Australia TSP Lite Explained

OPSGROUP Team
7 October, 2026



If you're flying into Australia, you'll need a Transport Security Program (TSP) approval – and for international operators, getting one can be a tedious, doc-heavy process. **But the good news is that there is a TSP-Lite version that you can apply for!**

The Dept of Home Affairs calls this a "*Secretary-Issued TSP* – a simplified way for operators who meet certain criteria to apply for a TSP". The application is much shorter than the standard TSP process.

It's aimed at operators who are only flying to Australia now and then, rather than running a regular operation. The Department will review your operation and let you know whether TSP Lite is available or a full TSP is needed.



Do you qualify for the 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.

Start Your Application

Complete the Application for Foreign Irregular and Intermittent Aircraft Operator form, including its 3 attachments (explained below) and send it to national.coordinator@homeaffairs.gov.au.

What goes in the 3 attachments?

The form itself is pretty straightforward, but there's a bit of hassle with the 3 attachments which basically tell the Department who you are, what you're planning to do in Australia, and who is looking after security.

Attachment A: your operator and key contacts

Tell them who the operator is and who they should deal with. You'll need to nominate a Security Contact Officer and an alternate. The Security Contact Officer needs to be your own employee with operational control – not some random agent or ground handler.

Use the legal operator's company email address for these contacts where possible. *Just recently, an OPSGROUP member found that mixing personal and company email addresses created unnecessary delay.*

Attachment B: aircraft and planned operation

This is where you tell them what you're actually planning to do.

Give them some useful detail: the aircraft you'll use, what sort of flying you're doing, how often you expect to visit Australia, and your likely routing and arrival airports, etc.

In other words, don't just write "private flight to Sydney" and leave it at that!

Attachment C: how security is managed

This one is basically – who is responsible for security, and what do they actually do?

A short description/table/organisation chart is fine. Also use job titles rather than individual names.

One member said they were also asked for a management chart identifying the Safety Officer. The form asks for a Security Contact Officer, so make sure both roles are clear if they're separate, or explain how one person covers both!

Before you press send

One thing to watch – tech stops!

One member was asked how the aircraft would be kept secure while on the ground.

So if you're planning to use remote or unfamiliar airports – be ready to explain where the aircraft will park, who can access it, and what security will be in place until departure.

Apply early

Expect the process to take at least 60 days.

One member said they applied less than 60 days before departure and received approval only shortly before departure after being asked for more info. An expedite helped in that case, but it may not always work.

So apply as soon as you know the core operation! You can update the Department if things change, but getting a complete application in early is the much safer option.


TSP LITE™
Same great Australian access. Less paperwork.
TSP LITE