and if you don't know what that is yet, prepare for some painful bureaucracy.

Over the last few years, they exempted lots of corporate and private ops. Now they say they've changed their mind. **Everybody operating a jet needs one** – Private, Charter, Commercial, Air Force One – whoever. **You have got to do one, no exceptions.**

The official line is that it takes **two months** to get one. The best we've heard from OPSGROUP members is 40 days.

If you've got a trip planned and need TSP approval quicker than that, you can always check with guidancecentre@homeaffairs.gov.au to be sure – they might be able to help you with a shorter timeframe, but there are no guarantees.

The official guidance on **how to apply** can be found here, and they have at least been good enough to provide a **template application form** (all 66 pages of it – ouch!!) which can be found here. If at all possible, save yourself some misery and get someone else to apply on your behalf!

Have you applied for a TSP before? What do they want to see, exactly? What does a good TSP look like? Are you willing to **share your approved TSP as a guide to help others**? If you send us yours, we'll anonymize it completely, and it will be used internally within the group as a shining example of perfection!