

4 April 2025

**Australian Communications and Media Authority
Level 3
40 Cameron Avenue
Belconnen ACT 2617**

Dear ACMA

We are writing to request a review of the existing licensing arrangements for body scanners used for the purpose of aviation security screening.

Hobart Airport is committed to embracing technological innovation to enhance safety, security, efficiency, and the overall passenger experience within the aviation industry. In recent years, there have been significant advancements in security screening, particularly in body scanning technology. However, we are aware the current regulatory framework may not fully support the integration of these innovations in the aviation environment.

Body scanners are a key part of the security process and ensure rigorous detection of threats at the airport. Hobart Airport currently uses Leidos' ProVision 2 body scanners however would like to upgrade to newer Leidos ProVision 3 (**PV3**) body scanners due to the improved safety and security outcomes.

The existing regulatory framework does not permit airports to operate body scanners in the 20-40GHz radiofrequency range or at the necessary power levels to deploy PV3s. The expanded radiofrequency provides significant benefits in terms of greater detection of objects through clothes, higher resolution of images and lower false alarm rates, ultimately resulting in improved security outcomes.

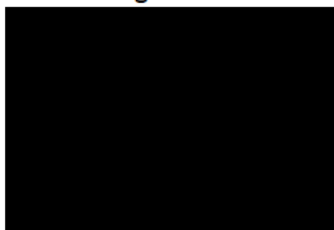
We appreciate that a scientific licence has been granted to permit Hobart Airport to trial PV3 devices from later this year for a 12 month period, however, Hobart Airport has concerns that if a review of the class licensing arrangements is not included in the ACMA's 2025-26 work plan, at the expiry of the trial licence, Hobart Airport may be required to revert to its current PV2 scanners, of which will greatly impact our ability to achieve the relevant levels of compliance under the Aviation Transport Security Act 2004.

Hobart Airport is the main throughput for passengers in Tasmania and we would like to ensure the security screening process adopts the latest technologies and efficiencies to accommodate large volumes of passengers, whilst maintaining our compliance with ATSA2004.

We request the ACMA consider our submission for inclusion of this issue in its work program for the coming year.



Kind Regards



Wade Irvine
Head of Security
Hobart Airport