



**WORKING PAPER**

**HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)**

**Montréal, 12 to 14 September 2012**

**Agenda Item 3: Combating the insider threat**

**COMBATING THE INSIDER THREAT AT AIRPORTS IN INDONESIA**

(Presented by Indonesia)

**SUMMARY**

This paper provides a summary of the measures for combating the insider threat in Indonesia, including related challenges.

**1. INTRODUCTION**

1.1 In an effort to improve aviation security in Indonesia so as to prevent acts of unlawful interference, Indonesia has a strong commitment to fully support the efforts to avoid acts of unlawful interference in aviation, especially after the tragic incidents of 9/11.

1.2 Aviation Security (AVSEC) is a specialist field for Regulators and Operators. The Republic of Indonesia is not alone in the world in facing AVSEC development challenges in implementing the ICAO AVSEC guidance, standards and recommended practices.

1.3 The Republic of Indonesia, uniquely placed in the Asia Pacific region as not only a large archipelagic nation, but also a pivotal State, faces common risks and challenges together with regional partners and neighbours, but also some additional and unique security risks. This requires careful consideration of ICAO AVSEC guidance so that key risks and challenges can be identified, met and overcome.

**2. DIRECTORATE OF AVIATION SECURITY**

2.1 The Directorate General of Civil Aviation of the Republic of Indonesia has established the Directorate of Aviation Security since 2008 which is concerned with aviation security in Indonesia.

2.2 The objectives of the Directorate of Aviation Security are to improve the Aviation Security conditions in Indonesia, to ensure the quality of Aviation Security in Indonesia, and to meet the ICAO standards and recommended practices. The goals are:

- to develop a more solid regulatory framework in order to achieve transparent, efficient, effective and accountable “rules of the game” for every stakeholder in aviation security;
- to strengthen the inspection mechanism, including law enforcement to ensure the implementation of the Aviation Security rules and regulations.

2.3 Education and training events in aviation security in order to foster the competency, professionalism and skills of aviation security for staff and aviation security inspectors of Directorate of Aviation Security of DGCA, airport operator and aircraft operator are regularly held by the Human Resources Development Agency under the Ministry of Transportation as well as the approved aviation security training institutions.

2.4 Significant international cooperation and assistance is currently in progress pursuant to a policy decision to enhance Indonesia's AVSEC capacity and capability development both at the national level and at the airport operational level, including combating the insider threat.

### 3. **INSIDER THREAT**

3.1 In general, the threat is stemming from a willingness to perform acts of hostility against a particular target (an implied intention to take hostile or dishonest actions against a specific target). The insider threat can be interpreted as a deliberate threat from insiders, i.e. officials, employees or staff who have the status of a license or other authority, inside the limited access to the security area of an airport or other aviation operational facilities in areas where there are aircraft and aircraft support facilities and navigational aids equipment which if compromised would interfere with flight operations which can cause loss of life through the occurrence of unlawful conduct (acts of unlawful interference), among others:

- 1) aircraft hijacking;
- 2) aircraft sabotage;
- 3) sabotage of an airport and its facilities;
- 4) terrorist attacks.

### 4. **SOURCES OF INSIDER THREAT**

4.1 The sources of insider threat can come from licensed officials, employees or staff as an individual or as part of a group.

4.2 Officials, Employees or staff as an individual present a potential risk of a threat due to several motivational factors, among others:

- a) Dissatisfaction related to economic/financial conditions (needs);
- b) Dissatisfaction related to political ideology;
- c) Dissatisfaction related to religious ideology;
- d) Depression;
- e) Disorientation;

4.3 Meanwhile, employees as part of a group can present a potential risk of threat because of:

- a) Cooperation for common understanding of relevant ideology;
- b) Cooperation for a shared understanding related to religion (stream);
- c) Cooperation for economic/financial reasons (needs);
- d) Cooperation as under threat;
- e) Unconsciously manipulated (unwitting accomplished);

## 5. MODUS OPERANDI (TECHNIQUE)

5.1 Officials or employees who act as agents of an insider threat can make a potential threat in the following ways, among others:

- Smuggling of prohibited goods or equipment (security items) by way of deceiving the position of the screening or search, such as weapons, dangerous articles, explosives, hazardous materials or dangerous goods.
- Using work equipment or equipment of security items, such as lawn mower blades, officer's firearms, or technician's working equipment;
- Changing or damaging the equipment, systems or facilities which may directly jeopardize flight safety.

## 6. EFFORTS TO PREVENTION / CONTROL (COUNTER MEASURES)

6.1 The Indonesian security procedures to prevent or combat the insider threat, among others provide for the following:

- a) Supervise or accompany daily / seasonal workers in the restricted security area;
- b) Closely examine all officials, employees or staff entering the restricted security area;
- c) Closely examine all Janitors before permitting them to enter the aircraft;
- d) Oversee the restricted security areas and facilities related to flight operations by patrolling periodically or continuous surveillance using CCTV;
- e) Inspect all cabin carry-on, baggage and cargo as well as food (catering items) and equipment required and sold in flight (stores) and watch them before and during the loading onto the aircraft;
- f) Oversee the process of boarding passengers and loading of goods;
- g) Aircraft security check before departure (pre-flight security check);
- h) Supervise, control and update the permit issuance and use of appropriate entry of airport, including applying background checks and stop list procedure;
- i) Implement security awareness training for all airport pass applicants;
- j) Carry out internal and external quality control regularly based on risk assessment;
- k) Religious, social and cultural approach among stakeholders.

## 7. CONCLUSIONS

7.1 Threats to civil aviation, including the insider threat, have occurred and are still going to happen again in a growing aviation industry.

7.2 It is, therefore, necessary to have suitable measures in place other than the above standard security procedures to prevent threats to civil aviation, most importantly to comply with all applicable aviation safety rules by adjusting the conditions in each place, to avoid any conflict between stakeholders.

7.3 The proposal for a revised Annex 17 Standard 4.2.6 as set forth in ICAO Secretariat paper HLCAS – WP/11 (Implementation of 100 per cent screening of persons other than passengers) would allow States to address the insider threat issue by applying the most effective set of security measures in order to achieve the desired security outcomes.

7.4 DGCA Indonesia continues to develop aviation security in Indonesia by applying new useful policies such as :

- Establishing more airport authorities with increased aviation security expertise (currently 10 (ten) airport authorities) and adding to its aviation security inspectors, including at Headquarters office (Directorate of Aviation Security), so as to conduct quality controls on the operators directly and more frequently;
- In line with the Aviation Act and the National Civil Aviation Security Program, require the operators in the aviation industry and other related stakeholders, including the general public, to comply with all aviation security procedures and have the appropriate security awareness and safety culture.

## 8. ACTION BY THE CONFERENCE

8.1 The Conference is invited to:

- a) recommend endorsement of the new text of Annex 17 Standard 4.2.6 as contained in HLCAS –WP/11; and
- b) invite the ICAO Council to adopt the Standard as soon as practicable.

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