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**ASSEMBLY— 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 16: Aviation Security**

**AVIATION SECURITY POLICIES IMPLEMENTED IN INDONESIA**

(Presented by Indonesia)

**EXECUTIVE SUMMARY**

The Indonesian Government is strongly committed to fully support ICAO's efforts of fostering aviation security so as to prevent acts of unlawful interference. This includes developing aviation security strategies and elaborating on appropriate aviation security policies. For a better understanding of Indonesia's aviation security policies, this paper provides a progress report on the aviation security policy framework and the implementation of aviation security strategies in Indonesia.

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| Strategic Objectives:   | This working paper relates to Strategic Objective C – <i>Security and Facilitation</i> . |
| Financial Implications: | Not applicable.  |
| References:             | Not applicable.  |

## 1. INTRODUCTION

1.1 The nature and type of security threats faced worldwide are constantly changing, including at airports. This is demonstrated by several recent terrorist attacks, including the Paris attacks in November 2015, the Brussels airport bombing in March 2016 and the Istanbul Ataturk airport attacks in June 2016. This challenging environment shows the increasing need to protect infrastructure, equipment, and the traveling public. Efficient security measures will protect against terrorist acts or other parties who may attempt acts of unlawful interference. In addition, improved aviation security is expected to be able to avoid the occurrence of acts of unlawful interference – for instance, hijacking, bomb threats, assault, sabotage and other criminal acts.

1.2 The Republic of Indonesia is a large archipelagic nation and uniquely located in the Asia-Pacific region. It does not only face common risks and challenges, but also some additional and unique security risks at its 30 international and 237 domestic airports. Consequently, the Directorate of Civil Aviation (DGCA) has a strong commitment to fully support efforts to foster aviation security and prevent acts of unlawful interference, since airports are an important part of the global supply chain in civil aviation.

1.3 The commitment of the DGCA in improving aviation security in Indonesia involves several aspects, including developing aviation security strategies and policies. The main objective of developing aviation security strategies and policies is to strengthen aviation security in Indonesia in order to comply with ICAO Standards and Recommended Practices (SARPs).

## 2. DISCUSSION

2.1 The commitment of the Indonesian government in improving aviation security is based on the Aviation Act of 2009. Moreover, DGCA Indonesia established the Directorate of Aviation Security in 2008 which is responsible for handling the aviation security sector in Indonesia. The responsibility of DGCA for aviation security and its facilities are specifically stated in the Minister of Transportation Decree No. PM 127 of 2015 regarding the National Civil Aviation Security Programme (NCASP). The present Programme is the 5th edition of the Indonesian national civil aviation security plan (NCASP).

2.2 Summarized below are highlights of aviation security strategies and policies and their implementation in Indonesia.

### 2.2.1 **Combating the insider threat**

2.2.1.1 In order to address new and existing threats, DGCA Indonesia made continued efforts to improve aviation security awareness, including risk awareness, conduct in accordance with security policies and enhancing security culture of all persons involved at the airports. DGCA consistently conducts preventive measures regarding potential security threats such as insider threats.

2.2.1.2 Insider threat is defined as a threat relating to persons who are employees of an airport, an airline and of airport tenants holding an airport ID, given access to sensitive/security restricted areas of the airport or other aviation facilities which may be subject to acts of unlawful interference of attempts thereof.

### 2.2.1.3 Origin of Threat

- a) The origin of a threat may arise from an employee or a group of employees. Such employees may attempt or perform an act of unlawful interference due to one or more of the following factors:
  - 1. unsatisfied condition due to economic reason (needs);
  - 2. unsatisfied condition due to political ideology;
  - 3. unsatisfied condition due to religion ideology;
  - 4. depression; and
  - 5. disorientation.
  
- b) An employee or group of employees may attempt or act due to one or more of the following factors:
  - 1. collusion due to same orientation of ideology;
  - 2. collusion due to same orientation of religion (sect);
  - 3. collusion due to economic reasons (needs);
  - 4. coercion (under threat); and
  - 5. unwitting accomplice.

### 2.2.1.4 Modus Operandi

- a) An insider threat can be attempted or acted in one or more of the following ways:
  - 1. smuggling security items such as weapons, explosives, dangerous articles, dangerous goods;
  - 2. defeating the screening procedure;
  - 3. use of working tools such as screw driver, hammer, knives etc.; and
  - 4. changing or removing equipment or system or facilities affecting the level of safety of an aircraft.

### 2.2.1.5 Countermeasures:

- a) accompany a temporary airport worker within the security restricted area;
- b) screen the airport employee;
- c) screen the cleaning staff before entering the aircraft;
- d) patrol and surveillance of the Security Restricted Area (SRA);
- e) screen the baggage, cargo as well as catering items before being loaded into aircraft;
- f) monitor the process of passengers boarding and baggage loading;
- g) pre-flight security check;
- h) monitor, control and issue airport pass as well as employ background check and stop list procedure;
- i) perform security awareness training to the applicants of airport pass;
- j) perform internal and external quality control regularly and based on risk assessment; and
- k) improve close relationships with other entities in aspects such as religion, social and culture.

## 2.2.2 **Strengthening security culture and procedures to respond to passengers who state a bomb hoax**

2.2.2.1 Security is one of the most important parts in the aviation field, since aviation continuously faces new and existing threats. Security is not the responsibility of top-level management alone, nor is it a task only for the security personnel. Security is a concern for everyone, and a positive security culture is essential for promoting and maintaining a secure environment. In order to create stronger aviation security, it is required to identify and encourage the development of pro-security behaviour, practices and innovations.

2.2.2.2 DGCA Indonesia recently focused on strengthening the aviation security culture, especially for passengers at airports, since several passengers joked or pretended about bombs while they were being screened or when they were on the aircraft (“bomb hoax”). Cases of bomb hoax are mostly stated by passengers who feel objected because of the strict screening process at the security check points.

2.2.2.3 Procedures to respond to passengers who state a bomb hoax are as follows:

- a) detaining the suspect passenger;
- b) cancelling the suspect passenger’s flight;
- c) off-loading the suspect passenger’s hold baggage, if any; and
- d) handing over the suspect passenger to the police.

2.2.2.4 For preventing a bomb hoax to re-occur, the following are some measures to be taken:

- a) performing passenger security screening effectively and efficiently with less queuing;
- b) informing the public including passengers at airports about the law and sanctions if they state a bomb hoax;
- c) improving the competency and professionalism of all security personnel; and
- d) improving the security culture and security awareness of all people who are involved at the airport.

2.2.2.5 By improving the security culture and security awareness for all people involved at the airport, it is expected that aviation security at the airport can be maintained constantly.

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