



## **FACILITATION (FAL) DIVISION — TWELFTH SESSION**

**Cairo, Egypt, 22 March to 2 April 2004**

- Agenda Item 2: Facilitation and security of travel documents and border control formalities**  
**2.5: Implementation of aviation security**  
**3: Implementing modernized provisions for facilitation and security in air cargo service operations**  
**3.2: Security**

### **IMPLEMENTATION OF AVIATION SECURITY IN THE REPUBLIC OF INDONESIA 2004**

(Presented by Indonesia)

#### **SUMMARY**

This paper provides brief accounts of aviation security measures enhanced by the Republic of Indonesia.

#### **1. DEVELOPMENT OF AVIATION SECURITY IN INDONESIA**

1.1 The 11 September event and worsened security situation in the region, as well as what happened in Indonesia recently, have proven that civil aviation activities are likely set to become a potential risk by terrorist attacks. Threats against civil aviation have not been decreasing but, on the contrary, they may continue to increase. In the field of aviation security, this condition has become a new challenge to prevent and protect safety and security of civil aviation in immediate and effective ways.

1.2 The Directorate General of Civil Aviation (OCCA) of the Republic of Indonesia has made a determination to maintain security and safety for civil aviation and to take advanced preventions of potential acts of unlawful interference against civil aviation operations.

#### **1.3 Legislative work**

1.3.1 Aviation Act No. 15 (1992) is the basic legal instrument provided for civil aviation activities (in progress to revise).

1.3.2 Crime Acts No. 2 and No. 4 (1976) dealing with the Ratification of Conventions of Tokyo (1963), the Hague (1970) and Montreal (1971).

1.3.3 The Protocol of Montreal (1988) "Protocol for the Suppression of Unlawful Acts of Violence at Airport Serving International Civil Aviation" (in the process of ratification) as well as Montreal

Convention (1991) dealing with the Convention on Marking of Plastic Explosive for the Purpose of Identification (also in the process of ratification).

1.3.4 Government Regulation No. 3 (2001) on Aviation Safety and Security will revise the implementation of Annex 17, Seventh Edition (April 2002), as well as relating to Air Marshall.

#### 1.4 **One hundred per cent hold baggage screening (HBS)**

1.4.1 The implementation of 100 per cent HBS has already been done since 1989 based on the Minister of Communications Decree No. 14 (1989) for the regulatory transport of passengers, baggage and cargo on board civil aircraft and the Decree of the Director General of DGCA No. SKEP/40/II/1995 as the implementation guidance, even though 100 per cent HBS has already been done only for big and medium airports. However, some of the x-rays equipment must be replaced with equipment that is more modern.

#### 1.5 **Check-in — Sterile areas**

1.5.1 Since 2001, some of the airports, especially airports which serve international flights, have been implementing check-in – sterile areas. In the future, this DGCA standard will be implemented in all airports.

#### 1.6 **Human resource development and training**

1.6.1 The Civil Aviation Training Center (CATC), with its five regional departments of Training on Technique and Aviation Safety under the supervision of DGAC, is responsible for the training of AVSEC personnel as well as their maintenance. The AVSEC training is available in Basic, Junior and Senior levels; and for the AVSEC management, instructors and Auditor Training, etc. are sent abroad. DGCA has implemented AVSEC personnel license since 1995. The license is valid for two years and for the renewal of the license, the AVSEC personnel shall get a recurrent course and must pass the test.

## 2. **ENHANCED AVIATION SECURITY**

2.1 *Airport Security.* Airports have taken an active role in coordinating with relevant authorities to carry out many security measures at airports, such as:

- a) to reinforce patrols of runways, taxiways and aprons;
- b) to reinforce the screening of persons and vehicles accessing the airside, warehouses, catering facilities, fuel farms and navigation aids;
- c) giving special attention to check the personal identification, mobile phones, baggage, cargo, aviation staff, CIQ and other officers who are working in the restricted areas at airports; and
- d) crew members, passengers and their carried-on and checked baggage, cargos, mails and other items are strictly controlled and examined under constant surveillance when entering the sterile areas and embarking the aircraft.

2.2 *In-flight security.* Airlines have been requested to strengthen security measures for all flights:

- a) strictly comply with pre-flight and post-flight security checks; special attention is paid to security control of crew members, cabin attendants, mechanics and staff that are serving in the aircraft;

- b) all compartments of the aircraft, including passenger cabins, cockpits, overhead bins, lavatories, galleries, waste bins, storage areas, seat-back pockets, aero-bridges and areas which can provide access to the aircraft are thoroughly checked before the embarkation of passengers; and
- c) reinforce and lock cockpit doors.

2.3 The Division is invited to review these activities.

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