



International Civil Aviation Organization

## WORKING PAPER

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### ASSEMBLY — 36TH SESSION

#### EXECUTIVE COMMITTEE

#### Agenda Item 15: Aviation Security Programme

#### AVIATION SECURITY IN INDONESIA

(Presented by Indonesia)

#### EXECUTIVE SUMMARY

This paper contains information about aviation security in Indonesia in brief and the Directorate General of Civil Aviation (DGCA) of Indonesia efforts to prevent potential acts of unlawful interference against civil aviation operation and the efforts which DGCA of Indonesia has been taken to take the travel ban out.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B.
<i>Financial implications:</i>	Not Applicable.
<i>References:</i>	

## **1. AVSEC IN INDONESIA**

1.1 Civil Aviation activities in particular the aircraft operation likely posed to potential risk that being used by terrorists as weapons. Threats of unlawful interference have not decreased but on the contrary, they continue to be potential. The September 11 tragedy is a proof which does not only mark a new form of attack by terrorism but also it places aviation security at condition before new challenges requiring preventive actions need to be taken immediately and effectively protect the civil aviation safety.

1.2 Facing such common challenges in the civil aviation field, DGCA of Indonesia has made its determination to maintain safety for civil aviation and to take advance prevention of potential acts of unlawful interference against civil aviation operation.

### **1.3 Legislations**

- a) Act no. 2 year 1976 regarding the ratification of ICAO conventions such as Tokyo 1963, The Hague 1970 and Montreal 1971 (we still discuss the Montreal convention year 1991 regarding the marking of plastic explosive for detection purpose with other relevant agencies for ratifying);
- b) Act no. 4 year 1976 regarding the supplementary on crime act in order to acts of unlawful interferences;
- c) Act no. 15 year 1992 regarding the Aviation (the revision on such act is being proposed to the House of Representatives of Indonesia for approving);
- d) Government Decree no. 3 year 2001 regarding the aviation safety and security;
- e) Presidential Decree no. 63 year 2003 regarding the security of strategic facilities.

### **1.4 Regulations**

- a) Minister of Transportation Decree no. 14 year 1989 regarding the regulatory of passenger, baggage and cargo transported by air;
- b) Minister of Transportation Decree no. 54 year 2004 regarding the national civil aviation security program;
- c) Minister of Transportation Decree no. 14 year 2006 regarding the national civil aviation security committee;
- d) Director General of Civil Aviation Decree no. 40 year 1995 regarding the implementation instruction of the regulatory of passenger, baggage and cargo transported by air;
- e) Director General of Civil Aviation Decree no. 12 year 1995 regarding the screening personnel licensing;

- f) Director General of Civil no. 100 year 2003 regarding the technical instruction for handling passenger who carrying gun and security of person in custody on board the aircraft;
- g) Director General of Civil Aviation Decree no. 252 year 2005 regarding the national aviation security training programs;
- h) Director General of Civil Aviation Decree no. 253 year 2005 regarding the national aviation security quality control program;
- i) Director General of Civil Aviation Decree no. 43 year 2007 regarding the implementation instruction for handling passenger who carrying liquids, aerosols and gel into passenger cabin of aircraft flying internationally.

1.4.1 The Aviation Act no. 15 year 1992 is in place for revision, the draft of revision is in parliament for approval now. The NCASP is dynamic program which may be revised following the current situation in aviation security.

1.4.2 DGCA will also be restructuring its organization and the existing Section of Aviation Security will be developed as Directorate of Aviation Security.

## 1.5 NCASP & ASP

1.5.1 Based on the Decree no. 54 year 2004, most of Airport as well as Aircraft Operator have its Security Program approved by Director General of Civil Aviation.

## 1.6 Quality control

1.6.1 Based on the Decree no. 54 year 2004 and Decree no. 253 year 2005, Aviation Security Quality Control has been implemented as follows:

- a) ICAO conducted the universal security audit program at DGCA as well as Soekarno-Hatta International Airport of Jakarta in 2004 and conducted the follow-up audit in 2006;
- b) TSA conducted the security assessment at Ngurah Rai International Airport of Denpasar in 2005 and conducted the reassessment in 2007 due to Continental Airline of USA flying to Denpasar;
- c) DGCA required by NCASP to conduct security audit, inspection, survey and test for all airports once a year each;
- d) DGCA can only conduct security quality control once a year consistently for 25 big airports each due to financial reason;
- e) DGCA conducted the security and safety audit at 5 big and international airports on April/May, 2007 for classifying in order to comply safety and security standards and recommended practices as well as level of services following the classification of national air carrier after a couple of aircraft accidents occurred in Indonesia for the

last two years and after the audit the classified airlines and airports to be notified to general public;

- f) DGCA conducted Airport Contingency Exercises at Juanda International Airport of Surabaya, Ngurah Rai International Airport of Denpasar, Budiarto Airport of Curug (Civil Aviation Training Center), Hang Nadim International Airport of Batam Island and will be at Soekarno-Hatta Airport of Jakarta on September 2007. These contingency exercises conducted through a cooperation project between Government of Indonesia and Japan International cooperation Agency (JICA).

## **1.7 MANPADS vulnerability assessment**

1.7.1 The Republic of Indonesia plans to conduct the MANPAD vulnerability assessment at Ngurah Rai International Airport of Denpasar, Bali this year. DGCA has been preparing the assessment with appropriate Agencies such as National Police, Military, Local Government, and Airport.

## **1.8 Air marshal program**

1.8.1 Based on a formal request from some foreign countries the Government of Indonesia will be discussing with requesting country the implementation of air marshal unit on board an aircraft flying to, from Indonesia.

## **1.9 Capacity building program**

1.9.1 Based on the Decree no. 252 year 2005, DGCA conducted various training to enhance capacity building of the Aviation Security Personnel through a cooperation project between Government of Indonesia and Government of Australia, as follows:

- a) Instructor;
- b) Supervisor;
- c) Screener;
- d) Auditor-Inspector;
- e) Quality Control;
- f) Crisis Management.

## **1.10 Training program and personnel certification**

1.10.1 Based on the Decree no. 252 year 2005 and Decree no. 12 year 1995, DGCA requires security personnel to have appropriate security training and certification/license. Beside that, the airport employees required to have AVSEC awareness training.

2. **MEASURES TO BE TAKEN TO TAKE THE TRAVEL BAN OUT**

- a) DGCA invites the Aviation Authorities from other countries to audit the aviation regime in Indonesia for knowing the real condition as well as data and information from the right sources;
- b) The aviation authorities from foreign countries conducted the audit to Indonesia Civil Aviation such as FAA, TSA, Appropriate Authorities of Saudi Arabia, Australia, South Korea and DGCA will also be audited by EU Aviation Authority;
- c) After the re-assessment conducted by TSA at Denpasar International Airport on June 2007, there is positive indication regarding the security system at Denpasar International Airport but it is clearly stated by TSA Inspector that it needs time for processing to withdraw the Public Notice at Denpasar International Airport by TSA HQ formerly.

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