



**WORKING PAPER**

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

**Montréal, 12 to 14 September 2012**

**Agenda Item 9: Any other business**

**AVIATION SECURITY DEVELOPMENT IN INDONESIA**

(Presented by Indonesia)

**SUMMARY**

This paper provides a brief account of current aviation security developments enhancing the implementation of aviation security in Indonesia.

**1. INTRODUCTION**

1.1 In response to recommendations of ICAO and the European Union, the Government of the Republic of Indonesia (“GoI”) has taken steps to enhance aviation safety and security. A new Aviation Act (Act No. 1) has come into effect on 12 January 2009. The new Aviation Act has provided a more modern and solid legal basis for the implementation of aviation security by taking into account the recent global developments in aviation security issues, where aviation security is put in place in one chapter and divided into 28 articles.

1.2 As part of the improvement program, the organisational structure of the Directorate General of Civil Aviation (“DGCA”) has been reorganised in the second half of 2008. Based on Decree No. 20 of 2008 the Minister of Transportation, the new organization of DGCA comprises of 5 (five) Directorates, namely:

- 1) Directorate of Airport;
- 2) Directorate of Air Navigation;
- 3) Directorate of Airworthiness and Aircraft Operation;
- 4) Directorate of Air Transport;
- 5) Directorate of Aviation Security.

1.3 The Directorate of Aviation Security is the newest Directorate in the Organization of the DGCA; there was no dedicated department for aviation security before this re-organisation. Until 2008, it was part of the Directorate of Aviation Safety of which Aviation Security was just as a section (Section for Airport and Airline Security, Sub Directorate of Security and Emergency Services). The Directorate of Aviation Security consists of 5 Sub-Directorates, namely:

- a) Sub-Directorate of Standardization & Program and Cooperation of Aviation Security;
- b) Sub-Directorate of Emergency Services;
- c) Sub-Directorate of Certification and Personnel of Aviation Security;
- d) Sub-Directorate of Facilities of Aviation Security;

- e) Sub-Directorate of Quality Control of Aviation Security, Dangerous Goods and Cargo.

1.4 The number of staff of the Directorate of Aviation Security is 100 persons, some of which need additional training. The Directorate of Aviation Security needs adequate staff in dealing with the scope of work in implementing the constantly evolving standards and recommended practices of ICAO Annex 17 for the more than 180 airports and 44 airlines in Indonesia. The Director of Aviation Security realizes that running the new Directorate with the available staff is a major challenge.

1.5 The overall objective of the Directorate of Aviation Security is to further improve the aviation security situation in Indonesia and to enhance the quality of aviation security in Indonesia to meet the ICAO standards and recommended practices. The goals are:

- To develop a more solid regulatory framework in order to achieve more 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 full implementation of the aviation security rules and regulations.

1.6 Therefore the Directorate of Aviation Security will focus on the following issues:

- a) reviewing the National Civil Aviation Security Programme. In line with the new Aviation Act, the National Civil Aviation Security Program was produced in 2009 and requires further review;
- b) keep accelerating the improvement of the professionalism / know-how of the staff through training and education, including reviewing the National Civil Aviation Training Programme;
- c) strengthening the quality control (audit, inspection, survey and test) capability in order to perform a more effective and efficient quality control tasks, including reviewing The National Civil Aviation Quality Control Programme.

1.7 Aviation security quality control has been implemented as follows:

- a) ICAO conducted the 2nd cycle audit under the Universal Security Audit Program (USAP) at the DGCA as well as the Ngurah Rai International Airport in May 2008 and plans to conduct a re-assessment in 2012;
- b) the TSA conducted the security assessment at Ngurah Rai International Airport in 2005 and conducted a reassessment in 2007. It also conducted a security assessment at the aircraft repair stations at Jakarta and Bandung in 2009, and conducted a security observation mission at Soekarno-Hatta International Airport, Jakarta in 2011;

1.8 The Directorate General of Civil Aviation has conducted MANPADS vulnerability assessments at Soekarno-Hatta International Airport and at Ngurah Rai International Airport in November 2009.

1.9 The In-Flight Security Officer (Air Marshal) programme was implemented based on the new Aviation Act No. 1 and on Director General Decree No. 95/IV/2008 regarding the Technical Instruction on In-Flight Security Officer of foreign air carriers flying to and from Indonesia territories.

Indonesia and Singapore have signed a Memorandum of Understanding (MOU) on In-flight Security Officer on 29 July 2010;

1.10 The Directorate General of Civil Aviation has revised the National Civil Aviation Security Programme (NCASP) by the new Ministerial Decree No. 9 of 2010 on February 2010;

1.11 Since April 2011, the Directorate General of Civil Aviation has issued a new Regulation on Regulated Agents which was already implemented at Jakarta Airport since January 2011;

1.12 As a Contracting State, the Government of Indonesia has been developing, implementing and maintaining the ICAO Standard and Recommended Practices through the following legislation and regulations, in particular :

- a) Act No.2 of 1976 regarding the Ratification of ICAO conventions including Tokyo 1963, The Hague 1970 and Montreal 1971; the ratification of the Montreal Convention of 1991 on the Marking of Plastic Explosives for the Purpose of Detection is under discussion with other relevant government agencies;
- b) Act No.4 of 1976 regarding the supplementary on crime act in order to acts of unlawful interferences;
- c) Aviation Act No. 1 of 2009;
- d) Government Decree No.3 of 2001 regarding aviation safety and security;
- e) Presidential Decree No. 63 of 2003 regarding the security of strategic facilities;
- f) Minister of Transportation Decree No. 9 of 2010 regarding the National Civil Aviation Security Programme (based on Annex 17, Amendment 12), presently being revised for approval);
- g) Minister of Transportation Decree No. 422 of 2009 regarding the National Civil Aviation Security Committee;
- h) Director General of Civil Aviation No. 100 of 2003 regarding the technical instructions for handling passengers who are carrying a gun, and security of persons in custody on board the aircraft;
- i) Director General of Civil Aviation Decree No. 252 of 2005 regarding the National Civil Aviation Security Training Programme;
- j) Director General of Civil Aviation Decree no. 69 of 2011 regarding the National Civil Aviation Security Quality Control Programme;
- k) Director General of Civil Aviation Decree No. 43 of 2007 regarding the implementation instruction for handling passengers who are carrying liquids, aerosols and gels into the passenger cabin of aircraft flying internationally;
- l) Director General of Civil Aviation Decree No. 160 of 2008 regarding the certification of aviation security personnel;

- m) Director General of Civil Aviation Decree No. 161 of 2008 regarding the revision of Director General of Civil Aviation Decree no.252 year2005 ;
- n) Director General of Civil Aviation Decree no. 95 year 2008 regarding the Technical Instructions on In-Flight Security Officers of foreign air carriers flying to and from Indonesia territories;
- o) Director General of Civil Aviation Decree No. 2765 of 2010 regarding the Technical Instructions for screening of passengers, staff, crew and baggage transported by air;
- p) Director General of Civil Aviation Decree No. 255 of 2011 regarding the screening of cargo and mail transported by air ;

## 2. ACTION BY THE CONFERENCE

2.1 The Conference is invited to note the information contained in this Paper. Suggestions and advice to enhance the implementation of aviation security in Indonesia are welcomed.

— END —