25th July 2003

The Secretary
Joint Committee of Public Accounts and Audit
Parliament House
Canberra ACT 2600

Subject; Review of Aviation Security in Australia

Dear Sir,
I thank you for the opportunity to present you with our submission in
regards to the committee's review of aviation security in Australia.

Should you have any queries please do not hesitate to contact me any
time;
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Sincerely your

Moshe Maor

Moshe Maor
Managing Director

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ELTA Systems Ltd.

פרו-טקט
ניהול סיכוני טרור בע"מ

Pro-Tact
Terrorism Risk Management Ltd.

To: Joint Committee of Public Accounts and Audit

Presentation of Capabilities – An ELTA/Pro-Tact Joint Document

Background:

1. ***ELTA Systems Ltd.*** is a subsidiary and division of Israel's Aircraft Industries. The company maintains strategic cooperation with ***Pro-Tact Terrorism Risk Management Ltd.***, which specializes in providing consultation and planning against international terrorism threats. The companies provide global solutions for homeland defense at the national and regional level.

2. The comprehensive national-level solution provided by the companies is based on existing client capabilities and is comprised of several solution groups.

   a) An aviation security system, including international airports and passenger aircraft protection.
   b) A maritime transport security systems, including port security and protection of vessels.
   c) A land transport security system, including international border crossings.
   d) A territorial water security system, including outer security and maritime patrols.
   e) A protection system for ground borders.
   f) A security system for strategic and infrastructure facilities.
   g) An advanced counter-terrorism-supporting SIGINT system.

3. The joint group is engaged in extensive global business ventures in the fields of airline security and protection, and possesses proven experience and expertise in the following fields:

   a) Management and implementation of projects in conjunction with governmental departments and security agencies, such as transportation and customs departments.

b) Terrorism and crime risk analysis, while formulating security solutions based on the Israeli experience and taking into account all amendments and regulations in the fields of aviation (IATA), maritime shipping (IMO), and customs (WCO).

c) Development and integration of cutting-edge technological means, as well the provision of long-term high quality service, position the companies as leaders in their field.

The Team of Experts

- **Brig. Gen. (Res.) Yechiam Sasson** – Principal counter-terrorism advisor and former Head of the Bureau for Counter-Terrorism, Office of the Prime Minister, State of Israel. Integrated operations at the national level to counter the terrorist threat to Israel.
- **Moti Meital** – Former Head of the Protection & Security Division in the I.S.A, was responsible for: security of all Israeli **civil aviation**, passengers & cargo in Israel & abroad, security of all Israeli Embassies, Consulate & other Israeli government installations abroad, security of all Israeli international gateways.
- **Colonel (Res.) Amos Hajaj** – A member of the Israeli Bureau of Counter Terrorism. Formerly head of the "Terror Arena" at the Intelligence Research Department for the I.D.F.
- **Ehud Lev-Er** - Served in the Israeli Foreign Ministry as the Director of Security Division, responsible for the security of all Israeli diplomatic missions and personnel abroad.
- **Brig. Gen (Res.) Yaakov Goez** – Formerly Commander of the Haifa Navy base. Headed the operations division in the Israeli Navy.
- **Brig. Gen. (Res.) Zeev Tsuk Ram** – Currently First Assistant to the Head Israeli Homeland Security, and an expert in crisis management.
- **Commander (Ret.) Menahem Bozna** – Headed the Bomb Disposal Unit in the Israeli National Police.
- **Shlomo Cohen** - Acted as Vice-President of operations at MAMAN Corp. Supervised the building of flying cargo security units and the loading/unloading of cargo aircraft.
- **Asif Izak** – Formerly head of recruitment and training for Israel's airports and ports.

The Proposed Security Doctrine

General:

At airport crossings, with an emphasis on international airports, a comprehensive security response combines advanced technology, command and control systems, security deployment, and security screening procedures that allow for central command and control of all entries into and exists out of the country.

1. **Proposed workload**:

   a) A thorough study of all previous reports on the state of airport security in the country.

   b) The undertaking of a survey and initial assessment of security at the various airports (international and domestic).

   c) Assessment of threats and potential scenarios in order to facilitate the following:

      1) Examination of flaws and vulnerabilities in the overall handling of entry supervision into the country
      2) Analysis and definition of specific threats at each airport according to priority order
      3) Detection and identification of vulnerabilities in accordance with the defined threats and potential scenarios.
      4) Examination of the security personnel's training and instruction system.

   d) Formulation of security plans for the airports in order to facilitate an immediate enhancement of deterrence and improvement of deployment and preparedness for the defined threats:

      1) Formulation of a comprehensive physical security system for the entire airport.
      2) Improvement of the coordination between all security and operational agents affecting airport security.
      3) Entry and security screening procedures of passengers and their luggage, airline crew members, shipments/cargo, and all transport vehicles entering and existing the airport grounds.
      4) Response to and handling procedures of security incidents.
      5) Procedures and plans to prevent theft/hijacking of light aircraft parked at the various airports (with emphasis on domestic airports).
      6) Integration of available technological tools.
      7) An air control, communication and coordination center.
      8) Integration of advanced technological means.
      9) Examination of coordination and cooperation between all relevant agents at the national and local level, as well as at the airports themselves.

2. The principles of responding to enemy threats and potential scenarios targeting airport facilities, passengers and aircraft are derived from the proposed

security doctrine, which is based on security rings that include the following:

a) **<u>Intelligence information</u>** – Facilitates the formulation of a real-time integrative intelligence picture of all security forces operating at the airport, thus enabling the definition of alert levels and various appropriate response methods. At the same time, the fundamental assumption must be based on situations where intelligence information is unavailable. Therefore, procedures of response to threats and potential scenarios are to be defined, complemented by additional security rings.

b) **<u>Deterrence</u>** – Security forces at the airport and its vicinity will operate overtly, under the assumption that any criminal or terrorist activity would be based on intelligence gathering. Hence, overt security measures may serve as deterrent occasionally lead the enemy to call off planned attacks. Deterrence activity may include the deployment of uniformed security personnel, screening of passengers and vehicles entering the airport, motorized and foot patrols, checkpoints, deployment of photography and recording equipment, etc.

c) **<u>Alerts</u>** – the ability to receive early warnings in order to engage the enemy as far away as possible from crowd concentrations and sensitive sites and facilities. This will require the utilization of all available means for relaying immediate warnings of a potential incident within airport grounds. These means may include electric fences, closed-circuit TV cameras, two-way radios, distress buttons, etc.

d) Physical Security – The physical security response aims to identify and screen suspects and detect explosive devices, car bombs and/or other pre-defined threat factors. This requires the formulation of decisive and professional response procedures and the performance of drills in accordance with all defined threats and potential scenarios. Physical security is based on security rings functioning independently while being properly integrated into the system:

1) Establishing checkpoints at arrival and access roads/routes to the airport.
2) Security screening at the parking lots and gates.
3) Inspections of airport grounds according to sectors.
4) Deployment of overt and covert skilled security personnel and "selectors" (security screening officers) at the entrances and inside the terminals, based on a designation of sectors and roles.

3. International and European standards oblige airports to feature an alerting electric perimeter fence connected to a manned control center. Another requirement is a motorized patrol track adjacent to/near the fence and also near additional sites, which were determined to require a presence and inspection in order to prevent anti-aircraft and other fire. The designation of several vital gates along the fence for the purpose of emergency activity, including fire department and rescue units, is also required. In addition, entry of employees and vehicles through the gates is to be permitted only following a security

process that would enable verification of details and a physical inspection according to defined classifications. It shall be emphasized that the security survey and assessment at each airport will also enable the examination of building protection issues in order to test the durability of structures in the event of a powerful explosion.

4. **Security handling of the passenger and his/her luggage:**

   a) Security handling of passengers and luggage will include all passengers, airline crew members and airline employees.

   b) Luggage will be screened using a variety of technological means in order to ensure it does not contain an explosive device and/or any component that jeopardizes the aircraft's security.

   c) Passengers will undergo a screening process to detect suspicious indicators, as well as an inspection using a variety of means in order to ensure they do not intend to carry out a terrorist attack or hijack an aircraft.

   d) Special attention will be given to airport employees. This will include verification of reliability, security passes and permits, validity of employee IDs, etc.

   e) All commercial cargo, including courier mail and packages, will undergo a separate security screening process to ensure it does not contain an explosive device, drugs or hazardous materials (including radiological materials).

   f) It is advisable to deploy skilled security officers aboard flights for the purpose of providing security during the flight. The officers will constitute the last and critical security ring to prevent a hijacking.

Summary:

The companies possess the ability to fundamentally enhance aviation security systems at the international and local level, through the integration of their capabilities into existing systems.

The upgraded system will be based on advanced technology and will include the following components:

A comprehensive security planning
A passenger screening system
A passenger luggage screening system
A cargo screening system
A vehicle and aircraft screening system
An advanced system for "filtering" people and cargo based on all the relevant information and managed from a single center.

Formulation of a training and instruction plan with the integration of simulation and training tools.

An aircraft protection anti-missile defense system.

The proposed solution will be implemented in two phases:

a) In phase I, problems are to be identified, analyzed and recommended solution approaches are to be defined.
b) In phase II, the solutions are to be implemented through various system and sub-system projects.